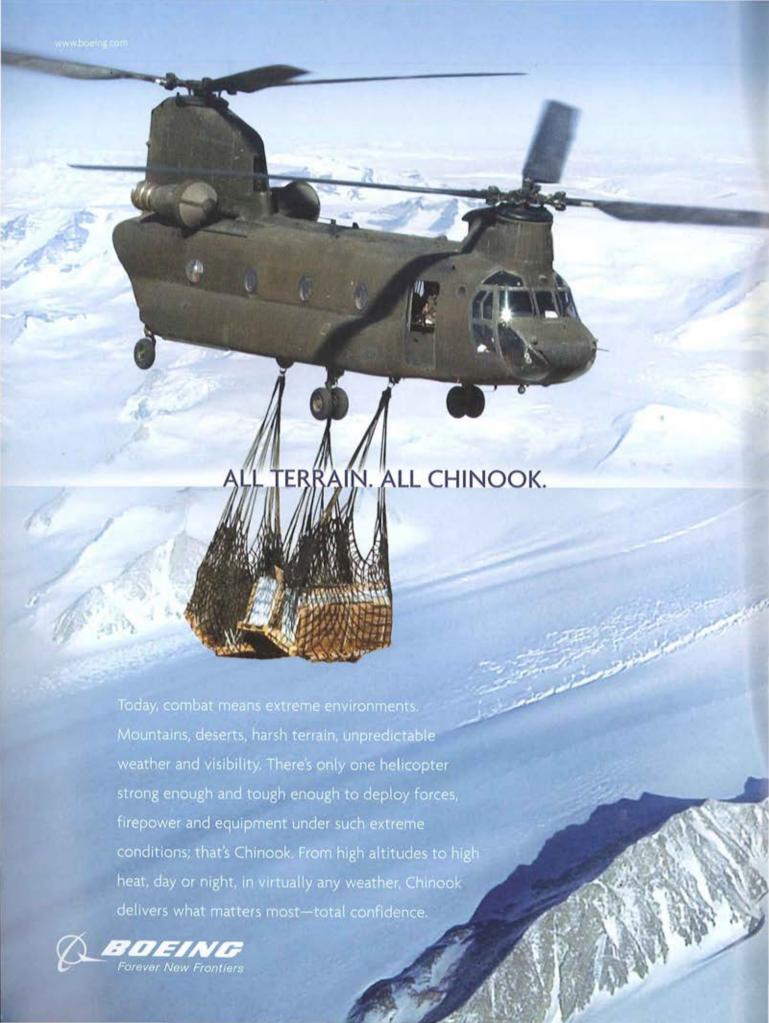
# ARMYAVATION

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#### ON THE COVER

Paid advertisement. The Sikorsky-built UH-60M BLACK HAWK is the centerpiece of the Army's long range medium lift helicopter fleet modernization efforts. The latest version of the BLACK HAWK provides additional payload and range, advanced digital avionics, better handling qualities and situational awareness, active vibration control, improved survivability, and improved producibility. A full-rate production decision to authorize the manufacture of more than 1,200 new UH-60Ms is scheduled for 2007. Caption provided by advertiser.



#### Michael Novosel Dies

Retired CW4 Michael J. Novosel, Sr., 83, a Medal of Honor recipient and member of the Army Aviation Association Hall of Fame, died April 2 following a lengthy battle with cancer at Walter Reed Army Medical Center in Washington, D.C. See "In Memoriam" page 64 for more.

#### 2006 Blue Book

ARMY AVIATION Magazine is in the process of preparing our annual Blue Book Directory of Army Aviation related units, offices and organizations for the August/September issue. For details on submissions visit online at www.quad-a.org/BlueBook.htm.

#### Concern About Stingers in Afghanistan

The U.S. military in Kabul said March 20 that it was concerned about Stinger anti-aircraft missiles in Afghanistan, but so far there are no signs that the highly accurate weapons are in the country. "When it comes to the Stinger missile, we are constantly looking at that from an intelligence perspective to see if there are relevant and actionable intelligence that show us that those have arrived in the theater," said COL James Yonts, a coalition spokesman. Recent media reports state that the Taliban had acquired new battery packs to fit old Stingers supplied by the U.S. to Mujahedeen rebels fighting Soviet forces in the 1980s. If the reports are confirmed, it would represent a new threat to aircraft in the region.

#### Tennessee Guardsmen Injured in Hangar Fire

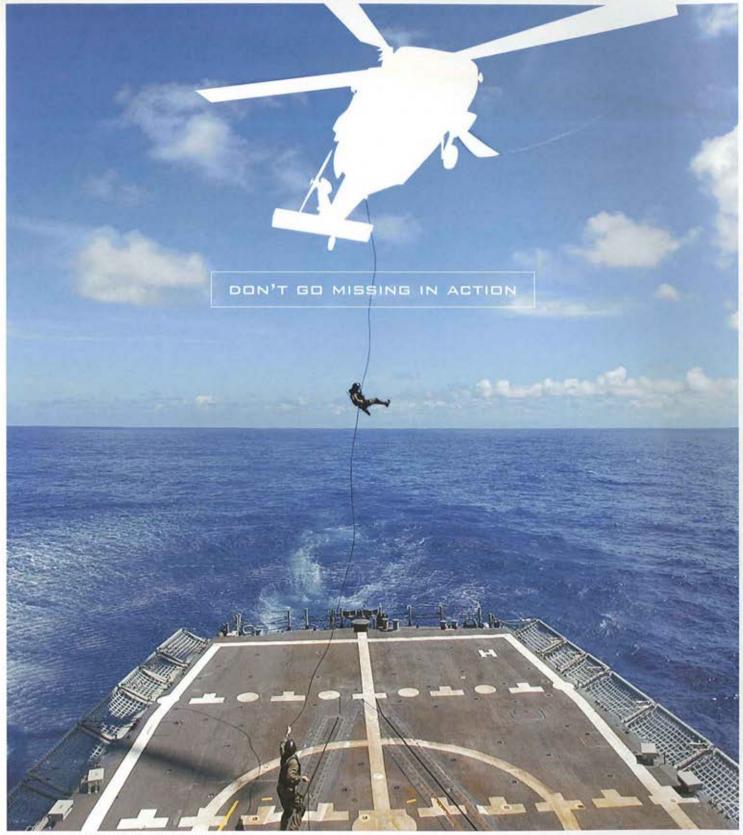
A fire Feb. 28 at the Army National Guard Aviation Support Facility #1 in Smyrna injured 12 Soldiers, one of them seriously. All of the injured suffered smoke inhalation, most of them while trying to remove three UH-60 Black Hawk helicopters from a maintenance hangar. One Soldier suffered burns and was transferred to Vanderbilt University Medical Center in Nashville. The fire may have been caused by welding going on inside the hangar. The incident is under investigation.

#### Airman Lost In 1942 Crash Identified

The DOD POW/Missing Personnel Office announced March 9 that the remains of a U.S. Army Air Forces airman, missing since 1942, had been identified and returned to his family for burial. Aviation cadet *Leo Mustonen*, 22, of Brainerd, Minn. was one of four men aboard an AT-7 Navigator aircraft for a routine training flight that departed Mather Field, Calif., on Nov. 18, 1942. When the plane did not return to base, a search was initiated, but suspended a month later after no results. In October 2005, several hikers on Mendel Glacier near Darwin Glacier in the Sierra Nevada Mountains discovered frozen human remains, circumstantial evidence and personal effects. National Park rangers and a forensic anthropologist from the Joint POW/MIA Accounting Command recovered the remains, which were shipped to Hawaii for positive identification.

The AAAA supports full ACIP for Reserve Component Aviators.

See "President's Cockpit" page 6.



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#### AAAA President's Cockpit

he AAAA Annual Convention in Nashville was an unbelievable success thanks to the Soldiers, their families and our industry partners who support them. From the opening of the exhibit hall, to the sharp Color Guards from the Virginia Women's Institute for Leadership and the Virginia Military Institute (BG (Ret.) Mike Bissell's cadets), to the outstanding professional sessions, to the terrific performance by Darryl Worley at the banquet, our 2006 event was a record setter. A highlight was a video shown at the banquet of retired COL Bill



MacArthur receiving a Gold Order of St. Michael award on the International Space Station. COL Jeff Williams carried the medallion up on the Soyuz capsule when he replaced Bill April 7 after his six month expedition.

Speaking of awards, what an outstanding group of great Americans who received our awards at the convention. The highlight was their acceptance remarks, which made the rest of us burst with pride at their humble professionalism, gratitude to their parents, family and fellow Soldiers, and love for the Army.

In addition, for the first time, we had a professional panel on Family Readiness Groups and their accomplishments. Spouses, representing

diverse units, provided candid insights on their FRG programs.

We learned a lot, and I encourage AAAA chapters to contact your aviation unit's FRG coordinators to see how we can best support their Soldiers and families. We would like to initiate a Family Readiness Group column in the magazine and need some articles to get it started. Please share your good ideas and lessons learned.

A special thanks to our industry partners for making it possible for us to resource the support we provide to our Army Aviation Soldiers and families through your purchase of exhibit space.

We also held our National Executive Board (NEB) meeting and AAAA

annual meeting in Nashville.

There were two significant unanimous NEB votes. One to name the Aviator of the Year Award after CW4 Mike Novosel and the other was to pass a resolution to support the funding of full Aviation Career Incentive Pay (ACIP) for our Army National Guard and Reserve aviators.

As I outlined in the July 2005 article, these aviators are subject to the

1/30th rule for ACIP.

We did not have to take this on, but I felt strongly enough to stand up an ad hoc Compensation Committee. The chairman, BG (Ret.) Mike Burke, reported the results to the NEB and to you in the March/April issue.

We don't expect our RC aviators to show up 1/30th ready for deployments at a moment's notice for natural disasters like Katrina, nor 1/30th



The heads of various VSOs met with the Army Secretary, the Hon. Francis J. Harvey, seated center, May 2. Konitzer, seated right of Harvey, and Bill Harris, standing far right, were on hand.

ready for deployment to War.

Much has changed since 1974 when ACIP was enacted, and our RC aviators are now first stringers on the aviation team. We have been researching this for over a year, and it is the right and fair thing to do.

On May 2, Bill Harris and I attended a day of briefings for the heads of veteran service organizations, hosted by the Secretary of the Army, the Honorable Francis J. Harvey.

Dr. Harvey discussed two initiatives, the first one called Still Serving Veterans (SSV), was started by Army Aviation spouse Becky Pillsbury. SSV's goal is to optimize post-military career objectives for severely wounded veterans by facilitating and promoting business and community opportunities within Alabama's Huntsville and Madison County area.

I discussed the Army Wounded Warrior (AW2) program in previous articles and AAAA's intent to work with our industry partners to help our

wounded warriors.

Becky, Will Webb and others are moving out with the SSV program, which is an extension of AW2 with a regional focus, which has tremendous growth potential. I encourage AAAA chapters near Alabama to contact Becky at becky@stillservingveterans.org to provide assistance. Other chapters should watch for other regions to be formed.

The second initiative Dr. Harvey discussed is a FRG pilot program called *Dependent Child Care Assistance Program* (DCCAP). It is intended to give spouses of deployed Soldiers at military installations a periodic break by providing a day of child care.

Fort Campbell had a 'Super Saturday' where 600 children participated in organized activities to give moms a break. The program will be offered at other bases with deployed families such as Fort Hood, Fort Bragg and Schofield Barracks.

Don't forget, I am always available at: president@quad-a.org.

> Tom Konitzer AAAA President

# PROTECTING THE PEACEMAKERS

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# Army Aviation... On Call for the Nation

By BG E.J. Sinclair

his year's AAAA Convention at the Gaylord Opryland Resort and Convention Center marked another incredible success with record attendance.

On behalf of all Aviation Soldiers, we pass on our compliments and appreciation to our association President BG (Ret.) Tom Konitzer, Executive Director Bill Harris, and the entire association team for their dedication and effort.

Special thanks, as well, to our distinguished guest speakers, panelists, and association members in attendance.

The convention gave us an opportunity to

Over the past four years, Army Aviation has answered that call in terms of homeland defense and security, combat missions in Southwest Asia, and humanitarian assistance.

highlight the many ways that Army Aviation is truly "Meeting the Nation's Needs" while celebrating the industry partnerships that are so crucial to Army Aviation in the Global War on Terrorism and our transformation.

More importantly, it was also the ideal event to reflect on one thing that's not changing in this volatile, complex and ambiguous world—the incredible contributions and sacrifices from our Aviation Soldiers.

As we review our efforts to meet the nation's needs, we must look at what it desires. Americans want a sense of stability, security and prosperity.

America didn't ask for the Global War on Terrorism, but the nation and the Army have responded tremendously to the "Call to Duty."

Over the past four years, Army Aviation has answered that call in terms of homeland defense and security, combat missions in Southwest Asia, and humanitarian assistance.

To add to this load, we are simultaneously

undergoing a monumental transformation that includes comprehensive reorganization, restationing, Preset/Reset, and modernization.

By themselves, any one of those missions would be extremely challenging, but we are doing them all at once... and doing them exceedingly well.

Over the past year, we've experienced several significant milestones:

 Flying in excess of 1,000,000 hours highlights the incredible effort of our crew chiefs, maintainers and maintenance test pilots.

It's worth mentioning that the average number of flying hours per month during the past 12 months is greater than the previous first 24 months by 1.5 times for our manned aircraft and 4.2 times for our unmanned systems.

Again, this achievement is a key reflection of the great dedication and warrior ethos of our Soldiers and the quality of our equipment.

We continue to execute our core missions throughout the entire battle space, supporting our combined arms partners as well as joint and coalition forces.

These full spectrum combinations include offense, defense, stability and civil support operations and continue to validate our doctrine.

 Army Aviation has also rapidly responded to several devastating natural disasters, including Hurricanes Katrina and Rita, and the Pakistani Earthquake.

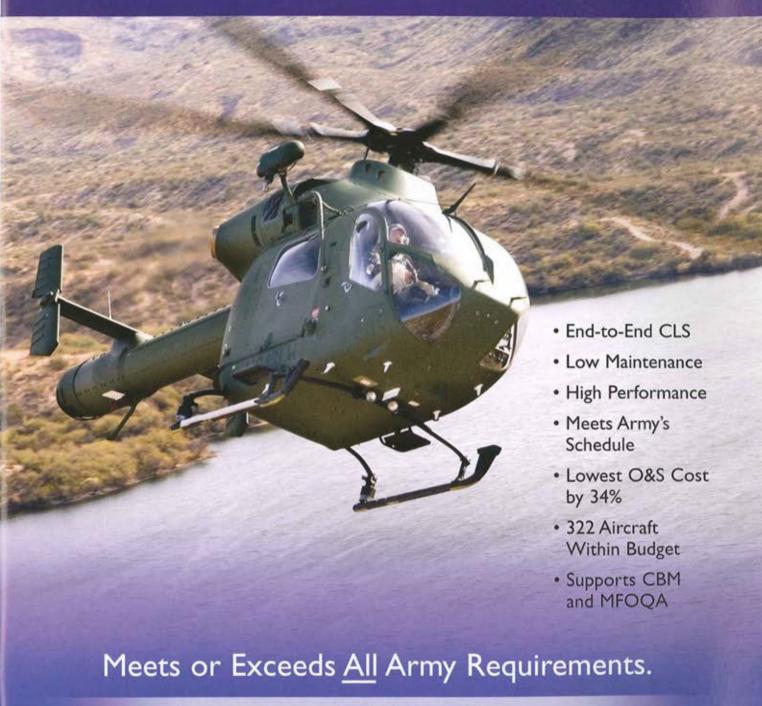
Those efforts are a tremendous tribute to our responsiveness and total force approach from the active component, Army National Guard and the Army Reserve (several units responded having just returned from war and were in Reset).

Although we have experienced significant challenges and changes this past year while crossing these milestones, one thing remains constant – our *Soldiers*.

I would like to share several vignettes presented during the AAAA Convention that highlight the *Warrior Ethos* that exists in our branch.

These Soldiers personify the four tenets of the Warrior Ethos—their stories warrant

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#### Tribute to a Legend

On April 2 we lost one of our own — a true American hero and legendary Army Aviator — retired CW4 Mike Novosel.

A Medal of Honor recipient during Vietnam, Mike was an extraordinary patriot who showed all Americans what it means to serve.

He was an incredibly genuine person, who loved to talk with the generations of Soldier/Aviators who followed about what it means to put your life on the line for one another and never leave a fallen comrade behind.

His gallantry and loyalty to his fellow Soldiers is an example we will all strive to emulate.

His loss is felt not only by his family and loved ones, but by all who had the



Retired CW4 Michael J. Novosel Sr.

privilege of knowing him and the entire Army Aviation community.

#### I Will Always Place The Mission First

In his over seven years assigned to the 1st Bn., 159th Avn. Regt., SSG(P) Jose Suarez has been handpicked by the chain of command to deploy on every major operation and mission.

Most recently, he identified and developed training strategies in preparation for his unit's deployment to Iraq, playing an integral part in all pre-deployment training while ensuring Soldiers were trained to the highest standards.

Suarez ensured that over 187 door gunners in the battalion were highly trained during the fielding of the new M240H machinegun.



Aviation "Heroes of the Battlefield" stand at parade rest following their introduction during the AAAA convention professional session April 10.

He also trained nearly 50 non-MOS qualified Soldiers to operate as door gunners.

This training significantly enhanced the battalion's warfighting capability by allowing the crew chiefs to focus on maintenance and aircraft availability—reducing fatigue in a very high operational tempo condition.

A phenomenal leader and mentor, SSG Suarez coached three Soldiers to become flight instructors and two Soldiers as standardization instructors.

He also led from the front, flying over 50 combat missions and logging over 250 combat hours.

CW5 Jim Myers, the battalion standardization officer, said it best, "No enlisted soldier has done more than SSG Suarez to ensure the continued success of our organization. Our mission success, safety record, and command climate are a direct result of the talented, intuitive and assertive efforts of SSG Suarez."

SSG Suarez is an excellent example of a noncommissioned officer who always placed the mission first, while balancing the welfare of his Soldiers.

#### I Will Always Place The Mission First

SSG Joshua Job, a fully mission qualified MH-60 crew chief, has deployed to the CENTCOM area of responsibility eight times.

He has conducted a variety of missions ranging from direct action assaults and emergency casualty evacuation of combat wounded personnel, to infiltrations and exfiltrations of combat troops.

SSG Job has been awarded 14 Air Medals, including four awarded for valor.

One such incident occurred on Sept. 5, 2004 and his responses that day are a step-by-step model of the appropriate actions.

The mission was an aviation support requirement to deliver ground force personnel to a deliberate target. The assault plan called for the movement into three separate landing zones in an extremely confined and dusty environment.

Twelve minutes after departure, the flight received intelligence that the objective had numerous enemy personnel in the area. On final approach the MH-60s began to receive intense small arms fire.

SSG Job relayed critical aircraft clearance and landing assessments to the pilots, which allowed for a quick infiltration. During the climb out of the target area an RPG struck the forward fuselage and continued through the rotor system striking a main rotor blade.

The aircraft begin to oscillate and SSG Job immediately began to scan his sector for possible ground fire. Once the aircraft was safe from ground fire SSG Job began to clear the aircraft of any possible wire hazards and obstacles.

As the aircraft decelerated for touchdown SSG Job began calling the dust cloud to the pilots to facilitate a safe landing. Prior to exiting, SSG Job disabled his M-134 minigun and sanitized his crew station for sensitive items and mission equipment.

He immediately moved aft of the aircraft establishing a defensive position with his squad automatic weapon allow-



ing the pilots to call for emergency exfiltration.

SSG Job continues to serve his unit, setting the standard for his Soldiers to follow, living the Night Stalker Creed in everything that he does, and always places the mission first.

#### I Will Never Accept Defeat

On March 22, 2005, 1LT Mike Hultquist and CW2 Chuck Folk were almost finished with a routine aerial-reconnaissance mission near Lake Thar Thar in northwest-ern Iraq when they heard a scratchy may-day call.

The call came from a group of U.S. and Iraqi Ministry of the Interior troops who were ambushed by Anti-Iraqi

Forces (AIF) during their patrol.

Though they only had about 10 minutes of fuel available and were too far out of range to maintain radio contact with their headquarters, they flew to the aid of the troops.

Once they reached the area, they could see the troops were out numbered and overwhelmed by enemy small-arms fire. They began to take small-arms fire, but the pilots quickly responded with their own firepower.

With total disregard for their own safety, Hultquist and Folk set themselves up for two additional immediate re-

attacks, taking direct hits each time.



OH-58D pilots 1LT Mike Hultquist and CW2 Chuck Folk, flying a Kiowa Warrior similar to this one here, helped save an Iraqi and U.S. Army patrol from a deadly ambush on March 22, 2005.

Their determination and fearlessness in the face of the enemy allowed the disruption of a large scale, complex attack that would likely have led to the complete destruction of the friendly Iraqi and U.S. forces.

Following the Lake Thar Thar engagement 1LT Rowald, a ground scout platoon leader, said, "Once the Kiowas completed their runs, the small arms fire dropped to almost nothing." Their arrival was the turning point in the firefight.

"They broke the back of the AIF resistance and gave the ambushed patrol encouragement to get out of their trenches. They allowed us to break contact and therein accomplished what I had spent the last two hours trying to do."

LT Mike Hultquist and CW2 Chuck Folk demonstrated exceptional bravery continuing to re-attack under intense fire and never accepted defeat.

#### I Will Never Quit

On June 16, 2005, CW5 Billy Cook and CW4 Dave Saunders displayed valorous and heroic action while serving as fully mission qualified MH-6 pilots.

Their tactical and technical expertise, courage and tenacity under fire resulted in mission success for both ground

forces and the aviation task force.

As the overall flight lead for the helicopter assault force, they were alerted for a time sensitive daylight raid.

Their aircraft came under heavy small arms fire while on short final to their target. At least four bullets hit the aircraft on the left front side, one hitting half way up the left windscreen and striking CW4 Saunders in the chest. Another round sent shrapnel into CW5 Cook's right knee.

Saunders initially maintained control of the aircraft, then Cook took the controls and continued flying, avoiding impact with the ground and the 120-foot multi-strand electric power lines and stanchions that ran very near the target area.

After a successful infiltration, CW5 Cook led the flight directly to the nearest combat support hospital, coordinating enroute for his arrival and for medical support.

CW5 Cook's quick reactions certainly saved the lives of CW4 Saunders and four passengers. Both men saved the aircraft with their remarkable crew coordination.

CW5 Cook was treated locally by medics. Later after removal of the shrapnel, he regained flight status and deployed to combat again within 30 days of the incident as a fully mission qualified MH-6M pilot in command.

CW4 Saunders was evacuated to Walter Reed Army Medical Center and shortly thereafter returned to duty also as a fully mission qualified MH-6M pilot in command.

Their actions to persevere despite all odds were meritorious and are a model of aircrew coordination. Additionally, their rapid recovery and redeployment are a living testament that... Night Stalkers Don't Quit.

#### I Will Never Leave A Fallen Comrade

On April 11, 2005, an Afghan Army patrol was ambushed while traveling along the Khowst-Gardez Pass in Eastern Afghanistan.

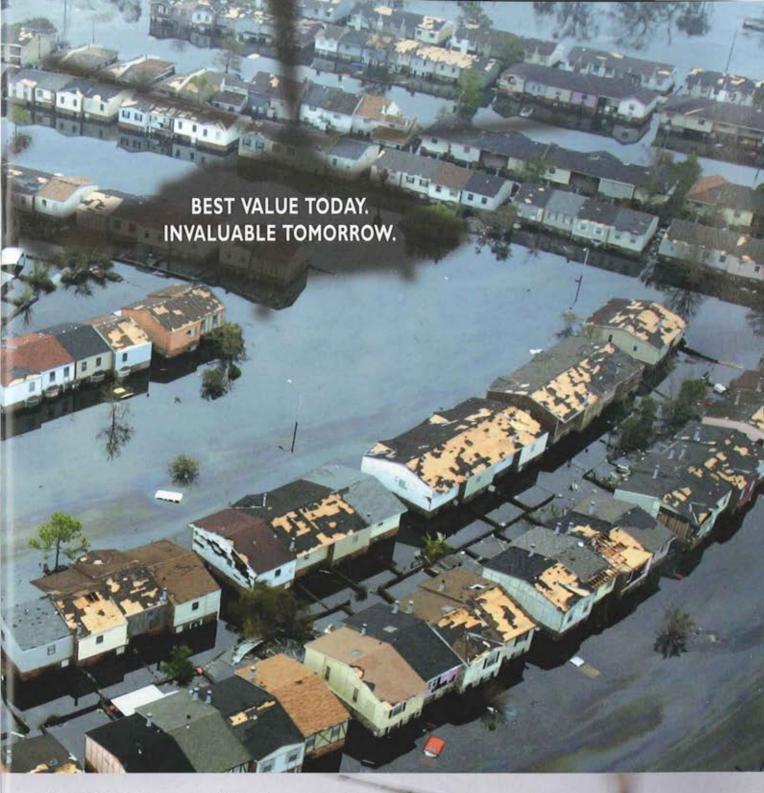
CW3 Chris Palumbo, CW2 Steven Burr, SGT Ryan Pummill and SGT John Irick were on the primary quick reaction force crew for that day and were immediately launched to insert Special Forces (SF) reinforcements near the ambush site.

The crew inserted the SF element at the troops in contact site and departed to hold in a restricted operation zone, providing overhead coverage as necessary.

The Apache gun-ships were providing adequate close combat attack up to that point, but had to break station to refuel and rearm. Once the AH-64s departed, the real firefight began.

Within minutes of the Apaches leaving, an Air Force combat controller was wounded by enemy fire, and while attempting to provide aid, an SF medic was also wounded. Both wounded troops were unable to move and lying in the open.

The enemy fire was too intense for the remaining SF Soldiers to provide assistance to their wounded comrades.



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READY FOR WHAT'S NEXT.











The "Blue Star" UH-60 crew (I to r): CW2 Steven Burr, SGT John Irick, SGT Ryan Pummill and CW3 Chris Palumbo following their heroic mission in Afghanistan, April 13, 2005.

The combat controller contacted CW3 Palumbo's aircraft and requested immediate assistance.

Palumbo maneuvered into the firefight and found the two wounded Soldiers. Due to the terrain and enemy fire, it was impossible to execute a non-standard CASEVAC.

In a split-second decision, Palumbo positioned his aircraft between the enemy and the friendly forces, holding back the enemy until help could arrive.

SGT Irick and fellow crew chief, SGT Pummill, unleashed the fury of their M-60D fires on the enemy.

With impressive crew coordination and by turning the aircraft back and forth, Palumbo managed a constant stream of suppressive fire on the enemy, allowing one crew chief to fire while the other reloaded, expending over 1,200 rounds.

As a result of their heroic effort, the enemy was unable

to overrun the wounded U.S. Soldiers.

During the firefight, Pummill was wounded by shrapnel. Irick quickly evaluated his friend and ensured he was okay.

Even as the aircraft was being peppered with bullets and with Pummill wounded, the entire crew continued to fight, putting the lives of the ground troops ahead of their own.

Once the AH-64s returned and the enemy withdrew, the crew returned to FOB Salerno to have Pummill evaluated, and to refuel and rearm.

During the refuel process, Irick noticed fuel spilling out of the seven bullet holes that penetrated the fuel cell and immediately called for an emergency engine shutdown.

In the end, more than 55 bullet holes were found in the aircraft and SGT Pummill was treated for his injuries.

The brave efforts of these Aviation crewmen were responsible for the successful outcome of this engagement and the safe rescue of two wounded American Soldiers, honoring the hallowed pledge of leaving no warrior behind.

#### Summary

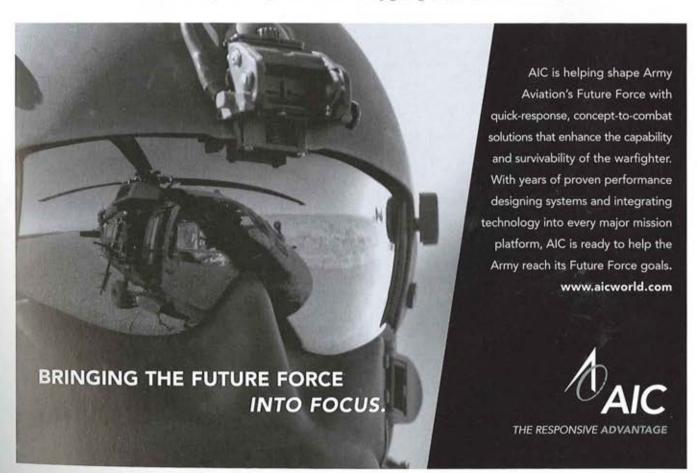
With what we've accomplished this year and great Aviation Soldiers like the ones mentioned above, the sky truly is the limit for the 2007 AAAA Convention in Atlanta.

From what we've seen this year, it should be evident to all that Army Aviation is truly "On Call for the 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.





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#### Command Sergeant Major Update



#### **USAARL** for Today's Aviation **Soldiers**

By CSM Buford Thomas, Jr.

I recently visited the Soldiers and civilians of the U.S. Army Aeromedical Research Laboratory here at Fort Rucker, Ala. and was impressed on the things that they do.

Their mission, "To preserve the health and safety of the U.S. Army aviator and Soldier, and to enhance his or her combat effectiveness, performance and survivability," is critical in the support of the global war on terrorism.

COL James McGhee, USAARL's commander, provides a good comprehensive update on many of the issues I witnessed and that they are working on.

Their research encompasses three of MRMC's major research areas, which are: systems health hazards, hazards of mechanical forces, and combat crew effectiveness.

USAARL's workforce is comprised of civilian and military personnel, consisting of rated aviators, physicians, doctoral and masters' level researchers, skilled Soldiers and technicians working in a support division and two research divisions: the Aircrew Protection and the Aircrew Health and Performance divisions.

The results of their studies are incorporated into the Aviation Warfighting Center classrooms, flight medical care, and treatment to the cockpits of our highly sophisticated helicopters.

They play a sufficient role in the warfight and they are truly "Above the Best."

Enjoy the update!

CSM Buford Thomas, Jr. is the command sergeant major of the Avn. branch at the U.S. Army Avn. Warfighting Center, Fort Rucker, Ala.

-00

# Sharpening the Combat Edge Through BIOMEDICAL TECHNOLOGY

By COL James S. McGhee

he U.S. Army Aviator, hand picked, individually trained and expertly led, is the most lethal and tenacious combat multiplier on the battlefield.

Army Aviation provides the ground commander with the aggressive edge needed to wrestle victory from a determined enemy.

The U.S. Army Aeromedical Research Lab (USAARL) leverages psychological and physiological

research assure the protection and performance the

Army Aviator in that

complex, lethal environment.

PROTECTING

THE FORCE

SPECIAL FOCUS

This continues to be a driving force behind USAARL's mission essential task list (METL).

USAARL is one of six laboratories within the Army's Medical Research and Materiel Command.

The USAARL team sharpens the combat edge by investigating, and solving operational medicine problems that compromise performance or safety.

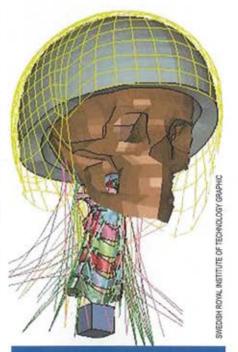
USAARL also provides combat developers with information and expertise to enhance the performance and safety of future Army systems.

This article highlights some of USAARL's recent contributions.

#### Ocular Indices as a Measure of Fatigue

The Functional Impairment Tester (FIT) is a new technology that quickly and accurately measures involuntary eye responses known to be sensitive to such risk factors as alcohol, drugs and fatigue.

It can indicate when a pilot is at



Advanced computer models are used to mathematically recreate crash forces that may cause neck injury due to increased head-supported mass.

risk for both sleepiness and cognitive slowing.

The FIT may prove to be a quick and reliable method to test aviators for fitness to fly.

A preliminary study using the FIT was conducted with Apache pilots at Ft. Rucker that demonstrated this test was able to detect mission induced fatigue.

These data suggest that the workload intensive AH-64 was a significant factor in producing changes in ocular measures of fatigue similar to those produced by sleep loss.

These findings will be compared to pilots of other aircraft types this year.

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#### **Biomedical Technology** continued

#### **Airsickness Prevention in Helo Passengers**

Despite many existing treatments, airsickness continues to be a concern.

Soldiers being transported by aircraft can experience mild discomfort, vomiting, drowsiness, lethargy, or apathy.

Four airsickness countermeasures were tested in terms of effectiveness and their effect on performance.

The study used many of the flight maneuvers experienced in a troop transport.

The four countermeasures studied were:

- 1) Promethazine (25 mg) plus Caffeine (200 mg)
- 2) Meclizine (25 mg)
- 3) Scopolamine Patch (1.5 mg)
- 4) The Relief Band

Only the combination of promethazine and caffeine showed a significant reduction in nausea and motion sickness severity plus an improvement in reaction time.

This work is critical in making sure Soldiers can be delivered to the fight ready to engage the enemy regardless of the movement platform used.

Follow-on studies of other motion sickness countermeasures are planned.

#### Refractive Error Correction Methodologies and Military Implications

Failure to meet Army vision standards is the primary medical cause for flight applicant disqualification.

Refractive surgery offers an option to correct refractive error, thereby increasing the applicant pool for Army aviation.

Also, refractive surgery usually eliminates the need for spectacles or contact lenses in the cockpit, and decreases the problems with equipment such as head-mounted displays and protective masks.

USAARL scientists studied flight school students who had refractive surgery (photorefractive keratectomy (PRK) or laser in-situ keratomileusis (LASIK) and found that flight school performance did not vary significantly between these two groups and a group that met standards naturally.

This is particularly good news because civilian surgeons use the LASIK procedure 95 percent of the time.

This finding resulted in the addition of LASIK as an authorized procedure for Army aviation applicants.

#### Visual Performance with Electro-Optical Displays

Helmet-mounted displays (HMDs) are becoming the method of choice for presenting flight information. But what to display and how to display it varies between systems.

A project is now underway to develop visual tasks that can be used to test the performance of HMDs.

Additional work is being done to define the advantages and disadvantages of biocular and binocular HMDs, especially in dynamic and long-term use environments.

USAARL and the British Army are involved in a longterm study of the ocular effects of using the Apache Integrated Helmet and Display Sighting System (IHADSS).

This longitudinal effort is helping answer many ques-

tions pilots and physicians have had about the possible effects this system may have on the human visual system.

At this point, four years into the study, no adverse effects have been found in the British aircrew studied.

#### **Eye and Face Injury Research Program**

Combat injuries to the head and neck now outnumber torso injuries by nearly 4 to 1, reversing the historical trend.

The most frequently injured regions of the Warfighter's head and neck are the eyes and orbit.

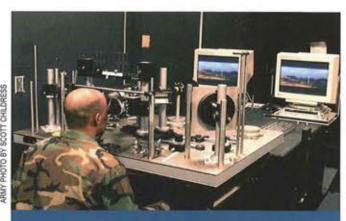
Blunt injury to the face and eyes is an increasing problem as well, due to the growing use of HMDs.

Much is known about the pathophysiology of face and eye injury, but there is a need to apply that knowledge to aircrew protective equipment and standards.

Current protective equipment test methods are expensive and time-consuming.

In partnership with Virginia Tech engineers, USAARL researchers are developing objective injury risk assessment models based on biomechanical data.

Rapid testing and fielding of proven protective gear will result in cost savings to materiel developers and program managers, and reduced long and short term disability due to face and eye injury in the Future Force.



USAARL researchers are investigating the physiological effects of complex helmet-mounted displays on human performance.

#### **Crashworthiness of Military Systems**

A recent study of life support equipment effectiveness in OIF and OEF, conducted by the Army Center for Lessons Learned, found that aircrew discomfort significantly impacts mission effectiveness.

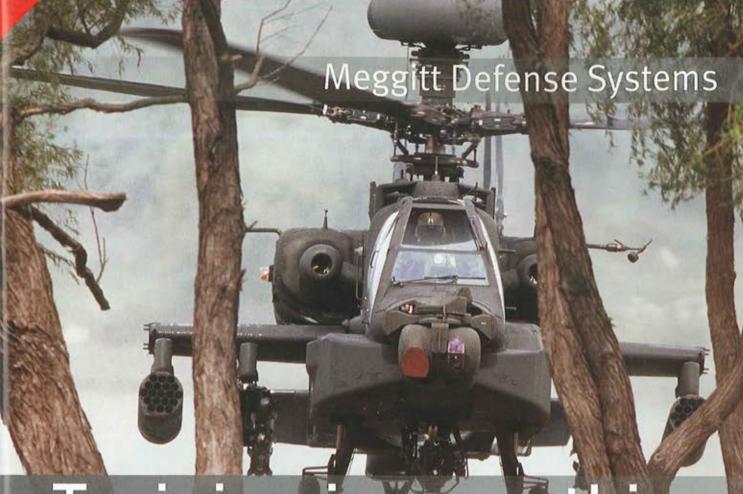
Aviators complained of sore buttocks, lower back pain, numbness and occasionally loss of sensation in the legs and feet severe enough to distract from mission focus.

One solution may be using a different seat cushion material.

Concern exists over the implications different seat cushions could have on the energy attenuation performance of the modern seats.

Changing the seat material can alter the occupant's biodynamic response and the performance of the seating system in a crash.

The present verification method proving that a modified



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#### Biomedical Technology continued

seat cushion will not degrade the system performance requires the entire system be re-qualified with full-scale dynamic sled testing in accordance with MIL-S-58095, which is costly and time consuming.

USAARL has developed a seat cush- be ion test fixture for evaluating the effect of candidate seat cushion materials on the dynamic response of crash test manikins.

Using this device, the crashworthiness of candidate cushions can be compared to that of currently-certified seat cushions.

An additional goal will be to develop a component test that allows quasi-static material properties (including stressstrain, specific energy dissipation, and energy-absorption ratio) to be used as predictors of crashworthiness.

Development of these methodologies will result in increased aircrew effectiveness without compromising safety and a more rapid fielding cycle.

#### **Aircrew Leg and Back Pain Research**

A second approach to studying seat discomfort involves using a seat pressure mapping system (Xsensor®) to measure the pressure between the seat surface and the pilot.

By using this new equipment and other standard metrics (i.e., posture measurement, electromyography, subjective evaluation of comfort, and flight performance), it will be possible to comprehensively evaluate alternative seating for comfort during extended missions.

The project will include cooperative work with other branches of the DOD and the Federal Aviation Administration.

Findings will be used to guide future design recommendations.

#### **Head Supported Mass (HSM)**

Last year, USAARL completed a 5-year research program that defined the injury and performance risks of increased head-supported mass.

Final technical reports were delivered on all projects related to the HSM Army Technology Objective (ATO).

Completed studies included the injury threshold and criteria study at the University of Virginia, critical review and computational modeling injury studies at Virginia Tech, the second year of a detailed musculoskeletal neck injury modeling effort at the Swedish Royal Institute of Technology, and the aviator performance study completed in the USAARL simulator.

As the results of these studies became finalized, the accumulated data were combined into an integrated model as a web-based tool.

USAARL worked closely with the Titan (formerly Jaycor) Corporation to merge all results of HSM studies into a user-friendly tool.



Researchers in the Injury Biomechanics Branch use state-of-the-art manikins to assess the effectiveness of facial armor.

The integrated model drew upon the results of the Swedish Royal Institute of Technology simulations and the new neck injury criterion.

The model allows users to evaluate current and future helmets and additional head-supported masses against injury and performance criteria developed during the ATO.

#### **Hearing Protection**

In collaboration with CEP-USA, Inc., USAARL scientists have assisted developing a new talk-through hearing protection system, the Communication Enhancement and Protection System or CEPS.

This system will protect the Soldier from damaging levels of impulse noise while pre-

serving (and even enhancing) ambient hearing and sound localization.

Fielded prototypes have been well accepted by users.

This system could help reverse the hearing loss epidemic that is developing in Soldiers returning from combat.

#### **Biomedical Design Criteria for Auditory Displays**

New auditory display technologies hold great promise, but have not been tested in populations with noise induced hearing loss or in noisy environments typical of military vehicles.

Research suggests that auditory displays scheduled for deployment in Army helicopters will not be perceived correctly by aircrew with hearing profiles.

The purpose of this research effort is to evaluate new auditory display technologies (virtual 3-D auditory displays and auditory icons) for use by hearing-impaired listeners in noisy environments, and to provide technology developers with medically-based design criteria.

The objective is to optimize this technology so future Soldiers, regardless of hearing profile, can take advantage of these improved auditory displays.

#### Conclusion

USAARL's contributions to preserving the health and safety of the Army Aviator and Soldier consist of transforming ideas and theories into practical applications to enhance combat effectiveness and performance.

Current combat operations have made our research more important and more relevant than ever before.

USAARL remains dedicated to the support of our customer, the combat Soldier-Aviator.

We are proud of the singular work we have accomplished on their behalf and dedicate ourselves to this continuing mission.



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



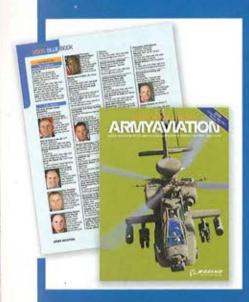
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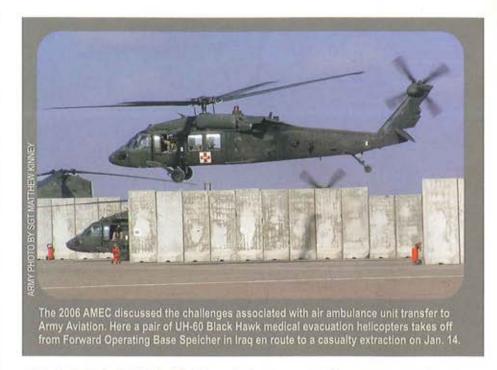
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#### **MEDEVAC** in Transformation

"Transforming in Support of the Joint Force"

By COL David L. MacDonald

he current Iraq and Afghanistan rotations mark the first time in history that Army medical evacuation (MEDEVAC) does not fall under medical command and control.

Army Aviation has assumed execution of this medical mission, compliant with the guiding principles of Army Aviation Transformation.

MEDEVAC companies now perform their critical lifesaving missions under the command and control of the newly designed combat aviation brigade (CAB).

PROTECTING THE FORCE

This fundamental departure of functional command and control relationships, between medical and aviation organizations, has required extensive coordination to ensure a seamless transformation process.

The 2006 Army Medical Evacuation Conference (AMEC) was the first formal step in promoting a coordinated effort between the Army Medical Department (AMEDD) and the Aviation branch.

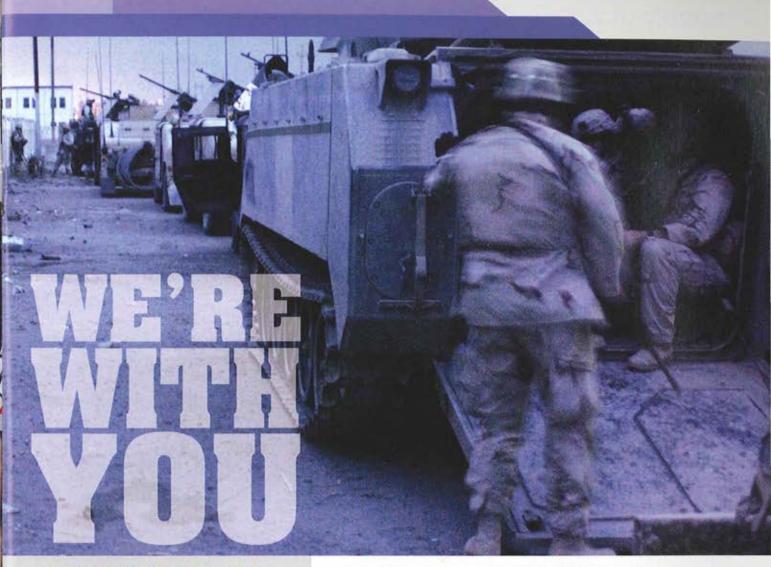
The conference focus was to identify and address MEDEVAC transformation challenges and to ensure the seamless integration of the MEDEVAC mission into the diverse mission sets of Army Aviation.

During this conference the impact of the transformed MEDEVAC structure was analyzed across the full doctrine, organization training, materiel, leadership, personnel and facility (DOTMLPF) spectrum, and the identified challenges were prioritized for resolution.

At the conclusion of the conference, a formal brief was presented to senior AMEDD and Aviation leaders.

During this brief, AMEDD and Aviation leadership reached consensus on the majority of initiatives and milestones addressing MEDEVAC transformation.

However, MEDEVAC organization and personnel challenges generated professional discussion and identified the requirement for further staffing between the branches.



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#### **WEDEVAC** Continued

The organizational discussion centered on the fact that the new MEDE-VAC structure does not provide enough air ambulance units to support current or projected MEDEVAC requirements.

Specifically, there are not enough MEDEVAC companies to support the echelon above division (EAD) and joint missions which encompass operational and strategic medical evacuation support.

The reason for this insufficiency is that Army Aviation's initial focus, during the transformation process, was to provide direct support MEDEVAC to the brigade combat team (BCT).

This focus resulted in a transformed MEDEVAC design that provides outstanding MEDEVAC support to Army divisions and the BCTs, but does little to address MEDEVAC's EAD and joint mission responsibilities.

This oversight, coupled with Army rotational and combatant commander requirements, has significantly stressed the MEDEVAC structure.

Army Aviation has realized the need for additional MEDEVAC companies, with both the AMEDD and Aviation leadership agreeing on developing courses of action to increase MEDEVAC structure within EAD aviation organizations.

The premise is to design an EAD MEDEVAC structure that will focus on EAD and joint medical evacuation support.

This initiative will satisfy geographic commanders and Army rotational requirements.

The focus of the personnel discussion was that the transformed MEDE-VAC structure separated the ground and air medical evacuation assets.

It was understood, by both AMEDD and Aviation leadership, that an effective evacuation system requires coordination and linkage between both air and ground evacuation assets.

As a result of Army aviation transformation, the Army medical evacuation system is under two separate command structures.

# Intra-Theater Patient Evacuation Orders Flow in Support of JHSS System CJFC JMR0 CORPS MDSC/JFS JICF CORDINATION LEGEND CONDITION LEGEND CONDITION LEGEND CONDITION LEGEND CONDITION CAB COMBAN AVAISON Brigade CJFC - Combined J. Joint Process Commander CAB - Comban Avaison Brigade CJFC - Combined J. Joint Process Commander CAB - Comban Avaison Brigade CJFC - Combined J. Joint Process Commander CAB - Comban Avaison Brigade CJFC - Combined J. Joint Model and Brigade CJFC - Lorder J. Joint Model and Brigade CJFC - Combined J. Joint Model and Brigade CJFC -

MEDEVAC is commanded and controlled by Army aviation, while ground ambulances are commanded and controlled by the AMEDD.

active, Guard and Reserve components.

The military decision making process currently provides administrative coordination and linkage.

However, positive coordination and linkage is also required to ensure a coherent medical evacuation system.

Recognizing a need to promote positive coordination and linkage of ground and air medical evacuation assets, AMEDD has entertained creating an enlisted medical evacuation MOS [military occupational specialty], which would serve in both ground and MEDEVAC organizations.

This non-commissioned officer would lend ground expertise to MEDEVAC units and aviation expertise to ground units, and enhance the medical evacuation system integration as well as promote system continuity.

The incorporation of the MEDE-

VAC mission as a unique and separate mission within the aviation mission set has produced challenges for both AMEDD and aviation communities.

To ensure integration, constant coordination between the AMEDD and Army aviation is required.

The first positive step in this coordination process was the AMEC 2006, where challenges were raised, discussed and solutions proposed by both branches of service.

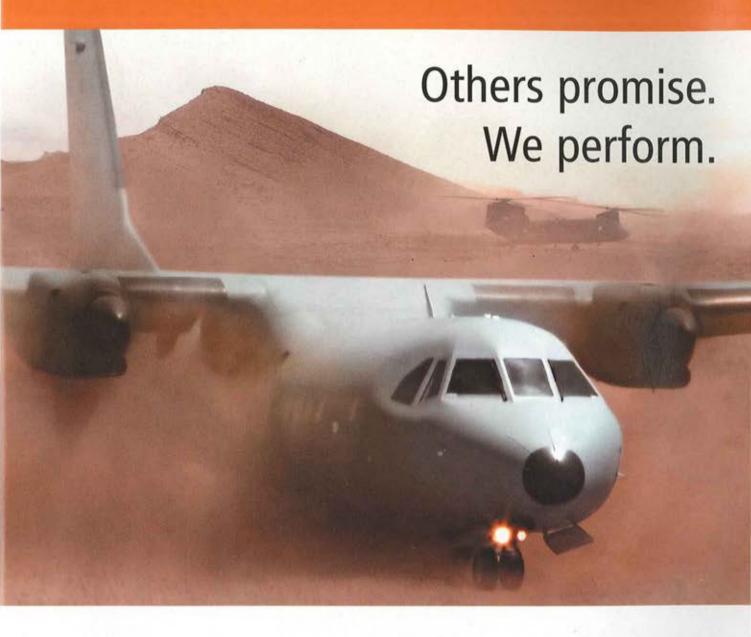
It is in this spirit of cooperation that Army MEDEVAC will continue to provide world class medical evacuation support that is realizing the highest patient survivability rate in the history of warfare.



COL David L. MacDonald is the director of the Medical Evacuation Proponency Directorate and the aeromedical evacuation consultant to the Surgeon General, Fort Rucker, Ala.

## **Joint Cargo Aircraft**

Team JCA — C-295/CN-235



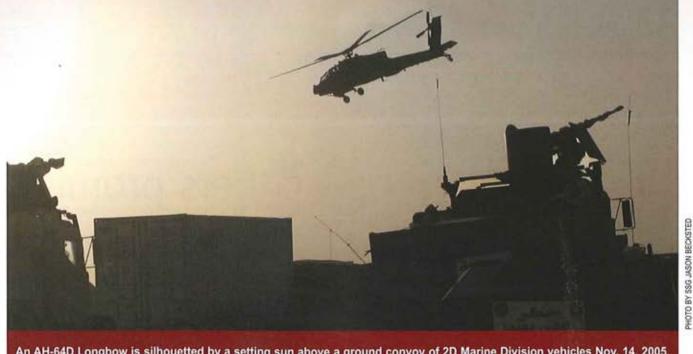
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An AH-64D Longbow is silhouetted by a setting sun above a ground convoy of 2D Marine Division vehicles Nov. 14, 2005.

# **Digital Maps Help Keep Apache Crews "In The Fight"**

By LTC Mike Cavalier and Doug Eller

"Attack 6, this is Ghost 16 (ground commander)... attack and destroy enemy fleeing ambush site in white pick-up, proceeding west on dirt road just north of MSR Victor at the west end of the cemetery ... "

hile the scenario above is fictional, similar transmissions occur on a daily basis for AH-64 Apache crews fighting in Operation Iraqi Freedom (OIF).

This article provides an overview on how the Apache digital mapping ability came about, describes the capabilities it brings to the warfighter, and discusses how it is being used to help Apache crews in prosecuting the Global War on Terrorism.

#### **Bottom Line Up Front**

Apache crews flying and fighting with the recently fielded digital map capability report a marked and improved ability to execute ground

Difficulties arise when ground commanders attempt to discuss a specific target, in relation to the terrain.

commanders' requests.

Apache pilots are now able to quickly and accurately orient on key natural and man-made terrain features that the ground commander describes or refers to, ensuring that reconnaissance is focused and aerial direct-fire engagements successfully interdict the intended targets.

This capability is especially critical during quick reaction force missions, when Apache crews launch with minimal warning, and must rapidly and precisely work coordinated airground engagements with the commander or troops on the ground.

#### The Problem

Apache crews must quickly cross reference large amounts of data obtained by their naked eyes, various aircraft sensors and the tactical situation display manually with a paper map, while flying at high speeds in a combat environment.

Difficulties arise when ground commanders attempt to discuss a specific target, in relation to the terrain.

Urban areas provide a very challenging environment in which to relay a specific enemy target grid location to an aircraft.

"The target is on the rooftop of the second building north of the school ... "

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#### Digital Maps continued

intersections, towers, power-lines, railroads, and other urban features are frequently the means by which target information or reconnaissance requests are based.

The process of unfolding a paper map, orienting it, illuminating it (at night), and being able to cross-correlate it with the multi-purpose display (MPD) information and the outside terrain remains a demanding and cumbersome task.

Aircrews are forced to come inside the cockpit to use the sensors, MPDs and paper maps.

The net result is that valuable time is wasted, increased workloads for aircrews, and situational awareness is significantly reduced in an already stressful environment. The redesign included the integration of four G4 main processor chips and four commercial-off-the-shelf graphics chips.

The G4 processors assure that the aircraft has sufficient processing power to handle additional features of the moving map, to include texture memory and other highly attractive features requested by combat aviators.

The Longbow Apache Program Management Office and The Boeing Company accepted the challenge to develop, test, qualify and deliver this critical capability to the warfighter one year ahead of schedule.

Several unanticipated interface problems (software, firmware and hardware) within the new Mission Display Processor were discovered by the testers just prior to and during the fielding of this equipment, despite the best efforts of the PM to mitigate the



north and the second results are

**What the Digital Map Provides** 

The digital map is a level II digital terrain elevation data system, capable of covering an area of 300 by 300 kilometers and is compatible with the existing Block II Apache data transfer unit.

The unit displays maps in a variety of types (digital, chart or satellite) and scales, in either a 2-D plan or 3-D perspective view, and with varying contour line intervals, resolution levels and elevation color banding schemes.

Additionally, the map may be panned (left, right, forward, backward), and oriented (north up, track up or heading up) by the aircrew.

Aircrews can also choose to display threat rings and de-center the map to show more of the area ahead of the helicopter.

#### **Using the Digital Map**

During pre-mission planning, static information such as control measures can be uploaded on the map, saving the aircraft's memory buffer for other information the crew desires to input.

Information such as towers and wire hazards can be plotted on the digital map and uploaded to ensure everyone has an up-to-date hazards map.

Enroute mission changes, familiar to most crews, can now be accomplished in relation to the terrain...crews are no longer tied to a "stick map" they must cross reference with a paper map.

Moving to the vicinity of a possible enemy location is now safer, as crews can more effectively maneuver to observation and engagement ranges, with full consideration of the terrain involved.

Crews can also manually select a terrain feature on the map and auto-



A technician conducts Block II Longbow Apache digital interoperability testing with various air and ground systems at Fort Hood, Texas in 2003.

#### The Material Solution

PHOTO BY LTC MIKE CAVALIER

U.S. industry has been working digital mapping solutions for the military for several years.

The Harris Corporation was chosen for the Longbow Apache application due to their work in successfully providing systems for numerous Air Force, Navy and Army aerial platforms.

The computational power was available for the technology insertion because of the recent redesign of the two display processors installed on the aircraft.

technical risk associated with a highly compressed schedule.

The technical challenges were resolved and a fully integrated solution was fielded with a follow-on software update and firmware upgrade.

The first Longbow Apache unit to deploy and use the digital map in Iraq was the 1st Cavalry Division's 1st Bn., 227th Avn. Regt.

Following this deployment, the digital map was used in OIF by all followon Block II Apache units and praised for its operational effectiveness.

# persistent strike

The U.S. Army's choice for the Extended Range/Multi-Purpose (ER/MP) UAS program-General Atomics Aeronautical Systems.

Building on a battlefield-proven legacy from real world operations with multiple customers including the U.S. Army and U.S Air Force, ER/MP Unmanned Aircraft System (UAS) will carry four Hellfire missiles, Lynx SAR, and a Raytheon MTS-A gimbal, providing a 24-hour on-station persistent strike capability unmatched in the world.



#### **Digital Maps** continued

matically slew their sights, sensors and weapons to that location.

While flying in and around the objective area, Apache crews can now rapidly glance inside the cockpit to compare the map and mission graphics to the terrain, and then maneuver to a position of advantage.

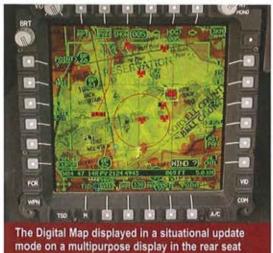
Crews can now quickly set up and prosecute hasty attacks, with accompanying control measures, such as no fire zones and friendly unit locations.

The PM successfully fielded an integrated Blue Force Tracking (BFT) capability with the digital map to enable aircrews to see in near real-time the positioning of friendly and enemy forces with respect to the terrain and their aircraft.

This new capability provides merged levels of situational awareness and will improve with future Army Battle Command software and enhanced combat net radios.

One word of caution, digital moving maps like their paper based predecessors may become cluttered or obscured with graphics and unit icons.

Aircrews may change map scales and adjust BFT icon display levels to optimize the information displayed.



The Path Forward

The digital map is currently fielded in all AH-64D Block II Longbow Apaches.

The Apache conversion and modernization process will eventually provide this material solution for all Longbow Apache equipped units.

In summary, the digital map overcomes the issues associated with using a paper map to navigate.

The digital map is a flexible tool designed to present near realtime situational awareness in the cockpit by superimposing a variety of mission data over a color moving map via any of the four large high fidelity multi-purpose displays.

Combat aircrews report marked improvements in flexibility, agility and situational awareness.

As indicated by one unit member recently returning from Iraq, "The digital map keeps both crew members in the fight."



LTC Mike Cavalier is the product manager for the Longbow Apache, and retired COL Doug Eller is a program analyst with the Longbow Apache Product Management Office, both with the Program Executive Office for Aviation, Redstone Arsenal,

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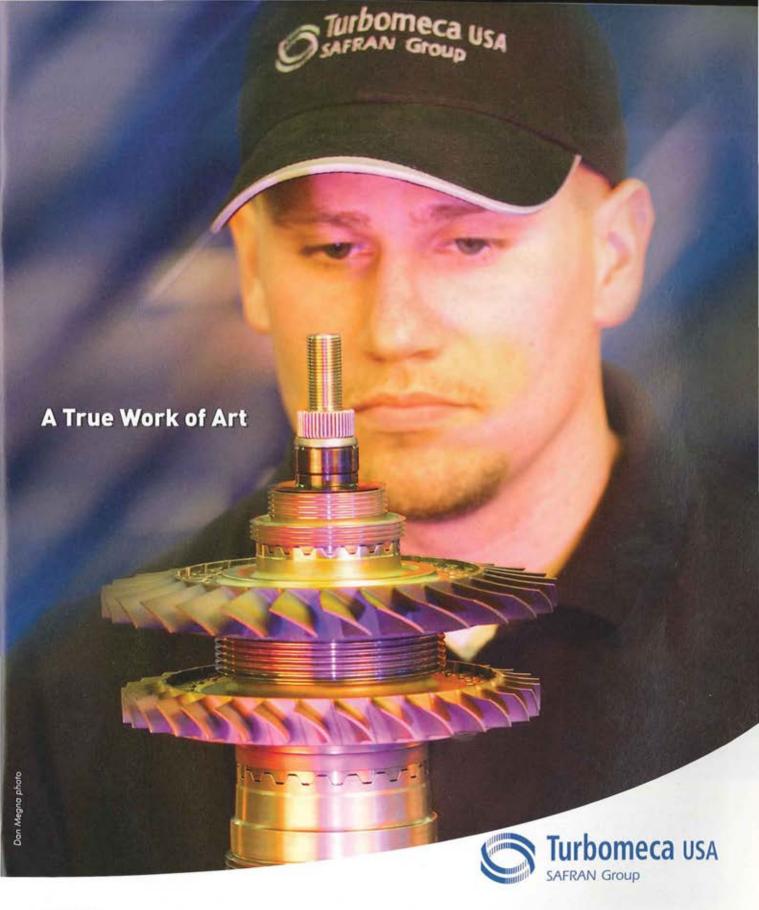
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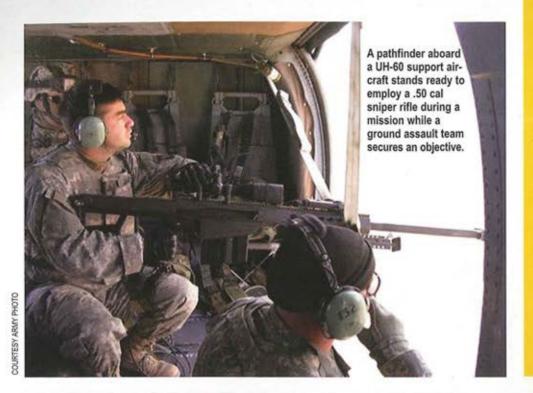


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# Combining the Assault Helicopter Battalion with Pathfinders

By MAJ John D. Kline and LTC Donald N. Galli

# Operation "Eagle

Since arriving in Iraq, the Army's first fully-transformed assault helicopter battalion (AHB), the 5th Bn., 101st Avn. Regt., has developed new techniques, tactics and procedures (TTP) to better fight and win the counterimprovised explosive device (IED) fight.

SPECIAL FOCUS: Stability & Support Operations Through transformation and the addition of a pathfinder company, the 101st Airborne Division's AHBs can now immediately exploit suspicious activity that was previously only reported.

The 5-101 Avn. accomplishes this mission by conducting the 101st Combat Aviation Brigade's Operation Eagle Watch.

This article will briefly discuss a few advantages the assault helicopter battalion gained through transformation and to highlight what Operation Eagle Watch is doing for the 101st Abn. Div.

#### The Problem

How can Army Aviation rapidly exploit suspicious activity that doesn't warrant the use of force?

Many aviators in Iraq share the frustration of observing

suspicious activity that they cannot exploit. The suspicious activity does not warrant the use of force, but does warrant further investigation.

An example: An unarmed individual is seen running at 0300 hours from the side of a road routinely hit by IEDs when he hears the sound of an approaching aircraft.

Typically a situation report is provided to the infantry unit that owns the ground, which often results in a delayed response.

Anyone who has served in Iraq understands the complexity of the fight we are in.

The enemy we face wears no uniform, is highly mobile, operates in small elements, and is decentralized in his planning and execution. He has the freedom to pick the time and place to fight.

The trick comes in getting friendly forces on the scene when a suspicious activity occurs. This is where the 5-101 Avn. pathfinders enter into the equation.

#### **▶**The Solution

Operation Eagle Watch is a combat mission developed by 5-101 Avn., which involves a flight of two UH-60s and two teams of the battalion's assigned Company F Infantry





pathfinders, focused on finding suspicious activity and quickly exploiting it.

Although assigning infantry to an aviation battalion is out of the ordinary, the role of aviation supporting infantry still holds true.

The senior infantryman within the flight retains the responsibility as the ground tactical commander, and the designated flight air mission commander (AMC) understands his role is to support the GTC's efforts.

5-101 Avn. experimented with having infantry attached to them during training at the Joint Readiness Training Center, prior to the assignment of the Co. F, and quickly realized the speed in which deliberate missions could be executed under a compressed (hasty) timeline.

The ability to respond quickly is critical when actionable intelligence is short-lived.

The familiarity gained between infantry and aviation leader-

#### **Mission Essential Task List (METL)**

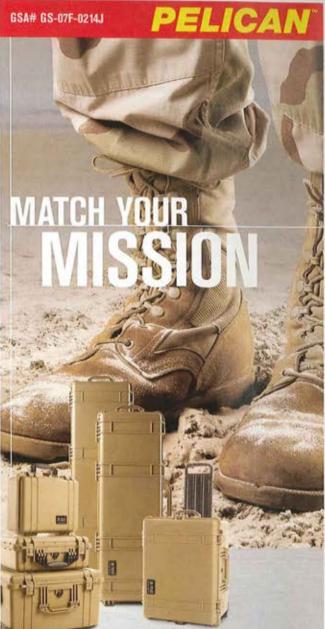
Mission essential task list of the pathfinder company:

07-2-1135 Conduct a Raid

07-2-1027 Conduct a Cordon and Search in a Built-up Area

07-2-1414 Establish Checkpoints and/or Roadblocks (Snap TCP)

07-2-3027 Integrate Direct Fire (Sniper Integration)



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#### Operation "Eagle Watch" continued

ship, along with each other's standard operating procedures (SOP), was instrumental in developing the TTPs to counter the enemy's ever-changing techniques without having to work through the labor of liaisons [LNOs] and the communications problems that sometimes exist with the brigade aviation element.

#### Eagle Watch TTPs

In many cases, this mission is conducted with both aircraft full of pathfinders (in assault aircraft configuration) to maximize combat power on the ground.

Depending on the mission, the ground commander will determine how he wants the aircraft configured.

The UH-60L Assault aircraft typically contains a 10man pathfinder team, with the platoon leader/sergeant capable of establishing snap checkpoints, to exploit a variety of suspicious activities.

Additionally, the pathfinders are often employed in a direct action role to counter a known threat or search suspicious dwellings.

The UH-60L Support aircraft is configured as a weapon's platform with sniper and machine gunners.

It provides aerial command and control with pathfinder



A Pathfinder tactical ground commander discusses configuration options of the support aircraft with a 5-101 Avn. aircrew prior to a mission.

leadership on board with PRC-117 radios.

It provides supporting fires for the assault force (main effort) while minimizing the potential for collateral damage, given their weapons.

The support aircraft are used to stop driving vehicles or fleeing personnel, backhaul detainees, conduct casualty evacuations, and assist the assault force by designating targets at night with lasers.

#### Preparation

This phase begins with the selection of Black Hawk crews and Pathfinder team members.

Assigning the proper aircraft crews is critical as this mission involves making quick decisions under a variety



101st Abn. Div. pathfinders assigned to the 5-101 Avn. assault helicopter battalion prepare for extraction following a cordon and search mission.

of hazardous conditions that factor into the associated risk.

The same logic applies to the pathfinder team members as the only situational awareness they will have prior to landing comes from what they see while airborne and what is reported by other ground units.

The 5-101 Avn. started the implementation of Eagle Watch with a standardization instructor pilot (SIP) in each cockpit and the battalion commander as the AMC.

Likewise, the Infantry Soldiers selected came from the most experienced within the pathfinder company.

Prior to launching, a thorough understanding of the rules of engagement by everyone is paramount.

Coordination is conducted during an operations and intelligence brief conducted at the supported ground commander's forward operating base.

Targeted Areas of Interest are refined and airspace is deconflicted from attack and cavalry aircraft operating in the

The Black Hawk crew chiefs configure their respective aircraft while the pathfinder teams conduct pre-combat checks on all equipment and weapons.

The UH-60 crews and pathfinder teams then sit down to review the mission and cover contingencies they might encounter.

#### Execution

As mentioned above, this mission is often conducted with both aircraft in the assault configuration; but, depending on the mission, the battalion may choose to employ the support aircraft configuration as well.

In this case, the support aircraft is used primarily to stop the identified target while the assault aircraft and team are employed to further exploit the target.

During daylight operations, this often involves the aircraft conducting a hasty recon and then positioning the aircraft in front of the target that allows the gunners to maximize standoff distance with their weapons but clearly sends the message for the targeted individual to stop movement.

This aircraft now assumes the role of inner security.

The assault UH-60 then maneuvers to land near the target, taking winds into consideration given the potential for brown out conditions, deploys the pathfinder team and then quickly departs to assume the role of outer security.

Imagine you are an individual running across a span of open desert on a pitch-black night and seconds later being

enveloped by a cloud of dust and 100 mph winds coming from a 'blacked-out' coalition aircraft located somewhere overhead that you know is heavily armed.

The pathfinders, with an interpreter, can quickly search all personnel and vehicles, check identifications, ensure weapons are in proportion to the males present, cash is not excessive, conduct swipe tests for nitrates, and question the individuals on their activity.

If necessary, the pathfinders are capable of quickly detaining individuals and they are then moved to a detainment facility located within the responsible brigade combat team's sector.

Following the pathfinder's actions on the objective, they assume a pick-up zone posture and the assault UH-60 returns for extraction.

Since the inception of Eagle Watch, it is not uncommon for a flight to exploit 10 targets or more during a single mission.

Summary

UH-60 battalions who don't have the luxury of pathfinder companies can start developing a tight habitual relationship with a unit and evolve the TTPs and SOPs to better support the larger units they support.

It starts with the mindset that a Black Hawk is simply an aerial platform that can be used in a variety of different

ways.

The pathfinders

are capable

of quickly

detaining

individuals.

AHBs should encourage an open dialogue with their senior aviators and discuss how to best utilize the resources available within their units and more importantly, consider what increased potential they may gain when coupled with the other resources available within their higher headquarters.

Because the enemy continues to evolve and change their TTP on a weekly basis, Army Aviation must continue to remain agile and constantly refine their TTPs to counter this threat.

The transformation of the 101st Abn. Div.'s assault helicopter battalions have

proven to be a step in the right direction.

With the addition of the pathfinder company, 5-101 Avn. is now a combined arms team capable of better supporting infantry battalions by rapidly responding to a variety of situations and has closed the gap between air and ground integration.



MAJ John D. Kline is the executive officer and LTC Donald N. Galli is the commander of the 5th Bn., 101st Avn. Regt., which is currently deployed in support of Operation Iraqi Freedom.

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#### Falcon Command Welcomes Afghan Air Corps Aviators

Story and photographs by SGT Stephanie van Geete

fghanistan National Army Aviation Corps leaders met with the Task Force Falcon command March 19 in what officials are calling a first step toward building an aviation partnership.

For the initial meeting, ANA BG Mohammed Barat and members of his staff met TF Falcon commander COL Michael Rose at his Bagram Airfield headquarters.

Rose said the purpose of the visit was to find ways U.S. and Afghan aviators can work together in support of Operation Enduring Freedom.

SPECIAL FOCUS:

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"I think there is tremendous opportunity here for a partnership going forward," Rose said. "We

want to find ways we can work together to provide aviation support to coalition forces operating throughout Afghanistan."

Operations Afghanistan."

Barat agreed, saying, "We want to build a relationship with aviators here that

will be useful and productive for future missions we do in support of U.S. forces or Afghan Army forces. We can help each other assist both sides."

At less than a year old, the Afghan Aviation Corps (AAC) is still being built. Many of the pilots and crew members come from the now-defunct Afghanistan Air Force, and their fleet consists of Soviet-era rotary and fixed-wing aircraft.

Rose and Barat hope that with their new alliance, U.S. forces can help the AAC develop.

"One of the things we may be able to do for them is show them the way we conduct command and control of our aircraft throughout the country of Afghanistan," Rose said.

"We may be able to share some of our tactics and techniques used for air assault operations and management of logistics. I think there are a lot of areas we can help them with, and probably a lot we haven't even envisioned yet."

Right now, Barat said, Afghan aviators only fly support missions. "We operate in support of the Afghanistan ministry of defense and other ministries," he said. "We support



Afghan Army Aviation Corps leader BG Mohammed Barat, left, and TF Falcon commander COL Michael Rose conduct a walk and talk during their March 19 meeting at Bagram Airfield.

the Afghanistan National Army by flying their supplies, we fly their casualties, and sometimes, if we lose ANA soldiers, we will fly the bodies to their native towns."

Eventually, Rose said, the ANA will take control of all military operations in Afghanistan.

"This is just one step along the way to the Afghan National Army taking responsibility for the entire country, and ensuring the sovereignty of their nation and the sovereignty of their own government," he explained. "Initially, I think we'll see some Afghan officers in our headquarters, and possibly by the time we leave here next year, we'll have Afghanistan Army Aviation Corps aircraft flying with us, and possibly even parked here at Bagram."

The leaders will continue building their relationship through monthly meetings. Next month, Rose will visit Barat at his headquarters in Kabul.

Both men said they welcome the chance to get to know their coalition counterpart.

"We are looking forward to having good ties and close relationships with these American forces, especially the aviators," Barat said.

40.0

SGT Stephanie van Geete is a photojournalist and the NCO in charge of the Task Force Falcon Public Affairs Office in Bagram, Afghanistan. Her story has been edited from a new release.



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Iraqi and U.S. Soldiers race off of a 6th Bn., 101st Cbt. Avn. Bde. CH-47D helicopter during the start of Operation Swarmer March 16.

# 101st and "Angels from Hell" Clear Desert During

# OPERATION

peration Swarmer, the largest air assault since the initial invasion of Iraq, took place March 16 to 21, when the 3rd Combat Team, 187th Inf. Regt.; 2nd Sqdn., 9th Cav. Regt.; and the 101st Combat Aviation Brigade teamed up to "swarm" the Iraqi countryside near Samara, looking for insurgent forces, weapons and explosives.

The operation's name was derived from the largest peacetime airborne maneuvers ever conducted, also called Swarmer, in North Carolina in 1950.

The 101st CAB flew over 1,000 hours in support of the mission

lst Bn., 101st Avn. Regt. Apaches provided security through the air, the 5th Bn., 101st Avn. Regt.'s Black Hawks served as the primary air



A 6th Bn., 101st Avn. Regt. CH-47D files formation enroute to a landing zone during an air assault mission March 17.

movement battalion during the mission, and 6-101 Avn. also air assaulted troops and equipment, as well as providing command and control aircraft.

The mission was a joint effort between U.S. and Iraqi Army forces, with over 2,500 troops, half of them Iraqi Army Soldiers, being inserted throughout the operation.

The mission resulted in the capture of 96 suspected anti-Iraqi forces and the questioning of hundreds more.

Twenty-four caches were also uncovered in the area during the operation and no U.S. Soldiers were killed during the operation.

During Opn. Swarmer, the "Angels from Hell" of Co. A, 3rd Bn., 187th Inf. Regt. was one of the most productive units in locating weapons caches and detaining suspected insurgents.

The company found five caches (one located by 1st Platoon, four by 2nd Plt.) and detained 18 suspected



Iraqi Army and U.S. Soldiers look over the finds of a cache they discovered March 17 near Samarrah, Iraq.

Story and photographs by SGT Ryan Matson

# SWARMER

terrorists during the six-day mission.

Commander CPT Jeff Lesperance said his company thoroughly searched more than 100 houses and questioned more than 200 people in an area about 15 miles wide by 15 miles deep in a rural area northeast of Samarrah, Iraq.

The company also found numerous small stashes of additional prohibited weapons and ammunition during their raids (one AK-47 or rifle with one magazine is permitted for every adult male in a household).

SFC Angelo Lettiere, 2nd Plt. sergeant, said that the caches his companies found were hidden in a well, a goat pen, in the wall of a building they bulldozed, and in fuel barrels.

He credited his Soldiers' thorough searching with the platoon's results.

The company also found numerous small stashes of additional prohibited weapons and ammunition.

PVT Aaron Pildner had a hand in finding all four of the caches found by 2nd Plt. He had been trained on using the mine sweeper/metal detector he used to find the caches just prior to the mission by SPC Patrick O'Brien.

"The one cache I found in a well with PVT Pidner, we found rocket propelled grenades (RPG), scopes, ammunition for various pistols and rifles, TNT, mortar tubes, mortar rounds, and night vision goggles," O'Brien said.

"PVT Pildner was down there with an Iraqi Army troop, and they came across several layers of soda cans and Pildner kept getting a strong signal indicating there was something more down there," O'Brien said.

The Iraqi Soldier continued to dig and eventually found a burlap sack, which he pulled up to find contained a 60 mm mortar tube.

"SFC Lettiere had always told us, if there's a mortar tube, there's mortars,



Soldiers from Co. A, 3rd Bn., 187th Inf. Regt. and Iraqi Army Soldiers quickly load 5th Bn., 101st Avn. Regt. UH-60 Black Hawk helicopters March 16 for the initial air assault during Operation Swarmer.



Iraqi Army Soldiers with U.S. troops watch two inbound UH-60 and a CH-47 helicopter from the 101st CAB land to air assault them to their next objective March 16.

"We did an extremely thorough search spending about two to three hours on every site."

Hayhurst and Bohannon found two AK-47s in some barrels outside one of the searched homes.

"One was in the clear in the bottom of an empty fuel barrel," Bohannon recalled. "The other was about half full and when we put a stick in there and felt around we could tell there was something in there."

"We did an extremely thorough search spending about two to three hours on every site," Bohannon said.

1LT Adam Scher, 1st Platoon's leader, said that the first day of the mission [March 16] his unit air assaulted to the house of a high value target.

While the HVT was not in the house at the time, the platoon was able to find other people associated with others suspected of terrorist activity in the area and found a small

# **OPERATION SWARMER**

continued

so we continued to dig in the area and found a 55 gallon drum and the lid to a large blue barrel. We dug that up, and within it we found four RPGs.

"We dug some more and found the second barrel with the scopes, NVGs, another mortar tube, ammunition and a machine gun.

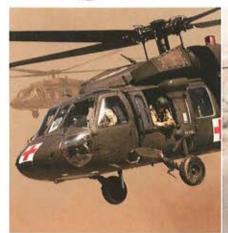
"I was a little excited. I know that small amount may not make much of a difference, but overall, we're at least hurting them somewhat. Pildner's got that minesweeping down to a tee," O'Brien said.

"It feels good to do," SPC Jeremy Hayhurst, who found a small cache of assault rifles and ammunition with SPC Justin Bohannon, said. "It's less stuff that can be used against us, the Iraqi Army and the civilians here."



Soldiers from A/3-187 Inf. uncover a well beneath a sheet of tin metal during a search of an Iraqi home near Samarrah March 17. Weapons caches are sometimes hidden in wells.

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SSG Dave Hubert with Co. A, 3rd Bn., 187th Inf. Regt. coordinates pick-up zone operations during a move to the next objective area March 20 during Operation

**OPERATION SWARMER** continued

cache of weapons and ammunition at the target site.

Meanwhile, 2nd Plt. was air assaulted to an area where a cache was suspected to be located.

Although they didn't find the suspected cache, they did find the others in the immediate area.

Meanwhile, 3rd Plt. acted as an aerial reaction force, flying in helicopters from the 101st CAB, ready to lend assistance should either platoon encounter heavy contact.

Throughout the mission, American Soldiers worked hand-in-hand with Iraqi Forces.

Co. A searched every objective with Headquarters and Headquarters Co., 1st Bn., 1st Bde., 4th Iraqi Div.

They marched together across the desert terrain, ate chow and slept through the cold nights in the sand together, taking turns pulling security on their positions as they moved.

Scher said he thought working with the Iraqi Army was an advantage.

"They know these areas and they know where to search," he said. "Their knowledge of the culture and the people is a huge bonus."

Letteire said he can see the Iraqi Army Soldiers improving and the two units continue to work together.

"They feel a sense of pride working with us, and if you ask them they'll tell you that," he said.

Lesperance said he was impressed with the way his "Angels from Hell" performed during the operation.

Though the company usually conducts mounted joint patrols in Tikrit with the Iraqi Army, he said this type of mission comes naturally to the troops.

"Kicking down doors and searching buildings is what we're trained to do as infantrymen, and it's like riding a bike, "Kicking down doors and searching buildings is what we're trained to do as infantrymen."

it all comes back to you," he said.

And though he said the media may be downplaying the effectiveness of the mission, he knows the things his Soldiers found saved American and Iraqi lives.

"This mission demonstrated our ability to team with the Iraqi Army and project our force to deter terrorism in Iraq. It denies them safe haven and sanctuary in the desert.

"They'll constantly be looking over their shoulders, hearing helicopters, wondering if we're coming after them," Lesperance said.



SGT Ryan C. Matson is a Public Affairs photojournalist assigned to the 101st Combat Aviation Brigade in Iraq. His story has been edited from a

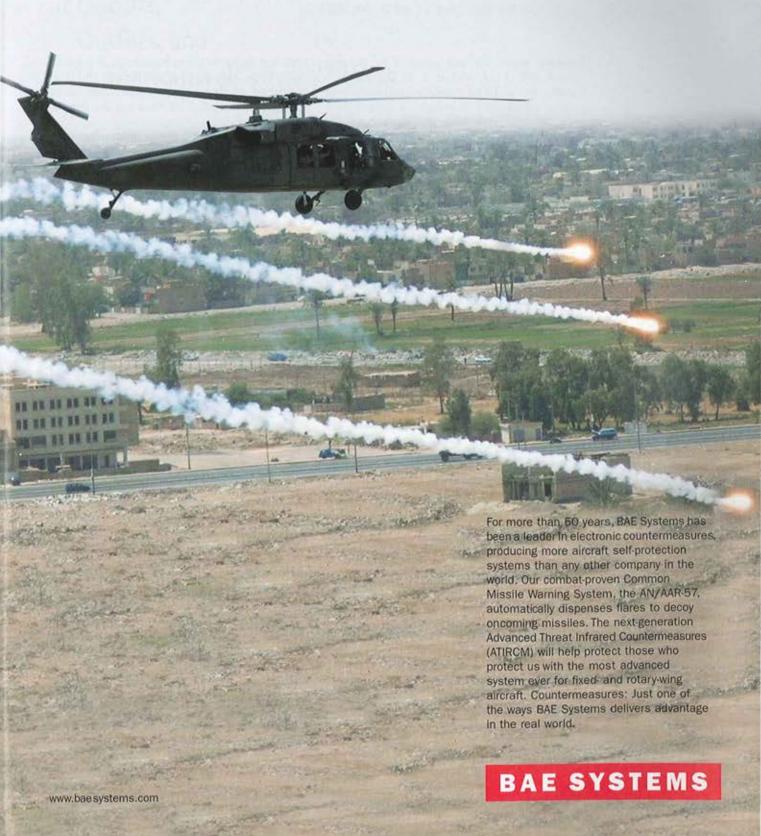


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# In the Beginning of Army Aviation...

# Fifty Years Ago

By MG (Ret.) Carl H. McNair, Jr.

Editor's note: We are pleased to present retired MG Carl McNair's kick-off article leading up to AAAA's golden anniversary in 2007. Join us each month for a unique look back at your Association's history over the past 50 years.

n the beginning, there was no AAAA. The world was not flat, nor was it devoid of life, water or aircraft and pilots.

And some thought that this was good and the way it should always be.

But Army Aviation was small, relatively unstructured and possibly unappreciated, with the future unclear and uncertain.

The Air Force, Navy and Marines took to the skies in modern, sleek and sophisticated turbine-powered aircraft to combat our cold war enemies.



Five years after World War II, the Army had yet to develop an aircraft of its own, while flying obsolescent fabric covered L-5s and other commercial off-the-shelf aircraft.

In 1950, the aluminum skinned state-of-theart Cessna L-19A Birddog was a thing of beauty and a bargain at less than \$11,000 a plane.

Each field artillery battalion had a "robust" section of two Birddogs for artillery fire adjustment and liaison. The Korean War was upon us and the Army had a grand total of 56 utility/observation helicopters, with no cargo helicopters in its inventory.

So how did it come to pass a few decades

later that Army Aviation became such a formidable force, moving the Soldier into the third dimension of air mobility, while compressing the fourth dimension of time for the ground commander?

We know that story, as our history has been told time and again.

It was a history built on the tactical successes and valor of Army crewmembers in the jungles of Vietnam, on the plains of Europe and in the deserts of Southwest Asia.

The U.S. Army team has earned deserved praises and admiration on all the continents.

At the same time, how has the Army Aviation Association of America become the premier branch-related professional association in the greatest Army on Earth?

AAAA stands shoulder to shoulder, rotorblade to rotor blade, skid to skid with the Army Aviation team.

Over these years, AAAA has served as a cohesive force, binding the Army Aviation community together by:

- Fostering public understanding of Army Aviation and military forces.
- Exchanging ideas pertinent to operations, maintenance, safety and personnel.
- Representing membership interests.
- Promoting esprit and camaraderie.
- Recognizing outstanding performance of individuals and units.
- Cementing relationships with fellow branches and the services.

From its humble beginnings in 1942, Aviation gained full combat arms branch status in 1983, including an Aviation brigade alongside the Infantry, Artillery and Armor brigades of America's divisions and corps.

But in those early years, a need was also seen for a professional association for communications, coordination and esprit akin to the Infantry, Cavalry, Artillery and Ordnance Associations of the day.

Thus was born AAAA across a coffee bar and a kitchen table, stuffing envelopes with mimeo letters, news of "who was where and what they were doing in Army Aviation."

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# AAAA was born in 1957, with just two chapters and 1,407 charter members comprised of civilians and military in every grade, from NCO to general officers, and a handful of loyal industry supporters.

educational organization that today supports our total Army, was born in 1950 out of a myriad of branch associations existing then.

Concurrently, Art Kesten, a WWII Army liaison pilot, then a reservist in the First U.S. Army area, and his wife Dotty saw the need for a professional-technical association to enhance the knowledge, image and well-being of the Army Aviation community.

They founded the embryo AAAA magazine in 1953 to keep fellow reservists and active-duty aviators in their area abreast of events – at the astronomical cost of \$2 per year.

From a regional to Army wide focus, AAAA was born in 1957, with just two chapters and 1,407 charter members comprised of civilians and military in every grade, from NCO to general officers, and a handful of loyal industry supporters.

Their names became indelibly linked with Army Aviation over the next fifty years, in peace and in war, and many are now in the Hall of Fame, with most having served in senior leadership roles of both the Army and AAAA.

The founding President, BG Robert M. Leich, attended "liaison pilot" training at Fort Sill, Okla. in the "Class before

bl ov pe arr

Art & Dotty Kesten from the 1950's.

Class One."

As a captain, Leich was the Army's very first aviation engineering (maintenance) officer.

As a Major, he also became the first, and for a long time, the only Army aviator serving in the Pentagon during WWII.

Leich established and managed the original logistical support system for Army aircraft deployed worldwide in that conflict.

In retirement, he served as a Civilian Aide to the Secretary of the Army for many years, as well as the AAAA awards chairman for 24 years.

After 31 years of commissioned service he personified the term, "retired, still serving."

The prestigious AAAA National Robert M. Leich Award is named after this distinguished Soldier and our founding president.

LTG Robert "Bob" Williams, also in the

famous "Class before Class One," served in 1957 as the first president of the Army Aviation Test Board at Fort Rucker, a legendary and catalytic element for new aviation developments.

In that position then COL Williams, along with Art Kesten the early AAAA architect and founder, carried the association's proposal to GEN Hamilton H. Howze, then director of Army Aviation, G3. Howze, a man of few words, simply said," Go with it."

Williams then became the first senior vice president of AAAA, then later in retirement he became a national president. He was also the first ground forces officer to receive an instrument rating and the designation as a Master Army Aviator.

Adding to those achievements, Williams also led in the 1st Aviation Brigade in Vietnam, the largest Army Aviation force ever assembled with 20,000 troops and 2,000 aircraft, and served as commanding general of the Army Aviation Center.

Perhaps the moral of success in these exemplary careers is service to the nation, your Army and your comrades through the association.

Art Kesten, the first executive vice president, drafted the initial by-laws, which were taken to the Pentagon for review by GEN Howze.

Art remembers the meeting vividly and Howze concluding observation (perhaps in jest), "You have my blessing, Art. And I hope this isn't the end of my career."

As many recall, it was not the end of his career as his next assignments were all top Army commands of the Cold War era, the 82d Airborne Division, the XVIII Abn. Corps, the Eighth U.S. Army and commander in chief of the United Nations Command-Korea.

But Army history remembers him best for the Howze Board studies and the Army Air Mobility Tests of the 1960s which led to the original aviation brigade and organization of the Air Assault division.

The Army had responded to the challenge of the Defense Secretary to free itself from the "tyranny of the terrain."

With Howze's "blessing" in hand, Kesten left the original by-laws with the staff and moved out smartly.

He recruited officers and members of the

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Fifty Years Ago initial National Executive Board and transitioned a 4,000 subscriber magazine into a national association.

Chapter programs, the first national convention, and flight pay insurance (until then provided only by the Air Force Association), all followed and furthered the professional posture and organizational hallmark of AAAA.

Thus, you have the genesis of our organization which today hosts 70 chapters worldwide, more than 15,000 members and the most robust scholarship program of any branch activity.

This inaugural article is only a glimpse of the beginning of how AAAA came to be and describing its vision and the quest.

Much more will follow in the year ahead. We have consciously planned our 50th Anniversary during the 2007 Annual Convention being held May 9-12 in Atlanta.

This was the site of our first convention foray out of Washington, D.C. in 1979.

Until then, all conventions were held in the DC area following the AUSA National Convention in October.

But AAAA sought to be different, taking our national meeting to the field, nearer the troops and their families.

For almost 30 years, AAAA has rotated the location on a recurring basis to Atlanta, St. Louis, Fort Worth, Louisville, Orlando, Charlotte and Nashville.

These central metro areas were in closer proximity to major aviation and troop concentrations, and less costly to our members for travel and lodging.

Outside of Washington, D.C., all would have an easier opportunity to gain the professional development and camaraderie of thousands of fellow aviators and crew members and their families.

We recognized our "brightest and best" in front of peers and company mates, and then all could hear from the Army's top leaders on how we can do our jobs better and make our Army stronger.

Our industry and civilian friends could also visit and see the power, might and pride in the aviation force.

As GEN Creighton Abrams once said, "People are the Army." And great people are

in Army Aviation.

That legacy has just begun, as evidenced by the valor, professionalism and performance of our awardees during the Nashville meeting last month.

In the coming issues of the magazine leading up to the 2007 Convention, we will feature segments on the growth of AAAA.

Subsequent articles will be written by key individuals who lived the history, with insights as to the why, when and how Army Aviation and AAAA matured together.

Look forward to the articles and share a half century of progress in a few fleeting moments.

Throughout the coming year, we will highlight many other "Golden Anniversary" events, photo contest, the "Pioneers" panel, oral histories of charter members and founding officers, pictorial history book and a DVD of AAAA's 50 Years.

All of these are coupled with extensive planning for the "AAAA Atlanta Golden Anniversary Gala."

Plan to join us and be a part of the living history our members have built.

Your National Executive Board has approved the 50th Anniversary plan, complete with the official logo and theme, and displayed them at the finale of the Nashville banquet.

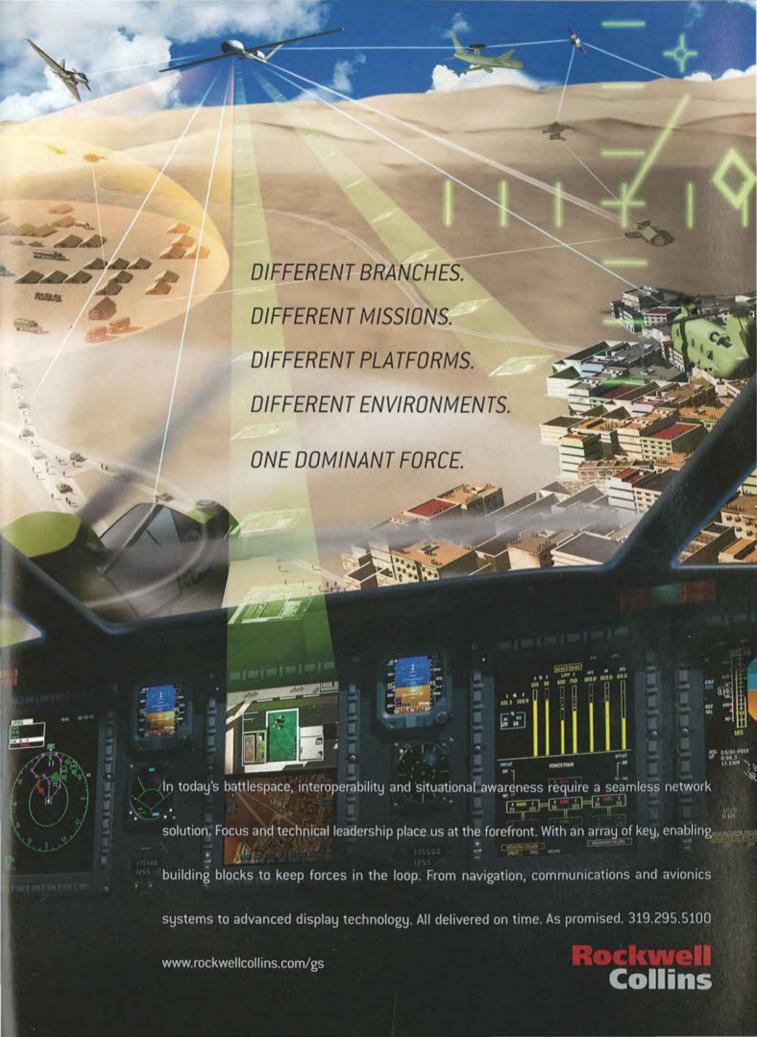


Army Aviation magazine from November 1954, helping to bring information and news to AAAA members.

AAAA: 50 Years Above The Best... The Legacy Lives On 1957-2007



Retired MG Carl H. McNair, Jr., was the first Aviation Branch chief and a former commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala. He is a past AAAA national president and today serves as the chairman of the 50th Anniversary Planning Committee.



# 2006



# Convention

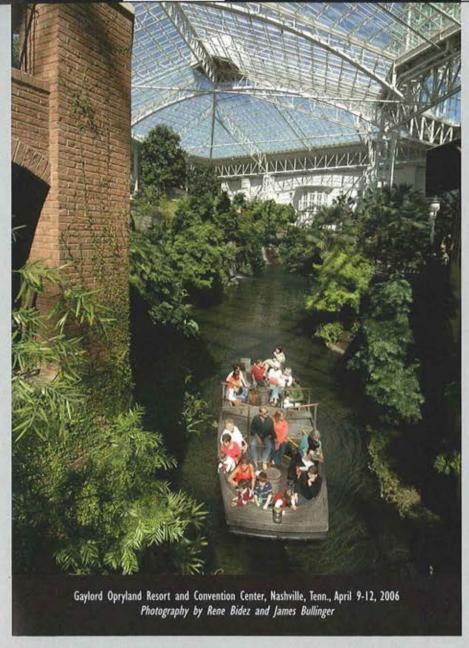
# Wrap-up

# **Pre-Convention**

- Country mega-star Wynonna Judd and her son Elijah get an up close view of an MH-60 Black Hawk cockpit from pilot CW4 Ben Savage.
- 2. A pre-convention treat is the "Early Bird" reception the night prior to the opening session. Here hundreds of early arrivals enter the exhibit hall for a sneak peek.
- Night Stalker maintenance Soldiers fold the rotor blades on an MH-47G Chinook in preparation to tow the aircraft into the exhibit hall on April 6 for the 160th SOAR display.
- 4. A convention highlight is the exhibit hall where Soldiers and attendees can see and learn about the latest industry developments and technologies.

# Monday, April 10

- AAAA President BG (Ret.) Tom Konitzer opens the annual convention on Monday, welcoming more than 1,200 people attending the morning professional session.
- 6. GEN Richard A. Cody, Army Vice Chief of Staff, presented the keynote address of the convention Monday morning.
- 7. BG E.J. Sinclair, commanding general of the Army's Aviation Warfighting Center and Fort Rucker, Ala., provides an update on the state of the Aviation branch.
- 8. CW5 Brent Driggers, left, and CSM Buford Thomas, chief warrant officer and command sergeant major of the Aviation branch, listen intently during the morning presentations.
- BG E.J. Sinclair assists GEN Dick Cody with the presentation of the Joseph P. Cribbins Department of the Army Civilian Award for 2005 to DAC Robert A. Boutwell.
- 10. BG Joseph A. Smith, commanding general of the Army's Combat Readiness Center, discusses the Army's new "Own the Edge" risk management program.
- Standing with the Non-Commissioned Officer of the Year SSG Byron W. Montgomery (holding trophy) are (I to r): BG (Ret.) Tom Konitzer, CSM Buford Thomas, BG E.J. Sinclair and GEN Dick Cody.
- 12. Helping to lend a hand presenting the James H. McClellan Aviation Safety Award to CW4 Troy Boonstra (holding trophy) are (I to r): CW5 Brent Driggers, BG Joseph Smith, BG E.J. Sinclair and GEN Dick Cody.





WELCOME AAAA ANNUAL CONVENTION



**ARMY AVIATION** 

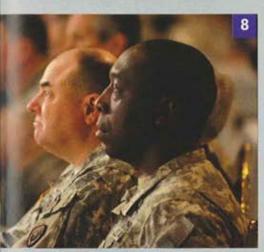




















ARMY AVIATION MAY 31, 2006







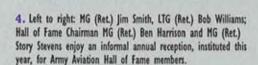




- 1. Army Aviator of the Year CW4 Roger A. Graf shares smiles with his mother Mrs. Mary Lou Graf (left) and sister LTC Mary Ellen Graf.
- 2. Mrs. Angel Mangum, center, addresses a question during Monday's Family Support Panel, while panel chairwoman Mrs. Judy Konitzer, left, and Mrs. Sylvia Phipps listen to the response.
- 3. NASCAR racer Greg Biffle (seated), driver of the Army National Guard car #16, meets AAAA's Aviation Soldier of the Year SPC Joshua R. Blizzard (kneeling), his parents Richard and Josephine Blizzard (standing left), sisters Nichole, Kerri and Jessica (standing right), and fiancée Lisa Figura, center rear.





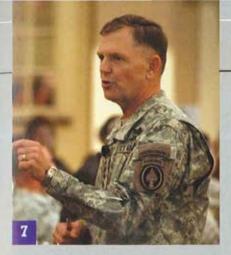


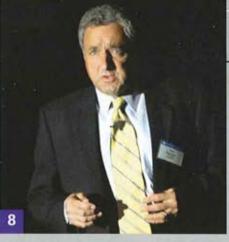
# Tuesday, April 11

- 5. LTC Terence W. Reeves, commander (left), and CSM Robert A. Fox, accept the Robert M. Leich Award on behalf of their unit 4th Bn., 159th Avn. Regt., from Fort Bragg, N.C.
- 6. The Army National Guard Aviation Unit of the Year is the 1st Bn., 126th Avn. Regt., Rhode Island ARNG. Accepting the award are COL Christopher P. Callahan, commander (right), and CSM
- Z. GEN Bryan D. Brown, commander in chief of the U.S. Special Operations Command, concluded the Tuesday luncheon with an update on what the nation's special operations forces are accomplishing in the global war on terrorism.
- 8. The Program Executive Officer for Aviation Mr. Paul Bogosian briefs the audience on acquisition efforts in support of Aviation warfighters.
- 9. HG James H. Pillsbury, commanding general of the Army Aviation and Missile Life Cycle Management Command, speaks about logistical support to the field and condition based maintenance.
- 10. COL Jeffrey Kappenman, TRADOC Systems Manager for Unmanned Aircraft Systems, updates attendees on his organization's current efforts during the program and system managers briefings in the exhibit hall.
- 11. MG (Ret.) Ben Harrison, president of the Army Aviation Museum Foundation, gladly accepts a \$15,055 check (representing \$1 for each AAAA member) from AAAA President Tom Konitzer.
- 12.CW5 (Ret.) Kenneth A. Donahue, (left), president and CW4 (Ret.) John S. Sullivan, Sr. VP Operations, of the Central Florida

Chapter receive the AAAA Top Chapter award from BG (Ret.) Tom

- 13. MG (Ret.) Carl H. McNair, Jr., president of the AAAA Scholarship Foundation, Inc. board of governors, gives Tom Konitzer a "That's okay for almost forgetting us" pat on the back as he accepts a \$50,000 donation check from AAAA for the scholarship fund.
- 14. The AAAA Chapter Net Member Gain contest is divided into three levels. The "Quad A" Chapter category for chapters with less than 80 members was won by the Big Red One Chapter in Ansbach, Germany with a 37 member gain. The Senior Chapter category, chapters with 80 to 169 members was won by the Rhine Valley Chapter of Heidelberg, Germany with a 25 member gain, and the Master Chapter category with 170 or more members was won by the Tennessee Valley Chapter with a net 231 member gain. Pictured here (I to r): MG (Ret.) Jim Snider, AAAA Senior VP and membership committee chairman; COL (Ret.) John Carden, Tennessee Valley VP for Membership; SGM Norma Helsham accepting for the Rhine Valley Chapter; MAJ Charles Bowery, Big Red One VP for Membership; COL (Ret.) Bob Birmingham, TVC president; and BG (Ret.) Tom Konitzer, rear.
- 15. Back again as the "Top Gun" recruiter for 2006 is Bill Cannon from the Aviation Center Chapter, MG (Ret.) lames Snider, left, assists with the presentation of the \$300 prize check and certificate of appreciation from BG (Ret.) Tom Konitzer.
- 16. A convention tradition, members of the Cub Club gather to renew old friendships. Standing, Left to Right: Art Kesten, Doug Ciley, John Kusewitt, Gord Kinley, Ed Landry, John Day, Pump Pumphrey, Russ Baugh. Sitting, L-R: Bob Williams, John Stacy, Jim Smith, Harry Townsend, Joe Hely.
- 17. The Senior Leaders panel is a major draw for attendees. Here MG James E. Simmons addresses a question, while (I to r) LTG John M. Curran, MG Virgil L. Packett II and BG Stephen D. Mundt listen.























MAY 31, 2006



# Convention Wrap-up







# Tuesday, April 11, Annual Banquet

- 1. A Virginia Military Institute cadet escorts Judy Konitzer and BG Tom Konitzer during the dinner introductions to their table.
- 2. The color guard from the Virginia Women's Institute for Leadership at Mary Baldwin College march in to post the colors during the formal banquet.
- 3. The first recipient of the new AAAA Crew Chief of the Year award is SGT Christopher Scangarello, center. Beaming with pride from left to right are Scangarello's father Steven Hickok, wife Karen, mother Louise Hickok and brother Thomas Hickok. Thanks to Robertson Aviation for sponsoring this award.
- 4. The Army Reserve Aviation Unit of the Year is the 7th Bn., 158th Avn. Regt., Fort Hood, Texas. LTC Andrew D. Doehring (left), acting unit commander and CSM James A. Markey display their trophy.
- 5. Country recording artist Darryl Worley performs one of his new songs for banquet attendees.
- 6. Ist Bn., 3rd Avn. Regt. from Hunter Army Airfield, Ga. is the Active Aviation Unit of the Year. Here Mrs. Maritza Acosta CSM Jose



**ARMY AVIATION** 





- Acosta and LTC Pedro G. Almeida happily hold up the trophy.
   This new trophy is sponsored by L-3 Communications.
- 7. The Outstanding Aviation Unit of the Year is the Cbt. Avn. Bde., 3rd Inf. Div., Hunter Army Airfield, Ga. On hand for the moment are (I to r) Al Winn, YP Apache Program, representing Boeing and his wife Kathleen. Mrs. Janine Stidley, CSM Richard Stidley, COL. Ronald Tuggle, Mrs. Evy Tuggle, Mr. Dave Palm, Director of Rotorcraft Business Development, Boeing and wife Betty.
- 8. To the cheers of the audience, following his performance, Darryl Worley thanks all for the honor of being presented with the Silver award of the Order of St. Michael for his support of Army Aviation.
- 9. The VMI cadets retire the colors.

# Wednesday, April 12

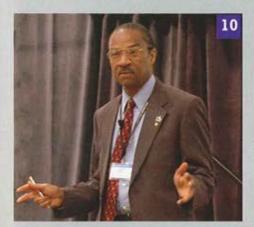
- 10. Assistant Secretary of the Army for Acquisition, Logistics and Technology and First Light Breakfast speaker, the Honorable Claude M. Bolton Jr.
- 11. The Warfighters Panel, comprised of brigade commanders and top NCOs, provided insights into the many lessons learned in combat in Afghanistan and Iraq. Here COL Ron Tuggle, 3rd Inf. Div. Cbt. Avn. Bde. commander, discusses his unit's recent experiences in OIF.
- 12. MAJ Scott Halter provides insights from his experiences during the Company Commander and First Sergeants' panel, providing perspectives from pilots, crew chiefs, maintainers and support troop levels.
- 13. To close out the convention, AAAA held a birthday bash on the 23rd anniversary of the Aviation branch on Wednesday evening, April 12. Here AAAA President Tom Konitzer cuts some slices of cake.

See YOU in Atlanta Hay 9-12, 2007 for AAAA's 50th Anniversary!















# TVC HOSTS 32ND ANNUAL

# Joseph P. Cribbins Aviation Product Symposium

By MAJ Jason L. Galindo

he Tennessee Valley Chapter of AAAA hosted the 32nd Annual Joseph P. Cribbins Aviation Product Symposium March 8-9 at the Von Braun Civic Center in Huntsville, Ala.

The symposium stimulates dialogue among industry executives, senior government officials, and military leaders concerning support to the Aviation Warfighter.

This year's theme was "The Total Aviation Force - Now and in the Future."

The gathering kicked-off with a new APS event, an AAAA sponsored golf outing at the *Links at Redstone* golf course on Redstone Arsenal; followed by an early bird reception for symposium attendees and TVC members at the Huntsville Holiday Inn Select.

Named in honor of Joe Cribbins, the former special assistant to the Deputy Chief of Staff for Logistics and the Chief of the Aviation Logistics Office, this year's symposium hosted guest speakers and panel presentations, which also had follow-on question and answer sessions.

Guest speakers included: retired MG Dewitt "T" Irby, the former deputy commanding general of the Aviation Systems Command and the Program Executive Officer for Aviation, who reflected upon lessons learned from Desert Storm and their application in the current conflict.

Ed Birtwell, vice president of General Electric's Turboshaft Engines, discussed the various processes used by GE to support the Aviation Soldier.

MG James Pillsbury, the commanding general of the Aviation and Missile Command, provided an AMCOM update, highlighting the need for effective information management systems and condition based maintenance.

Paul Bogosian, the Program Executive Officer for Aviation, focused on the aviation modernization plan, and BG E.J. Sinclair, the commanding general of the U.S. Army Aviation Warfighting Center, provided an operational perspective, reminding everyone on the purpose of the symposium — the *Soldier*.

The distinguished panel members included senior members of the Aviation and Missile Command (AMCOM), academia, and industry, Aviation platform Project Managers, the Aviation Applied Technology Directorate, and the Army Staff.

Panel discussions were held during the morning and afternoon sessions, with a focus on current and future issues impacting the Army's total aviation force.

One of the major highlights of this year's symposium was the keynote speaker COL Ronald Tuggle, commander of the 3rd Inf. Division's Combat Aviation Brigade, who just recently returned from operations in Iraq.

Tuggle held the audience spellbound as he gave a warfighter's honest, blunt and informative perspective of aviation operations in the Iraqi theater.

Later, the III Corps's Command Sergeants Major CSM Neil Ciotola capped off the night as the guest speaker during the evening's banquet and awards ceremony.

Ciotola's candor, graciousness, humor and humility were evident and appreciated by the audience as he expressed an armor Soldier's perspective of Army Aviation.

During the symposium, the annual AAAA functional awards for Logistical and Material Readiness were presented for 2005.

The Outstanding Logistics Support Unit of the Year was the 603rd Aviation Support Battalion, from the 3rd Inf. Div., based at Hunter Army Airfield in Savannah, Ga. The commander and senior NCO, LTC Terry L. Rice and CSM Keith C. Dawson, accepted the award.

The Materiel Readiness Award for a Contribution by an Industry Team, Group or Special Unit was awarded to the Advanced Engineering & Planning Corporation (AEPCO) and Millennium System Service Incorporated (MSSI) of Madison, Ala. AEPCO Senior Vice President Lawrence Vance accepted the award.

The Materiel Readiness Award for a Contribution by a Small Business Organization went to Joint Venture Yulista and Science and Engineering Services of Huntsville, Ala. JVYS General Manager Darrell Harrison and SES Executive Vice President Russel Chunn accepted the award.

The Materiel Readiness Award for a Contribution by an Individual Member of Industry was awarded to Patrick J. Sheahan of the WESTAR Aerospace and Defense Group, Inc., of Athens, Ala.

And the final award for Materiel Readiness Award for a Contribution by a Major Contractor was presented to the Sikorsky Aircraft Corporation of Stratford, Conn. Senior Vice President David Adler accepted the award for Sikorsky.

The symposium also provided a unique opportunity to highlight the great work of the AAAA Scholarship Foundation, with the TVC receiving more than 20 donations totaling \$6,500 from various companies and individuals.

This year's Cribbins Aviation Product Symposium was a tremendous success and continued a 32 year tradition of growth and improvement, but more importantly, service to Army Aviation and its Soldiers.

Next year's symposium will again be held in Huntsville and everyone is welcome.

\*\*

MAJ Jason Galindo is the TVC vice president for Publicity and a frequent chapter contributor to Army Aviation.



Keynote speaker COL Ronald Tuggle.



TVC President Bob Birmingham, symposium host, listens as retired MG "T" Irby discusses the lessons learned during Desert Storm and how they apply today.



WESTAR's Patrick Sheahan accepts the award for Material Readiness Contributions by an Individual.



LTC Terry Rice, left, and CSM Keith Dawson accept the Outstanding Logistics Support Unit of the Year award for the 603rd ASB.



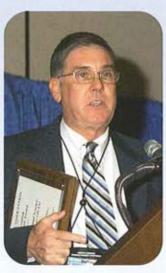
Science and Engineering Services Exec. V.P. Russel Chunn.



Banquet speaker CSM Neil Ciotola.



Sikorsky Senior V.P. David Adler.



Joint Venture Yulista Gen. Manager Darrell Harrison.



AAAA President Tom Konitzer; Paul Bogosian, PEO Aviation; AEPCO Senior V.P. Lawrence Vance and MG James H. Pillsbury, AMCOM commander.



CHINOOK MECHANIC AWARDED

# **Combat Action Badge**

By SFC Reginald Rogers

CH-47D Chinook helicopter mechanic from the 4th Inf. Div.'s Combat Aviation Brigade became the brigade's first Soldier to be awarded the Combat Action Badge at Camp Liberty, Iraq during this deployment.

PFC Matthew McCann, from New Cumberland, Pa., received the badge from Army Vice Chief of Staff GEN Richard A. Cody, during a ceremony held March 20 at the Ironhorse Conference Center, near the 4th Inf. Div. Headquarters.

McCann, a member of Co. B, 404th Avn. Support Bn. and the Cbt. Avn. Bde.'s downed aircraft recovery team, received the award for his actions on Dec. 27, 2005 near Camp Taji following the recovery of an AH-64D Longbow Apache.

He recalled the mission, which actually began Dec. 26 at about 9 p.m., when it was reported that a helicopter went down about 20 miles from the base.

As a member of the ground element of the DART, McCann's team is responsible for securing and recovering the aircraft and returning it to the base.

"We spent about 12 hours cleaning up the wreckage, he said. "Once we packed up, my truck was carrying the fuselage of the aircraft. It was mostly the tail boom and a section of the rotor head. McCann's vehicle, an Up-armored LMTV, was traveling fourth in the convoy, behind the lead Humvee, another vehicle carrying the scoop loader, and a military police vehicle.

McCann, who served as the M249 squad automatic weapon (SAW) gunner, was standing in the cupola of his recovery vehicle, when he noticed two lone buildings sitting off the road and one individual standing on the roof of one of the houses.

"Then, all of a sudden, we got hit (with an IED)," he said.

"LT (Lawrence) Schmidle's vehicle, which was the lead vehicle and the scoop loader vehicle, which carried SGT Scott Lambert and PVT Luis Carrillo, took most of the blast," he explained. "We punched through after the explosion, but the shockwave threw me back into the vehicle."

"At that time, I yelled, 'IED, IED, IED," McCann said. "SGT Torres, who was my driver, told me to scan my right lane. I scanned and I said, 'we have contact, right side."

McCann said he could see muzzle flashes and hear rounds being fired. Under Torres' direction he returned suppressive fire.

"At that time, the M240 Automatic machine gunners in the MP vehicle returned fire in the same direction," McCann said. "The scoop loader vehicle, which carried SPC Brough, the 50 cal. [machine gun] also shot back."

PFC Matthew McCann stands between MG J.D. Thurman, 4th Inf. Div. commander, and Army Vice Chief of Staff GEN Richard A. Cody, following an awards ceremony at Camp Liberty, Iraq.

He said they saw two people go into the last house, the one that previously had someone standing on the roof.

According to McCann, the two suspected terrorists then ran behind the house and over a berm, and all the suspects fled in an escape vehicle.

At that time, a cease-fire was called, ending all hostile actions.

He said within the short period of engagement, they expended at least 150 rounds.

"On the first day that we arrived, we took over the responsibilities, we had a DART mission and we were ready for it," McCann said. "I give credit to Bravo Company. We were ready, although we didn't expect it."

McCann said he was excited that GEN Cody was able to present him with his award, especially since Cody is an AH-64D Apache pilot.

"Him being an aviator is just kind of cool," McCann said following the ceremony, in which more than 25 other Soldiers received the award.

McCann also had a chance to meet the 4th ID's commander MG James D. Thurman.

"I was the only aviation Soldier there amongst the other CAB awardees," McCann said.

"It was all MPs, two infantry guys and a medic. I don't quite understand how I fit into that picture because these guys do it everyday. I did it once."

He said he was happy to receive the award, but can never forget the others who were also involved in the mission.

"I believe that maybe, more personnel, other than me, deserve it," he said. "It's a great honor to have it. It's a new badge and for me to be the first one in the brigade to have it, during this deployment, is a really great honor."

AA

SFC Reginald Rogers is the public affairs officer for the 4th Inf. Div.'s Combat Aviation Brigade from Fort Hood, Texas, and is currently deployed in support of Operation Iraqi Freedom.

# Industry

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.

# **Army Awards BAE APKWS Contract**

The Army Aviation and Missile Life Cycle Management Command awarded April 27 a three-year \$45.7 million contract to *BAE Systems* of Nashua, N.H. for the system development and demonstration of the Advanced Precision Kill Weapon System II. The contract includes

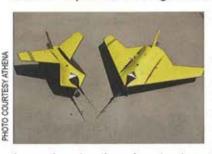


priced options for qualification of the system and two years of low rate initial production. The APKWS II is a joint Army and Marine Corps program to provide a guided rocket

capability to precisely hit a target within an effective range of .93 to 3.1 miles. BAE is partnered with Northrop Grumman and General Dynamics.

# Athena to Develop Morphing UAS Flight Controls

Athena Technologies, Inc., Warrenton, Va. announced April 4 that it won a Lockheed Martin Aeronautics Co. contract to implement the flight controls for LM's Morphing



unmanned aircraft system. The Morphing UAS is a Defense Advanced Research Projects A-gency program which radically changes the shape of an aircraft's wings in flight to perform a new mission. By expand-

ing and contracting wing structures in flight, an aircraft can perform both loitering surveillance missions and high-speed attack missions. Athena will provide LM with its *GuideStar 111m* miniaturized navigation and flight control system specifically designed for small, high-performance UAS applications.

# Bell Selects Telephonics Corp. for ARH ICS

Telephonics Corp., Farmingdale, N.Y., announced March 9 Bell Helicopter has selected them to supply more than 370 advanced secure digital intercommunications (SDI) systems for the Army's RAH-70 Armed Reconnaissance Helicopter during fiscal years 2006 through 2013. Telephonics' SDI was also selected by

the Army as the common digital intercommunication system for installation on all CH-47F and MH-47 Chinooks, and the UH-60M and MH-60 Black Hawks.

# NGC Opens \$13M UAS Production Center

Northrop Grumman Corp. opened its Unmanned Systems Center production facility April 18 in Moss Point, Miss., where the MQ-8B Fire Scout, and portions of the

RQ-4B Global Hawk unmanned aircraft systems will be produced. Construction on the \$13 million, 101,000 sq. foot facility started April 13, 2004. The USC's current workforce con-



VORTHROP GRUMMAN PH

sists of 24 employees, which will grow to 60 by the end of the year. The facility is designed to accommodate 250 employees, which may occur if production demands continue to rise.

# **Bell Builds New Army Programs Center**

Bell Helicopter, Fort Worth, Texas, broke ground on a new Army Programs Center March 22. Once complete by the end of this year, the center will house about 206,000 square feet of offices and work



PHOTO BY KALEE APPL

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# People on the Move

# **Aviation General Officers**

The Chief of Staff of the Army announced April 20 the reassignment of *BG (promotable) Timothy P. McHale*, commanding general of the 19th Theater Support Command in Korea to director of the Center for Logistics Readiness, Office of the Deputy Chief of Staff, G-4, Washington, D.C. *BG William H. Forrester, Jr.*, assistant division commander for support with the 2nd Inf. Div. in Korea to commanding general of Army Combat Readiness Center and director of Army Safety at Fort Rucker, Ala.

The Army Chief of Staff announced April 12 the assignment of *MG James A. Kelley*, deputy commanding general (Operations), Third U.S. Army, with duty as deputy commanding general (Ops.), Coalition Forces Land Component Command, Kuwait to Dep. Assistant Secretary of Defense for Readiness, Training and Mobilization, Office of the Asst. Sec. of Def. for Reserve Affairs, Washington, D.C.

The President nominated April 11 the following aviation offi-

cers for promotion to brigadier general: COL James C. McConville, executive officer to the Army Vice Chief of Staff, Pentagon, Washington, D.C. COL Curtis D. Potts, chief of staff of the 4th Inf. Div. (Mech.) in Iraq. COL Perry L. Wiggins, chief of the Eastern Europe and Eurasia Division, J-5, The Joint Staff, Pentagon, Washington, D.C.

The Army Chief of Staff, announced March 30 the following aviation general officer assignments: **BG Doyle D. Broome**, **Jr.**, director of Strategy and Analysis, J-5, U.S. Joint Forces Command, Norfolk, Va. to deputy commanding general, U.S. Army Cadet Command, Fort Monroe, Va. **BG John A. Macdonald**, commanding general, U.S. Army Community and Family Support Center, Alexandria, Va. to director of the Installation Management Agency, Arlington, Va.

The Army Chief of Staff announced March 28 the assignment of *BG Anne F. Macdonald*, deputy director for operations, National Military Command Center, J-3, The Joint Staff, Washington, DC, to deputy commanding general of the 7th Inf. Div. and Fort Carson, Colo.

# Industry News continued

space to support Army helicopter programs. Pictured breaking ground are (I to r): John Bean, Bell's exec. vice president and chief operating officer of Military Programs; Mike Redenbaugh, Bell's CEO; BG E.J. Sinclair, Army Aviation Warfighting Center; Ross Perot Jr., chairman of Hillwood Development; and Jungus Jordan, Fort Worth Councilman.

# Aerosonic to Produce Altimeters for Army

Aerosonic Corp. of Clearwater, Fla., announced March 9 they received a \$1.1 million order from the Army Aviation and Missile Command for 259 altimeters for UH-60 and OH-58D aircraft as part of a multi-year contract. Deliveries for this order are to begin later this year and continue into 2007.

## Contracts

McDonnell Douglas Helicopter Co., Mesa, Ariz., was awarded April 17 a \$44.3M contract for remanufacture of six AH-64D aircraft. Work should be completed by May 2007.

The Boeing Co., Ridley Park, Pa., was awarded April 14 a \$7.4M contract for long lead parts for the CH47 Chinook. Work should be completed by Nov. 30, 2008.

General Electric Aircraft Engine, Cincinnati, Ohio, was awarded April 14 a \$7.3M contract for overhaul and repair effort for the entire T700 family of engines. Work will be performed in Corpus Christi, Texas, until Dec. 31, 2006.

Computer Sciences Corp., Falls Church, Va., was awarded March 30 a \$54M modification to a previously awarded contract to exercise an option for personnel, material and facilities to perform all activities to design, develop, integrate, test, produce, install, manage, operate and maintain a simulation training capability that performs and operates in accordance with the requirements of Flight School XXI Simulation Services for the Aviation Warfighting Center at Fort Rucker, Ala.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded March 30 a \$48.8M contract for UH-60L Black Hawk helicopters. Work is expected to be complete by Dec. 31, 2007.

Lockheed Martin Corp., Owego, N.Y., was awarded March 29 a \$16.1M contract for radar frequency interferometer systems for the AH-64D helicopters. Work will be performed in Owego, N.Y., and is expected to be completed by Dec. 31, 2008. Contract funds will not expire at the end of the current fiscal year.

# Flight School Graduates

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

# Class 06-08, 39 Officers, **Graduated March 9**

### OBC

Mark A. Bennett \* DG Jeffrey W. Wiesner, Jr. \* HG Michael H. Gregory \* Lisa L. Hendershot Andre P. Jeansonne \* Jeremiah B. Lane Matthew C. Lewis \* Ryan C. McCarty \* Johnathan W. Sampsel Christopher E. White

WOBC Joel L. Gooch \* Morgan A. Stanley \* Timothy J. Davis, Jr. \* Eric T. Carver Michael T. Barbero \* Matthew R. Hill \* CLG Richard B. Baker \* Kimberly L. Cascasan David A. Ceasor \* Dustin S. Davis \* Carlton E. Duncan Aaron K. Fish \* Larissa A. Gourlay Cody W. Grow \* Kevin M. Howey \* Jason R. Kerns \* Dallas L. Knox \* Tony L. Luke Rvan S. Mitchell \* John B. Palsa \* Desmond Ray Joshua D. Robertson Michael T. Shacklee \* Raul Torres \* Bradley J. Turley Ronny G. Vestal \*

# Class 06-09, 45 Officers. Graduated March 23

# OBC

Clifton E. Rogers \* Michael J. Dargavell \* Brendan R. Libby Andrew C. Alexander \* Jonathan J. Carver 1 Jason C. Gay 1 Tyler J. Hollopeter \* Bryan S. Koyles \* Sean A. Maiolo Matt D. McNeal John D. Penshorn \* Dario Perez-Birriel \* Sean N. Randall Stephen J. Small \* David C. Sullivan Tyrone D. Shields

# WOBC

DG

HG

HG

HG

HG

Steven E. Campbell Jason R. Sullivan \* Foster B. Edwards \* Phillip B. Kincaid \* Richard S. Button II \* Donald E. Cunningham \* CLG Derek J. Abbott \* Trevor S. Briggs \* Christopher C. Cullen \* Robert C. Dorr \* Scott E. Ehlert \* Nicole M. Frederick Bailey J. Frohbose \* Steven D. Johnson \* Ryan W. LoFranco \* Joseph R. Malone Michael L. Meador \* Ryan D. O'Connell \* Deleon Ponce \* Joshua S. Robinson Mary E. Rone Vincent Savala III David A. Schmiechen \* Jonathan E. Shaul \* Howard A. Shultz, Jr. Lacey A. Smith Albert W. Stephens \* Jeffrey A. Wedgewood \* Jason S. West

# Class 06-10, 51 Officers, Graduated April 6

Jonathan J. Simon DG

# Matthew R. Jones \* Andrew B. Arconti, Jr. Benjamin M. Cohen Faith M. Comeaux Emil T. Popov \* Michael W. Rogers \* Wyatt D. Smith 1 Stephanie K. Whittle

DG

HG

HG

DG

HG

HG

HG

HG

WOBC Joe N. Hudson DG Michael J. Nielson \* HG Jacob A. Lawrence \* HG Jason M. Hewett HG Damon J. Hutton \* HG Brett J. Evens \* CLG Thomas A. Dansbury \* CLG Adam M. Stratton \* CLG Evan S. Ahlborn \* Kyle M.D. Antonson \* Matthew W. Bulford \* Aaron R. Caswell Patrick W. Demastus James M. Ditto \* Jason W. Edwards Cody W. Frye \* Adam B. Garrison \* Derrick A. Harris Michael E. Howard \*

Adam F. Milliken \* Jeffrey S. Mitchell Arthur D. Moir Jacob D. Moore \* Kevin W. Oaks \* Crystal M. Olier \* Michael D. Pavne \* Rvan P. Schuler \* James A. Score Bradley W. Smith Robert L. Solorzano Jeffrey V. Strausl

Daren N. Johnson

Darrell D. Jordan

Dennis P. Lorenz

Joshua P. Mack \*

Natalie D. Miller

Erick P. Lopez

Christopher S. Keebler

Joshua T. Wanaka \* Michael E. Wilkinson \*

**Graduated April 19** 

Class 06-11, 49 Officers,

James H. Torres II \*

Jeffrey C. Wallace

Christopher R. Renner-Cox \*

DG HG Jeffrey B. Meinders \* Charles W. King \* HG Johnny W. Brown III \* Desiree R. Cox \* Taylor D. Dinehart \* Michael A. Hicks Jeremy N. Horton \* Joseph M. Natter \* Craig D. Neeley \* Efrain Reyna Deborah L. White \* James L. Mitchell Putthipong Chankam Michel El-Amoury Hadi Sadaka

## WOBC

HG

Samuel H. Ratterree \* DG Aleksander M. Jadkowski \* HG James B. Hilliard, Jr. \* HG Micah J. Gehman \* HG Justin M. Frye \* HG Andrew P. Sinn \* CLG John J. Bremseth \* CLG Erik H. Bernard Jeffrey C. Bledsoe \* Joseph S. Brown \* Bradley R. Campbell Clinton P. Carter Jason A. Chambers Joshua T. Chockley \* Angela D. Davis 1 Matthew R. Groover \* Tyler J. Hartsock Jonathan D. Johnson Timothy M. McGuire \* Trov M. McMahan Aaron G. Oakes \* William A. Parish \* Mikolav W. Plater-Zyberk \* Carl N. Porter \* Matthew P. Ruffner Jesse B. Russell John R. Russell Theodore M. Schuster Jeffery A. Smith \* Tyler N. Stiff \* John D. Towers Benjamin D. Widich \* Luther L. Wolff, Jr.

DG = Distinguished Graduate HG = Honor Graduate CLG = Commandant's List Graduate

\* = AAAA Member

+ = Life Member

Richard E. Vickers

Benjamin E. Maez

# < AAAA News



Jennifer Covington presents Kevin Hoecherl with the Aviation Challenge Scholarship.



Tom Harrison congratulates Daniel Richardson on his Scholarship to the Aviation Challenge.

## **Tennessee Valley Chapter**

The TVC in conjunction with the U.S. Space & Rocket Center has awarded their annual Aviation Challenge Scholarships to two teenagers for 2006. Kevin Hoecherl, son of MAJ Joe and Kelly Hoecherl of Madison, Ala., and a junior at Bob Jones High School received his scholarship March 13 from the USSRC's Jennifer Covington. Daniel Richardson, son of **Derrick and Christine Minor of Muscle** Shoals, Ala., and a 7th grader received his scholarship from Tom Harrison TVC VP for Scholarships on March 17. This summer, Richardson and Hoecherl will attend a 6-day residential camp, learn land and water survival, basic aeronautics and aerodynamics, flight physiology, and air combat history. The Aviation Challenge scholarship is intended to fully immerse trainees in a realistic military pilot's training environment. By the end of camp, they will have received a taste of the high powered world of military aviation on land and water and be prepared for any challenge that might come their way.



# Welcome Home "Ghostriders"

U.S. Rep. C. W. "Bill" Young (R-Florida) and LTG James R. Helmly, commanding general of the U.S. Army Reserve Command, joined families and friends for a Welcome Home Warrior-Citizen Ceremony for the "Ghostriders" of Co. C, 1st Bn., 159th Avn. Regt. (Abn.), USAR, in Clearwater, Fla. on March 4. The Ghostriders deployed a year ago in support of Operation Iraqi Freedom and conducted combat aviation operations with Task Force Renegade. Known as a "go-to" company, the Ghostriders participated in every major aviation operation for the Multi-National Corps-Iraq, to include a joint special operations task force, general support, quick reaction force operations, personnel recovery, and direct actions and air assaults on enemy targets. Their efforts resulted in over 4,000 accident-free flight hours flown supporting the diverse mission, including 12 air assaults, the recovery of a downed British Tornado crew, and the capture of 18 enemy personnel. Pictured here thanking the Carroll family for their sacrifices are Helmly (left rear) and Young (far right) with (I to r): Jason, Kathryn, Cassandra and CW4 David Carroll.



# Viper Battalion Returns Home

Former commanders of the 1st Bn., 3rd Avn. Regt., known by the call sign "Viper 06" joined in the welcome home and awards ceremony March 3 for the *Viper Battalion* at Hunter Army Airfield, Ga. LTC Pedro G. Almeida and CSM Jose I. Acosta, commander and senior NCO of the 1-3rd Avn., were both awarded the Bronze Star medal for their service in support of Operation Iraqi Freedom. Almeida, a pilot, was also awarded the Air Medal for flying combat missions during the deployment. The Vipers flew an astounding 22,000 flight hours in 12 months with no loss of Soldiers, earning them AAAA's Active Aviation Unit of the Year for 2005. Pictured here (I to r) are: promotable COL Bill Wolf, COL Mark Jones, Almeida, LTC Dan Williams; CSM Rick Stidley, 3rd ID Cbt. Avn. Bde.; and Acosta.



# CONGRESS CONTINUES FY07 BUDGET HEARINGS

Congressional hearings continue on the president's 2007 budget submission.

TMC and its members have testified at numerous hearings concerning the Defense Department and Department of Veterans Affairs (VA) budget requests, fielding questions and providing input to the House and Senate Armed Services, Veterans Affairs, and Appropriations full and subcommittees.

TMC and AAAA recently sent several letters of support directly to individual members of Congress.

In March, AAAA sent letters to Senators Gregg and Conrad, chairman and ranking member of the Senate Budget Committee.

These letters support Sen. Bill Nelson's efforts to include funding in the FY07 Budget Resolution to end the Dependency and Indemnity Compensation (DIC) offset to the Survivor Benefit Plan (SBP).

DIC is paid by the VA to survivors when a service member's death is attributed to military service, while SBP is paid by DOD and reflects the longevity of service of the military member.

TMC and AAAA believe that reducing the SBP annuity by the DIC payment is unfair and harmful to thousands of military widows and other survivors.

The letters also request funding to move the paid-up date for SBP to Oct. 1, 2006.

In 1998 Congress authorized paid-up coverage for retirees who attain age 70 and have paid SBP premiums for 30 years.

However, the effective date was delayed to 2008, meaning thousands of retirees will pay premiums for up to 36 years.

Moving up the effective date will help correct this inequity for nearly 200,000 retirees.

AAAA also sent letters to Rep. Edwards and Jones, thanking them for introducing House Resolution (HR) 4949, the Military Retirees' Health Care Protection Act.

This act would block the dramatic increases in TRICARE health care fees for military retirees requested by DOD (and discussed in the last two AAAA legislative reports) by giving Congress, not the Pentagon, the responsibility for approving any fee changes.

## BUDGET COMMITTEE RESULTS MIXED

Both the House and Senate budget committees recently debated the \$2.8 trillion congressional budget resolution, which sets broad spending and revenue targets for 2007.

Both committees voted to prevent the VA from charging an enrollment fee for veterans seeking treatment who have modest incomes and no service-connected disabilities, and from raising their prescription drug prices.

The committees voted to shift \$795 million in 2007 and \$3.97 billion over the next five years to the veterans' health care budget to pay for the measure.

However, both committees also rejected amendments which would have eliminated TRICARE fee increases for military retirees.

The budget resolution is non-binding, but without the increased funding allocation the Defense authorizing and appropriating committees will have more difficulty rejecting DOD's proposed fee increases.

The full House will face the issue again as it considers the budget resolution.

TMC and AAAA are hopeful that HR 4949 (see above discussion), which already has 140 cosponsors, will pass and add funding to the defense budget to preclude any increase in TRICARE fees for retirees.

Congress appears ready to reject fee increases for this fiscal year, pending a complete review and insistence that DOD first achieve cost savings by improvement to the TRICARE system, but TMC expects a continued future fight.

Finally, the Senate budget committee also voted to include funding in its version of the budget resolution to end the SBP/DIC offset discussed above.

TMC is hopeful that this will allow the provision to obtain final approval from Congress, and that the paid-up SBP provision will be included as well.

# ARMED FORCES RETIREMENT HOME – GULFPORT

DOD recently submitted a final report to Congress on its recommendations concerning the Armed Forces Retirement Home (AFRH) located in Gulfport, La., which sustained Hurricane Katrina damage.

Currently Gulfport residents are residing in the other AFRH facility in Washington, D.C.

Both facilities provide independent and assisted living, as well as long term care for eligible military veterans.

The report identifies five options (and the funding levels required for each) for the Gulfport AFRH: 1) rebuild the facility incrementally, 2) construct a new facility, 3) realign the facility, 4) reposition residents to Washington AFRH and study disposition options for Gulfport, and 5) sell the Gulfport site.

The decision as to which option (or combination of options) will be selected now lies with Congress.

Initial feedback indicates that DOD favors disposing of the Gulfport facility and relocating its residents to save money. Congressional and local representatives favor rebuilding.

### **CALL HOME ACT OF 2006**

Sen. Stevens recently introduced the "Call Home Act of 2006", which directs the Federal Communications Commission to seek ways to reduce telephone rates for Armed Forces personnel deployed overseas.

TMC strongly supports this provision and recommends the bill be expanded to include all uniformed service members. The bill recognizes the burden of separation on deployed military members and their families, and takes an important step in reducing the high cost of telephone communication for them.

# FREE SAT/ACT PREP SOFTWARE

A group of professional football players represented by Victory Sports Group (VSG) has renewed its donations to a program allowing military families to receive SAT/ACT prep materials for only the cost of shipping.

All active duty, National Guard, Reserve and retired members are eligible.

Users apply online, and eligibility is validated based on the military member's information and DEERS data.

The program consists of a DVD-ROM or 2 CD-ROM sets, and includes over 11 hours of video training and 40 hrs. of student participation.

Students select the training they most need, then study at their own pace by choosing from 120 video lessons.

The program also provides detailed answers to practice questions, and both electronic and paper based progress tracking.

The normal cost of the program is \$199, but military families pay only the shipping fee of \$9.95, courtesy of the players' donation.

For information visit: www.militaryhomefront.dod.mil.

# << AAAA News

# IN MEMORIAM CW4 Michael J. Novosel, Sr.

Retired CW4 and Medal of Honor recipient Michael J. Novosel, Sr., 83, of Enterprise, Ala., died April 2 following a lengthy battle with colon cancer at Walter Reed Army Medical Center in Washington, D.C.

Novosel, whose parents emigrated from what is now Croatia, was born Sept. 3, 1922 and raised in

Etna, Pa.



At 80, Mike Novosel took the controls of a UH-1H and read off a checklist with pilot Bruce LeMoine before a rehearsal flight on Oct. 1, 2002 for a ceremony to honor Vietnam veterans in conjunction with the documentary In the Shadow of the Blade.

During World War II at age 19 he was accepted as an aviation cadet in the U.S. Army Air Forces, although he was a quarter-inch under the minimum height (he was officially listed as 5 foot 4). He earned his commission and pilot wings at age 20 on Dec. 15, 1942.

By December 1944, Novosel had logged more than 800 hours in the Consolidated B-24 Liberator supporting aerial gunner training. Then he captained a B-29 Superfortress in the Pacific, flying four combat mis-



A 1975 Army Aviation Hall of Fame inductee, a Silver Order of St. Michael holder and an AAAA life member, Mike Novosel appears here during a 2004 Aviation Ball at Fort Rucker, Ala.

sions with the 58th Bombardment Wing and flying two missions to drop food to Allied prisoners of war in Japan at war's end.

In the Korean War, he served in a noncombatant role in the Air Force and rose to lieutenant colonel in the Air Force Reserve.

Novosel is best remembered as a Vietnam veteran and as an Army "Dust Off" pilot, serving two combat

tours and flying 2,345 aerial missions that saw the medical evacuation of 5,589 wounded Soldiers.

In 1964 he requested active duty to serve during the Vietnam War. When informed that the USAF was over-strength in senior grades, he vacated his position with the Air Force Reserves and accepted an appointment as an Army warrant officer aviator.

On Oct. 2, 1969,

Novosel was serving with the 82nd Med. Detachment in Kien Tuong Province. He received word of wounded South Vietnamese soldiers pinned down by a large enemy force.

Flying without air cover, he encountered ground fire so intense it forced him away six times.

Courageously, he completed 15 hazardous extractions, saving 29 men. On the last, just as a wounded soldier was pulled aboard, the enemy unleashed a hail of fire at Novosel wounding him in his right leg and hand, but he recovered and flew to safety.

President Richard M. Nixon presented Novosel with the Medal of Honor on June 15, 1971.

On flight status for more than 42 years, he accumulated 12,400 flight hours of which 2,038 hours were flown in combat.

Upon his retirement Feb. 28, 1985, he received a rare honor for a living hero; the main street of Fort Rucker was renamed Novosel Avenue, receiving the first street sign during his retirement ceremony.

In retirement, the soft spoken Novosel made himself available to lecture at the Warrant Officer Career College and also became a



Medal of Honor recipients (I to r) Barney Barnum, Leo Thorness, Jim Flemming and Brian Thacker lead the funeral procession for fellow MOH recipient retired CW4 Michael J. Novosel Sr. April 13 at Arlington National Cemetery.

senior tactical adviser in the Warrant Officer Candidate Program at Fort Rucker.

At 80 years young in 2002, Novosel participated in the documentary film project "In the Shadow of the Blade," in which he piloted a restored UH-1 Huey following a ceremony to honor Vietnam veterans. On the 33rd anniversary of the day he earned the MOH, Novosel flew the aircraft off of Fort Rucker's parade field down Pensacola, Fla., on the first leg of a flight taking the helicopter across America to capture veterans' stories.

He actively lectured on his autobiography, Dustoff: The Memoir of an Army Aviator written in 1999, and supported the Army Aviation Museum with book signing opportunities.

An advocate for the Aeromedical Evacuation community, Novosel also championed a combat award for medevac flight crew members.

Mike was laid to rest with full military honors on April 13 alongside his wife of 44 years, Ethel Graham Novosel, who died in 1992 and was buried in Arlington National Cemetery.

He is survived by his sons, retired CW4 Michael Novosel Jr. of Shalimar, Fla.; John Novosel of Auburn, Ala.; daughters Patricia Clevinger of Enterprise, and Jeanie Vinyard of Phoenix, Ariz.; a brother; four grandchildren and five great-grandchildren.

In lieu of flowers, the family requests donations be made in Mike's memory to the Army Aviation Museum Foundation, sent to the attention of Ms. Diane Nowicki, P.O. Box 620610, Fort Rucker, AL, 36362-0610 or call (334) 598-2508.

# **FALLEN HEROES**

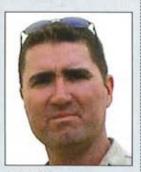
AAAA is saddened to announce the loss of the following Soldiers with Aviation units serving in support of the global war on terrorism.

# **Homeland Defense**



CW4 Holtz

CW4 James Kevin Holtz, 39, an AH-64D Apache pilot, died from a heart attack while on leave to visit family on April 18, at Flowers Hospital in Dothan, Ala. He was assigned to Co. A, 3rd Bn., 3rd Avn. Regt. at Hunter Army Airfield, Savannah, Ga. Holtz, posthumously promoted to CW4, was buried April 21 at Meadow Lawn Cemetery in Enterprise, Ala.



SFC Bailey

A California Highway
Patrol Officer, who also
served as a UH-60 Black
Hawk maintenance NCO
with Co. C, 1st Bn., 140th
Avn. Regt., Calif. Army
National Guard, was
killed Feb. 25 while making a traffic stop in the
Victorville area of Calif.
SFC Gregory John

Bailey, 36, of San

Bernardino, CA, died when a 20-year old drunk driver swerved off the road and hit Bailey on his motorcycle. Bailey recently returned to his job in November 2005 after a year-long deployment in support of Operation Iraq Freedom III. His funeral with full military and CHP honors was held March 3. Condolences may be sent to The Bailey Family, c/o CPT Paul Fowler, 4640 Saratoga Ave., Suite 105, Los Alamitos, CA. 90720

# Operation Iraqi Freedom



**CPT Moshier** 



CW3 Hartwick

A 4th Infantry Division AH-64D Apache Longbow helicopter was shot down by hostile fire about 5:30 p.m., April 1, west of Yousifiah and about 10 miles southwest of Baghdad, while conducting a combat air patrol. Killed were:

CPT Timothy Joseph Moshier, 25, of Albany, N.Y.

CW3 Michael Lee Hartwick, 37, of Orrick,

Both men were assigned to the 4th Bn., 4th Avn. Regt., 4th Cbt. Avn. Bde, from Fort Hood, Texas.



SPC Gardner

SPC James Wilkerson Gardner, 22, of Glasgow, Ky., died in Tal Afar, Iraq, on April 10, from a noncombat related gun-shot wound. Gardner was assigned to the 1st Bn., 101st Avn. Regt., 101st Cbt. Avn. Bde. Fort Campbell, Ky. Gardner was laid to rest in the Glasgow Municipal Cemetery April 19.

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



# **New Chapter Officers**

Central Florida Chapter: Ms. Karen E. Thaldorf, VP Industry Affairs

Frontier Army: LTC Willis F. Jackson, Jr., Ret., VP Membership

Lindbergh Chapter: Mr. Paul L. Hendrickson, President

Morning Calm: CPT Katrina G. Lewison, Treasurer

North Country: LTC Steven R. Palmer, President

### Sinai:

MAJ K. Brogan Farren, President; SFC Kevin C. Healey, Senior VP; CW4 Jose A. Logo, Treasurer; ISG Richard A. Suss, VP Membership, SFC James W. Jones, VP Enlisted Affairs; CW3 Lawrence K. Bonkoski II, VP Scholarship;

### Taunus:

MAJ Gerald L. Bonner, Jr., Treasurer

Univ. of North Dakota: CDT Andrew M. Bartlett, President; CDT Dusty J. Oliver, Senior VP; CDT Matthew C. Malkowski, Secretary; CDT Steven F. Black, VP Scholarship

## Soldier of the Month

A Chapter Program to Recognize
Outstanding Aviation Soldiers
on a Monthly basis.
SFC Kevin L. Redden
May 2006
(Narragansett Bay Chapter)

SGT Rafael Ortiz June 2006 (Narragansett Bay Chapter)

# Soldier of the Quarter

A Chapter Program to Recognize
Outstanding Aviation Soldiers
on a Quarterly basis.
SPC Jordan M. Wright
Second Quarter
(Aviation Center Chapter)

# NCO of the Quarter

A Chapter Program to Recognize
Outstanding NCOs
on a Quarterly basis.
SGT James N. Sherman
Second Quarter
(Narragansett Bay Chapter)

SSG Leslie C. Montgomery Second Quarter (Aviation Center Chapter)

# Honorary Membership

A Chapter Program to Recognize Honoree's Outstanding accomplishments. SFC Mark Angelo March 2006 – 2007 (Connecticut Chapter) 1LT Wayne Smith March 2006 – 2007 (Connecticut Chapter)

## Distinguished Instructor

A Chapter Program to Recognize
Distinguished Instructors
on a Quarterly basis,
Mr. Paul T. Doran
First Quarter 2006
(Colonial Virginia Chapter)

### Aces

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

MAJ Albert Carreon, Jr., Ret.

MAJ Joseph S. Degliuomini

CW4 Bobby R. Deiss

MAJ Jerry R. Gray

LTC Billingsley G. Pogue III

SFC Charles W. Scarborough

# New AAAA Order of St. Michael Recipients

(Gold) MG Benjamin L. Harrison, Ret. COL William S. McArthur, Ret. MG James C. Smith (Silver) LTC Vincent M. Tobin COL Michael E. Moody Robert L. Portman Robert J. Monette CW5 Thomas T, Struck CW5 William C. Webb CW4 Vitaly Khelemsky Darryl Worley COL Galen D. Rosher, Ret. CW5 Gregory A. Rogers CW5 Richard M. Fry LTC L. Neil Thurgood CW4 Michael J. Carpenter COL Mason W. Thornal CSM Keith D. Wilbur (Bronze) 1SG Steven K. Shafer 1SG Remie J. Kliebert ISG Anthony Harmon LTC Dennis A. Balitski CW5 Andrew B. Meyer LTC Robert M. Cumbie MAJ Heather G. Hendrickson Richard E. Eissner COL Robert L. Johnson, Jr. MSG Kevin J. Denkevitz COL Charles G. Coutteau LTC Glen A. Rizzi CSM Douglas Stark CW4 George Kelly MAJ Mark Aitken CW3 Brian Beagle CW3 Mike Cavaco

CW4 Steven Yatdowski

CW4 Adam F. Gore CW3 Leif Neely CSM Frankie L. Woods MAJ Keith Barclay CW3 Richard G. Willis CW4 James R. Booth CW4 Jose A. Lugo CW2 Lionel N. Finley MSG Anthony Contreras CW4 Michael J. Chickilly MAJ Christopher J. Colacicco Richard F. Hutson LTC Aquiles C. Ramirez Margaret D. White CW4 Michael Polyak CW4 Jim F. Harshfield LTC William Bohman CW5 Daniel Ward MG Hae Pil Choi CW3 Patrick M. Bohlken CW3 Steve Nelson MAJ David R. Applegate MAJ John Reynolds BG Tae Man Lee CPT Brent Nelson CW5 Norman Elmore CW4 Tony Diatalevi CW5 David Jones SFC Mark Stone CW4 Jeffrey Curd CW4 Timothy Brands CW4 John Meehan CW5 Charles Grant CW4 Stephen Combs 1SG Kevin Taylor CSM Mickey Haynes 1SG Brian O'Leary CSM Vernon Elliott 1SG Richard Harris SSG Daniel Orr LTC(P) Douglas Gabram 1SG Curtis Jones 1SG David Nall 1SG M. Thornburg CPT Michael Talbot CPT Terence Bacon LTC Gregory Petrik CW4 Ricky Starr MAJ Michael Slocum COL Michael Stammer CPT Roderick S. Duplin CPT Lee Fennema LTC Charles R. Spangler, Jr. CW4 Robert B. Rainier SSG Stephen J. Crosby MAJ Garret K. Messner CW5 Richard T. Scrugham CPT Dan Ostrowski CPT John Sacia CW4 Ed Collins CW4 Scott Guidry CW4 Wiley Gustafson CW4 Paul Stein CW3 Greg Ganz CW3 Charlie Magness

1SG Lee Blackledge

1SG John Bosley

1SG Bradley Self

## New AAAA Life Members

LTC Tildon K. Allen MAJ Melvin R. Clawson COL Morris W. Dugger, Ret. LTC John Falls, Ret. LTC Charles F. Fulton, Ret. COL Roy W. Haney, Jr., Ret. COL Charles P. Harmon, Ret. SFC Efrain Hernandez CW4 John F. Johnson BG Arthur J. Junot, Ret. LTC Philip E. Kaiser, Ret. COL G. Garrick Kelly MAJ John W. Kiger, Ret. Mr. Lewis O. King CW4 Keith L. Langewisch LTC Thomas E. Lasser MAJ Arthur K. Kinney, Jr., Ret. LTC Daniel H. Marshall, Ret. Mr. Robert McDaniel CW3 Jess A. McGee CW5 Walter Meriwether, Ret. COL J. George Mikula, Ret. LTC Homer T. Montgomery, Ret. SGM Ivonne M. Morrison, Ret. CW4 Victor M. Padilla CW4 Dennis A. Ryan, Ret. COL Johnnie L. Shepherd, Ret. MAJ Stannus P. Orr LTC Floyd J. Tiemann, Ret. COL Raymond J. Tourtillot, Ret. LTC Robert N. Ward, Ret. MAJ Charles E. Wittges

### New AAAA Industry Members AP Labs

Aspen Systems Inc.
Atlantis Systems America
Crestwood Technology Group CTG
Dallas Avionics, Inc.
Dynamic Control Inc.
Eagle Industries Unlimited, Inc.
Fire Protection Inc.
Joint Venture Yulista and SES
International Dev. & Resources
IowPa Waste Reduction Center
Lifewave NanoCommunications, LLC

Miltee Corporation
PartsBase, Inc.
Raydon Corporation
Redstone Technical Test Center
Scot Inc.
SURVICE Engineering
Synchronous Aerospace
WPI Interconnect Products

### In Memoriam

CW5 Maurice N. Boisvert, Ret. MAJ Hugh M. Dimmery, Ret. CW5 Thomas P. Gadomski, Ret. Mr. James L. Lemos LTC Lawrence J. Stone, Ret. COL Oliver Wendell Walden, Ret. CW4 Michael J. Novosel, Sr.



# **Volunteer Chapter**

CW5 Richard T. Scrugham, right, is the first person to receive an Order of St. Michael medallion via AAAA's new Volunteer Chapter in Tenn. Chapter President LTC Kris Durham presented the Bronze award to Scrugham at a chapter social and retirement awards presentation at the Army Aviation Support Facility #1 in Smyrna on March 25. Scrugham retired April 30 after 34 years in the Tenn. Army National Guard, serving the last 9 years as the State Aviation Safety Officer at the Knoxville AASF #2.



# Johnson Space Center

Astronaut and retired Army COL William S. "Bill" McArthur, Jr. received a special surprise following his relinquishment of command of the International Space Station April 7. Army Astronaut Detachment Commander COL Jeff Williams, assisted by AAAA President BG (Ret.) Tom Konitzer at the Johnson Space Center 22 miles below, presented McArthur with the Gold award of the Order of St. Michael in the ISS. McArthur. who launched Sept. 30, 2005 to the ISS as the Expedition-12 commander and science officer, significantly contributed to Army Aviation over the past 31 years. Pictured above the best are (I to r): Williams, Brazilian astronaut Marcos Pontes, Russian ISS Commander Pavel Vinogradov and Flight Engineer Valery Tokarev, and McArthur with the first weightless OSM.



# Savannah Chapter

The Bronze award of the Order of St. Michael was presented March 24 to MAJ David J. Weis, left, and MAJ Andrew T. Watson during the Savannah Chapter's quarterly membership meeting at Hunter Army Airfield, Ga. Both majors are retiring from active duty after 20 years of outstanding service to the Aviation branch. Wels recently returned from Opn. Iraqi Freedom III, serving as the PAO for the 3rd Inf. Div.'s Cbt. Avn. Bde. Watson's most recent jobs included being the 3rd ID's liaison officer to the 19th Special Forces Group, the ex. officer for the 3rd Sqdn., 7th Cav. Regt. during OIF I, and as the CAB S4 logistics officer during OIF III. Pictured with Weis and Watson is COL Ronald D. Tuggle, CAB commander, who presented the OSM awards.



# **Armadillo Chapter**

The Bronze award of the Order of St. Michael was presented to COL Christopher G. Gallavan for 35 years of meritorious wartime and peacetime aviation service with the active Army and Army Reserve. BG Joseph Smith, commander of the U.S. Army Combat Readiness Center, presented the OSM March 30 following Gallavan's farewell golf tournament held at the Silver Wings Golf Course, Fort Rucker, Ala. Gallavan served as the deputy director of Army Safety, heading up the Washington, D.C. office for the past year bringing his service with the CRC to 2.5 years out of the past 3 years. The Armadillo Chapter member is returning to civilian life as an Atlantic Southeast Airlines pilot based out of Salt Lake City, Utah.



# Sinai Chapter

Four members of the Aviation Company with the 1st Support Bn., Multinational Force and Observers in the Sinai in Egypt were inducted into the Order of St. Michael in December. The Bronze award was presented to CW4 James Booth, CW4 Jose Lugo, CW3 Richard Willis and CW2 Lionel Finley. The unit commander, MAJ William Girard, made the presentations and thanked the men for their many years of dedication, professionalism and service to Army Aviation. Pictured here from left to right are Finley, Willis, Lugo and Booth.

NASA COURTESY PHOTO

# < AAAA News

# **NEW MEMBERS**

AIR ASSAULT CHAPTER FORT CAMPBELL, KY CW4 Hank R. Ballew, Ret. CPT Andrew M. Beyer CW2 Danny J. Clanton CW4 John E. Crosby, Ret. LTC Daniel H. Farley, Ret. CW3 Merle D. Goodall CSM Mickey Haynes PFC Benjamin J. Hurley CW5 Ray E. Jackson, Ret. Mr. Michael E. Mann CW4 David L. Messersmith 1SG Brian M. O'Leary CW2 Patrick K. O'Neill CPT Corey V. Reeves CW3 Ronald J. Rouse SGT John S. Ryan CW2 Christopher M. Schlensker WO1 Geoffrey M. Smith CPT Peter J. Song CPT John S. Woo ALOHA CHAPTER HONOLULU, HI SSG Richard S. Brock SGT Jeremy R. Cover CW2 Michael A. LeNeave SGT Scott E. Mitchell AMERICA'S 1ST COAST CHAP. JACKSONVILLE, FL. CPT Alexander V. Harlamor CW5 Karl Maier ARMADILLO CHAPTER CONROE, TX CW4 Roy M. Bean MAJ Charles W. Durr WO1 Denise R. Sanders COL Linda C. Shackelford AVIATION CENTER CHAPTER FORT RUCKER, AL WO1 Brent M. Adams WO1 Patrick N. Baker 2LT Ramon Bargallo 2LT Jeremy J. Barnard Mr. Dan Baxter Ms. Vicki Baxter 1LT Kris J. Bergemann Mr. Martin E. Blough 2LT Stephen D. Boda SSG Jose E. Bonet COL Joseph S. Bowen WO1 Gregory D. Burns CW3 Michael J. Campbell, Jr. WO1 Thomas L. Cannon W1 Chad C. Carpenter 2LT Daniel M. Cedillo WO1 Jeremy D. Collins WO1 Andrew M. Condon WO1 Adam S. Cox WO1 Paul D. Crandall WO1 Stephen M. Currier Mr. Marc Daigle WO1 Robert L. Dearman COL Patrick N. Delavan, Ret. WO1 Jason M. Dickerson WO1 Matthew J. Dine WO1 Billy C. Dove III WO1 Eric C. Eberth WO1 Yong S. Eo WO1 Paul L. Galan WO1 Lucas W. Gambrill WO1 Jon M. Gardner 2LT Jennifer E. Garnsworthy

WO1 Martin E. Gilbert 2LT Justin R. Goldman 2LT Joshua J. Hailey WO1 Andrew D. Harrison 2LT John S. Harrison WO1 Matthew A. Harris Mr. Michael J. Harris CPT Paul A. Harryman CPT Derrick T. Hart 1SG Ralph W. Hawn Ms. Linda K. Herrmann WO1 Adam S. Hix 1LT Brian J. Hoelscher 2LT Eric M. Houck-Whitaker WO1 Jason A. Hubbard 2LT Geoffrey D. Hulsey WO1 Eddie J. Hutchinson 1LT Robert M. Jendzio WO1 Wesley A. Jenkins WO1 Kyle R. Johnson WO1 Paul J. Jones WO1 Paul A. Jordan Mr. Christopher M. Kelly WO1 David M. Lanove WO1 Anthony J. Lech WO1 Joshua R. Lee 2LT Luke A. Lindaman WO1 Zachary M. Manhart WO1 Alexandria Masiak Mr. Bryan D. McClendon WO1 Patrick E. McKenna WO1 Joshua T. Mellor WO1 James D. Mencher Mr. James L. Montogomerie 2LT Terry D. Mullis II 1LT Eric G. Mutchler WO1 William M. Myers SSG Todd E. Nash Mr. Robert W. Nelson WO1 Ariel Nunez Mr. Ayo O. Olanipekun Mr. Daniel V. Oliverius SGT Lisa A. Oliver WO1 Danny A. Olmeda 2LT John W. Pellington WO1 Douglas C. Penn Mr. James M. Pruitt 2LT Robert J. Puente WO1 Rex T. Raffelson WO1 Chris A. Ramirez MAJ Henry T. Reagan CW4 Ron S. Rector WO1 Corey L. Rice 2LT Nolan D. Roggenkamp 2LT Ryan L. Rooks WO1 Bruce E. Safford Mr. John Scannell MAJ Talmadge C. Sheppard WO1 Gerald P. Smith, II Mr. David A. Sorensen CW4 Guillermo Soto, Jr. Mr. David E. Sparrow, Sr. Mr. Joseph W. St. John II WO1 Timothy A. Symonds WO1 Rachel D. Taylor WO1 Brian M. Thomason WO1 Jason L. Todd WO1 Jeffrey P. Tomaselli LTC James A. Towe, Ret. WO1 Curt A. Tucker 2f T Jonathan A. Uran WO1 Cesar D. Urquiza

2LT Azizi J. VanDelden

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# < AAAA News

# **Upcoming Events**

# **JULY 2006**

July 2 - 6 VHPA 23rd Nat. Annual Reunion, Washington, DC

July 22 AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA

# SEPTEMBER 2006

Sep 16–18 NGAUS 128th General Conference, Albuquerque, NM

Sep 18–21 ASE Symposium, Atlantic City, NJ

# OCTOBER 2006

 σOct 9-11 AUSA Annual Meeting, Washington Convention Ctr., DC

Oct 9 AAAA Scholarship Board of Governors Meeting, Washington Convention Center, DC

Cot 9 AAAA National Executive Board Meeting, Washington Convention Center, DC

Oct 24–27 AHS/AAAA Helicopter Military Operations Technology (HELMOT) Specialists' Meeting XII, Williamsburg, VA

# DECEMBER 2006

Dec 11–13 AAAA UAS Symposium, Crystal Gateway Marriott, Arlington, VA



### Iron Mike Chapter

The IM Chapter held its first "Chili 5K" event March 18 at Fort Bragg, N.C., capitalizing on the successes of the Aviation Center Chapter's annual chili cook-off and 5K road race. Several hundred runners participated in the race and six chili teams competed in the cook-off. The winning chili team was from Co. C, 2nd Bn., 82nd Avn. Regt. Pictured here (I to r) delivering their "Intensive Care" chili to the judging panel are: SPC Nicholas Summers; Dr. (CPT) Gary Means, flight surgeon; SSG Steven Perez and PFC Matthew Townzen, all medical Soldiers from HHC, 2-82nd Avn.; seated in red headband is WO1 Paul Brown, food service tech.

# ARMYAVIATION

# **Upcoming Special Focus:**

## July Issue - Simulation & Training

- Simulation PEO Simulation, Training & Instrumentation Update - Directorate of Simulations Update
- Training 1st Aviation Brigade Training Update - DOTD Master Gunner Update -Army Aviation Branch Update

Contact: Bob Lachowski Advertising Director Tel: (203) 268-2450 x131 E-mail: bob@guad-a.org

Notice: Anyone who served with MAJ/LTC Howard K. Hostler, now deceased, during his two tours in Vietnam is requested to contact Dwight Lorenz at lorassoc@cox.net or (623) 444-2438.



# **Powell Dedication at Warrior Hall**

Computer Sciences Corporation (CSC) held a dedication ceremony March 17 at Warrior Hall in Daleville, Ala., to honor the late retired COL William "Bill" Powell, a pioneer in the transformation of Army aviation to Flight School XXI. Before a large gathering of Powell's family, friends and colleagues, a bronze plaque with his likeness and biography was mounted onto the first FSXXI Advanced Aircraft Virtual Simulator. Powell, who served as the director of Army marketing for Link Simulation Training (L3), perished in an airplane crash west of Decatur, Ala., last August 6. The plaque's inscription reads "Dedicated to the memory of COL (Ret) William "Bill" Powell. Outstanding soldier, dedicated leader, superb trainer, master aviator and friend. 13 Feb. 1948 - 6 Aug. 2005. He will be remembered as a man of conviction, innovation and a pioneer in the transformation of Army Aviation to Flight School XXI." Pictured next to the dedication plaque are Manda Green, left, and Mrs. Trish Powell, Powell's sister and widow.

# Army Aviation Hall of Fame

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

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

# Command Sergeant Major Lawrence E. Kennedy Army Aviation Hall of Fame 1977 Induction

CSM Lawrence E. Kennedy served as sergeant major of several developmental aviation units. In those and other positions, he was a champion of the Army's enlisted Aviation Soldiers.

Kennedy was stationed at Fort Benning, Ga. during the forming of the 11th Air Assault Division in 1963-64 (later to become the 1st Air Cavalry Div.), serving as the command sergeant major of the 3rd Squadron, 17th Cav. Regiment. He would later deploy from there to Vietnam with the 1st Sqdn., 9th Cav. Regt. of the 1st Air Cav. Div.

When the 1st Avn. Brigade was organized in the Republic of Vietnam, Kennedy was assigned to it as the unit s command sergeant major. He returned to the states and Fort Benning in 1966 and served as the command sergeant major of the Infantry School. During that assignment, and his next one in Germany as CSM of the 3rd Inf. Div., many of the soldiers Kennedy was responsible for were engaged in air mobility programs.

He returned in 1969 to Vietnam to serve a year as the CSM of the 1st Cav. Div. (Airmobile). This was followed by his next assignment involving aviation projects at Fort Hood, Texas, where he served as CSM of the III Corps. In his final assignment, Kennedy was the CSM of the Fifth U.S. Army, headquartered at Fort Sheridan, Ill., in which many reserve aviation units were under his supervision.

The value of CSM Kennedy's service to the Army and particularly to Army Aviation is measured by the four Legions of Merit and the 34 Air Medals he wears.

Command Sergeant Major Kennedy retired from active duty at Fort Sam Houston, Texas in June 1975.



# Joint Cargo Aircraft Program Requirements:

	C-27J Spartan	Competition
Self-deployable, pressurized, multi-purpose cargo aircraft		?
Payload requirements: 463L pallets	1	?
CDS bundles	1	?
C-ZZ Troops	1	?
Day/Night, Adverse weather, IFR/VFR	1	?
Air speed requirement: 300 KTAS	m / 1	?
Mission radius: 600 NM	1	?
Operate from short unimproved runways such as sod, clay and gravel		2
Must communicate with civil agencies		?
Rapid reconfiguration: Pallets to Troops to MEDEVAC		?
Survivable: Integrated ASE suite plus numerous redundant systems		?
State of the art tactical communications and navigation avionics		?

The C-27J Spartan will play a key role in providing responsive aerial sustainment and critical resupply support for the maneuver force to maintain operational momentum.

GMAS & the C-27J Spartan: The Best Value and Only Military-Off-The-Shelf Solution for the Joint Cargo Aircraft.



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