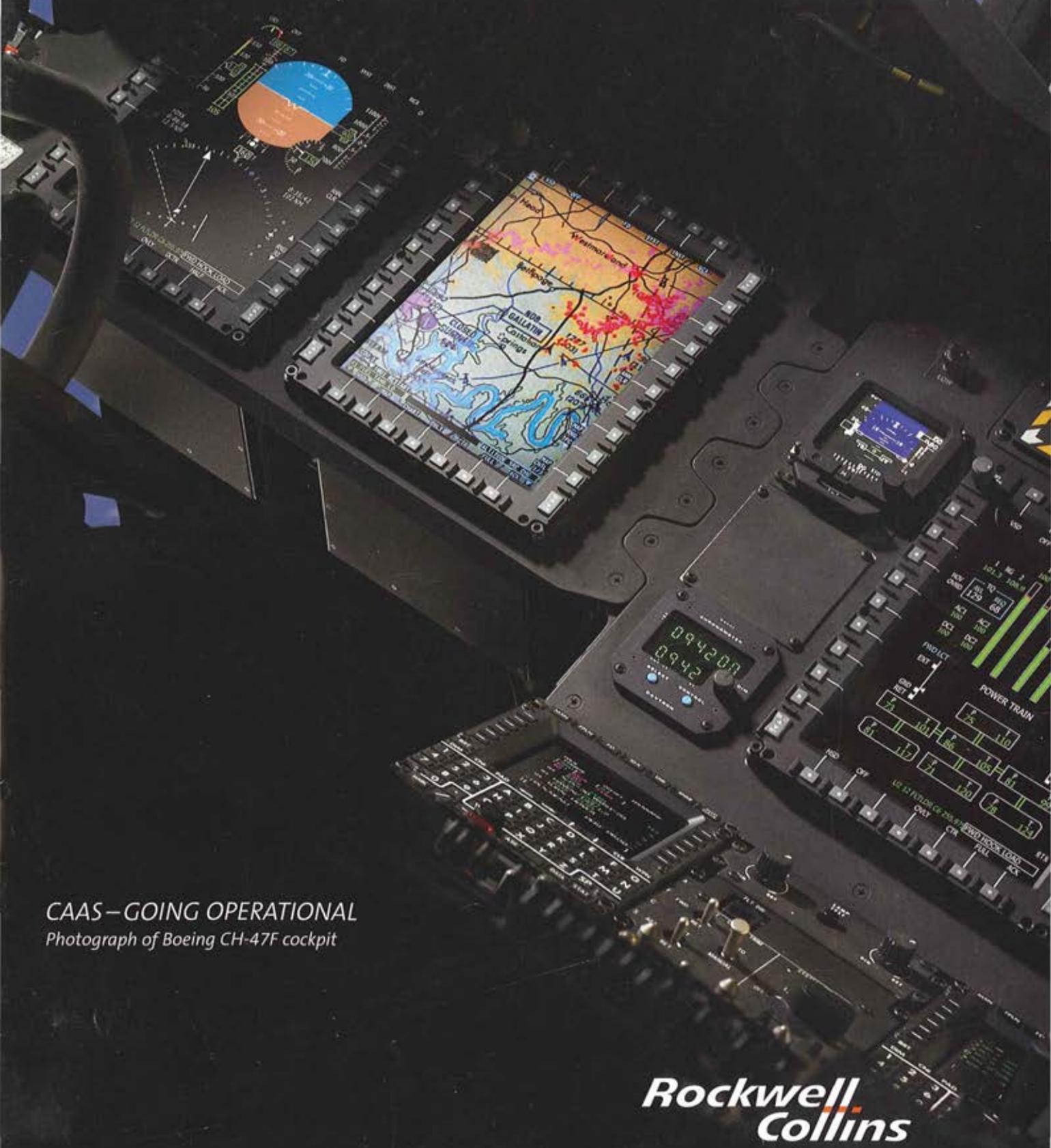


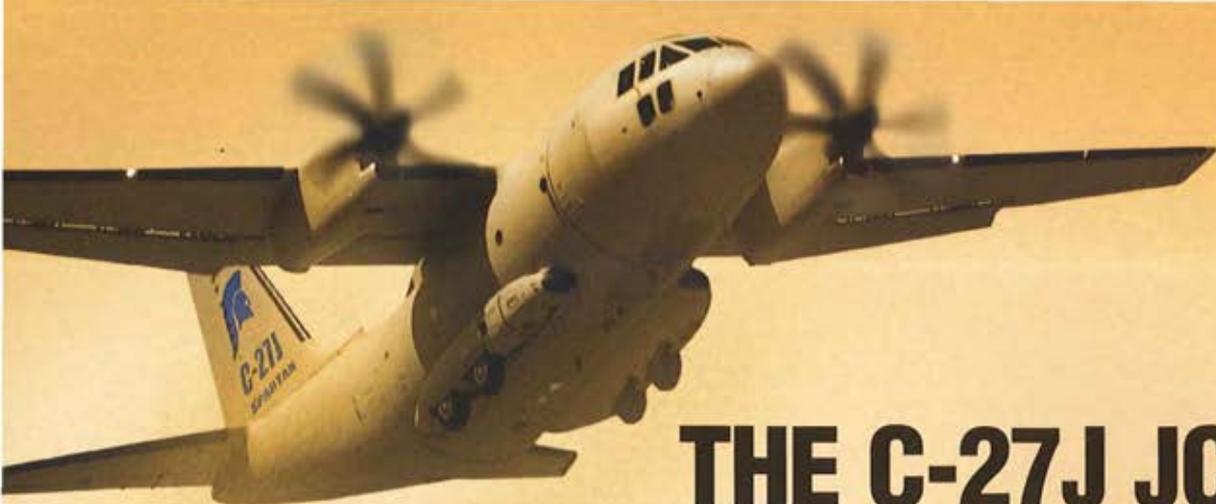
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ON THE COVER

Paid advertisement: The Common Avionics Architecture System (CAAS) is being fielded on the Special Operations Aviation (SOA) MH-47G aircraft. Rockwell Collins has successfully tested the Terrain Following capability and is currently completing final flight testing with SOA on the CAAS equipped helicopters. Planned production release of CAAS software will support full operational capabilities for SOA's First Unit Equipped in early FY07. Additionally, the Army's CAAS equipped CH-47F helicopter is scheduled for operational testing by the Army later this year. CAAS has been selected by the Army as the common avionics management system for Chinook, Black Hawk, and ARH aircraft. *Caption provided by advertiser.*

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

UAS Symposium

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Neb. Guard Copter Crashes and Burns

A Nebraska Army National Guard OH-58 helicopter from the 134th Security and Support Battalion, Grand Island, crashed and burst into flames in southern Arizona Sept. 21. The aircraft was helping to monitor the U.S.-Mexico border when it came in contact with power lines about 2:30 p.m. along state Route 80 in Cochise County. The helicopter made an emergency landing and burst into flames after landing. The pilot and a Customs and Border Protection agent from the U.S. Border Patrol escaped unharmed.

Shadow Catches Enemy Mortar Team in the Act

A Shadow unmanned aircraft system controlled by the UAS Platoon of 3rd Special Troops Bn., 3rd Hvy. Bde. Cbt. Tm., 4th Inf. Div., aided in the capture of two terrorists and a weapons cache in Iraq. After two mortar rounds fired at civilians impacted near the village of Khan Bani Sa'ad, south of Baqubah Sept. 12., the Shadow observed 6 men fleeing the origin of the attack in a sedan. Soldiers from the 1-68 Combined Arms Battalion, aided by the UAS, pursued and captured two of the men, finding a 120mm mortar system and six AK-47 magazines in the car.

Taliban Target Medical Flight

A Task Force Falcon medical evacuation helicopter carrying an injured 2-year-old Afghan girl came under small-arms fire attack Aug. 1 in Afghanistan's Zabul province, forcing it and an escort helicopter to take evasive measures. The incident happened just days after reports of Taliban leaders were urging followers to target U.S. and coalition medical personnel. The child was being transferred for treatment for third-degree burns to more than 45 percent of her body after pulling a pot of boiling oil onto herself. A door-gunner on the escort helicopter returned fire, killing the gunman. The medevac crew completed the transfer of the child to a U.S. aid station at Forward Operating Base Sweeny for initial treatment, then she was flown to another medical care facility in Kandahar.

NATIONAL AWARDS NOW OPEN

Deadline Date: January 15, 2007

Nominations are now being accepted for the National Awards to be presented at the AAAA Annual Convention.

(Soldier of the Year, Unit of the Year, DAC of the Year, etc.)

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Family Forum Focus-What's New

By Judy Konitzer

We have recently returned from the 2006 AUSA Annual Meeting in Washington, D.C., where I had the opportunity to participate in some of the Family Forum events.

With deployments at an all time high, there is an increasing and recognized need to provide current and continual support to all our soldiers and their families.

While family readiness groups are available to provide a "lion's share" of the support, there are other organizations, online resources, and publications available that I thought you may find helpful.

Military One Source

MOS is a major DoD initiative aimed at supporting families during deployment and assisting with their adjustment.

MOS provides information, referral support and 24/7 access to trained counselors via telephone and the internet. Call 800 342-9647 (within the US) or international toll free 800 3429-6477; international collect 484 530-5947; www.militaryonesource.com.

It offers free face-to-face counseling in the family's community—up to six sessions, paid for by DoD, focusing on stress management and relationship issues.

Army Spouse Employment Partnership

ASEP is a program designed to support military spouses by helping them establish and maintain careers wherever the Army sends them.

The partnership is between the Army and 21 Fortune 500 companies that offer a spectrum of career opportunities for Army spouses.

Military spouses can apply for jobs online through ASEP at www.myarmylifetoo.com or www.militaryspousejobsearch.org.

Uniformed & Overseas Citizens

Absentee Voting Act

A new Integrated Voting Alternative Site (IVAS) launched on Sept. 1 includes information from all 50 states and

Continued on page 52

As we approach the end of this calendar year, we are pressing full speed on several fronts at the AAAA National level.

First, we had an outstanding Senior Executive Associates session under the leadership of our Chairman retired GEN Jack Keane, which featured the Army Vice Chief of Staff GEN Dick Cody as our primary speaker.

It was a great evening of frank discussion on our Army and Aviation. One topic centered on the sustained and consistent budget required to support the Total Army.

We all left the meeting knowing that we have significant challenges ahead, but we also have the right leaders out front.

Thanks to both our Chief and Vice Chief for all they are doing.

We held our AAAA National Executive Board meeting during the AUSA annual meeting and I am pleased to report that we amended our by-laws to better streamline our operations and areas of responsibilities.

After the NEB luncheon we paid tribute to a real American hero, retired LTG Harry Kinnard of 101st Airborne Div. fame at Bastogne, who also formed the 11th Avn. Div. (later to become the 1st Cav. Div.), by presenting him the Gold award of the Order of St. Michael.

Retired BG Mike Burke and the Compensation Committee continue to push the ACIP and 1/30th rule issue.

We are happy to report that the National Guard Association has passed a resolution at their annual meeting that mirrors AAAA's resolution supporting full ACIP for our ARNG and Reserve brothers and sisters.

The Unmanned Aircraft Systems symposium will be upon us in another month. We look forward to GEN Cody helping to make the presentation of the first UAS Soldier and UAS Unit of the Year awards at our Dec. 11-13 event in Washington, D.C.

The 50th Anniversary Committee is moving ahead with detailed plans for 2007 and especially our annual convention during May 9-12 in Atlanta, Ga.

You can look forward to a coffee table book, DVD, special edition of the April-May magazine and much more.

I attended the SECARMY Veteran Service Organization briefing in early October and heard first-hand from our Army leaders on how we can lend our support and get the word out on the magnificent job our soldiers are doing down range.

One area where we all can help is to provide the facts when you hear misinformation, lies and half truths from the media.

Another is to understand the impact of PTSD (post-traumatic stress disorder) on our soldiers and to help them overcome the stigma associated with seeking mental health (just another form of health care like physical, dental, etc).

We continue to support "Welcome Home" ceremonies for our troops and seek more ways to better support the Army Aviation Soldier and Family.

Above the Best!

Tom Konitzer
AAAA President



PHOTO BY WILLIAM HARRIS

AAAA President, BG Tom Konitzer, Ret., presented a Gold Order of Saint Michael to LTG Harry W.O. Kinnard, Ret. during the AAAA Board lunch on Monday, October 9, 2006.

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Milestones, Warfighting and Teaming for Success

By MG Virgil L. Packett II

Army Aviation continues to make significant contributions in the Global War on Terrorism, achieving important milestones in our modernization efforts and preparing units for deployment.

From the first Armed Reconnaissance Helicopter (ARH) flight, the rollout of the first UH-60M and delivery of the 501st AH-64D Longbow aircraft, to the aviation training exercise (ATX) for the 36th Cbt. Avn. Bde. (CAB) at Fort Rucker – Army Aviation continues to demonstrate that we are capable and ready to meet the challenges of a dangerous and complex 21st century security environment.

Significant Milestones

Aviation Branch achieved three significant aircraft modernization milestones in the past few months.

The ARH completed its first flight in Arlington, Texas with Bell Test Pilot Jim McCollough and Army Test Pilot CW5 Alan Davis at the controls.

This July 20 flight was a significant achievement as we move forward with developmental testing, particularly with the employment of a combined test team.

Another key event occurred July 31 in Connecticut, when Sikorsky Aircraft turned over the logbook and keys to the first production model of the UH-60M Black Hawk.

The UH-60M is currently in low rate initial production, the final phase before a full-rate production decision is made next year.

The final milestone came on August 9 as we accepted delivery of the 501st AH-64D Apache Longbow aircraft at the Boeing Company plant in Mesa, Ariz.

This aircraft marked the completion of the initial major production effort by the Apache team in support of the U.S. Army.

The main effort now will be directed toward producing the Block III Longbow.

Each of these significant accomplishments highlights the great teamwork between Army Aviation and our industry partners.



The YR9-70A system development and demonstration aircraft #1 made its first flight July 20 at Bell Helicopter's XworX facility in Arlington, Texas.

ARMY PHOTO BY PAUL REYNOLDS



Sikorsky Aircraft President Jeff Pino, left, Robert Schmitt, director of Defense Contract Management Area Aeronautical Services, and MG Virgil L. Packett II, commanding general of the Army Aviation Warfighting Center and Fort Rucker, sign certificates of delivery for the U.S. Army's first production UH-60M Black Hawk helicopter July 31.

SIKORSKY PHOTO BY RICH ZELLNER

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Texas National Guardsmen move off the landing zone as another serial of UH-60 Black Hawks from the 36th Cbt. Avn. Bde. approaches to land during a pre-deployment training exercise at Fort Hood on June 29. ARMY PHOTO BY PHIL MANSON

36th CAB Aviation Training Exercise

The 36th CAB, now in Iraq, conducted the final portion of an ATX at Fort Rucker in late July.

The first portion was completed in May when 1st Bn., 149th Avn. Regt. participated in their ATX.

The 36th CAB is the first National Guard Combat Aviation Brigade (Expeditionary) called for duty in Iraq.

This deployment consists of National Guard, active and reserve component Soldiers from 44 states.

With more than 400 Soldiers participating in this ATX, the 36th CAB conducted constructive simulation missions while populating their battle command systems for 600 hours and flew another 597 hours in the collective simulators.

This was the first time that COL Vernon Sevier Jr., 36th CAB commander, had his full complement of battle command systems in a single training exercise.

The 36th CAB used the virtual driver and gunner stations that operate with the Aviation Combined Arms Tactical Trainer (AVCATT).

This enhanced crew coordination with ground elements during convoy security operations, and cordon and searches, as well as role play ground elements emphasizing air ground integration.

The electronic data manager complemented the reconfigurable cockpit training devices and AVCATT, allowing crews to maintain situational awareness as they will in theater.

Other capabilities they experienced at the Aviation Warfighting Simulation Center included the use of a command and control fuselage with complementary battle command systems, integration of unmanned aircraft system feeds into state of the art digital tactical operations centers, and integration of the tactical air integration system.

We aggressively integrated MEDEVAC and air traffic services into their ATX to expand the complexity and regimentation.

Additionally, we facilitated on-site access to pull down real world air tasking orders, air control orders and special instructions so their units could better understand how operations are planned in theater.

The 36th CAB experienced an exponential growth in their ability to conduct operations.

Integrating staff planning and operations at the battalion and brigade level and conducting multi-level aircrew training in conditions similar to what they are now experiencing in Iraq was invaluable.

Performance of aviation units in the Global War on Terrorism has made it clear that our simulation training capabilities are a significant enabler to the warfighter.

Commanders at all levels continue to report that the ATX is the most significant event that prepared their units for deployment.

Rest assured that the U.S. Army Aviation Warfighting Center is fully committed to ensure our Soldiers have relevant and realistic training simulators and simulations...and we stand ready to tailor an ATX to meet your needs.

Teaming for Success

And finally, my assessment across Army Aviation over the past few months is that people have a well earned sense of great accomplishment and contribution.

Our Soldiers and leaders understand that we represent an enormous capability that affects all operations around the globe.

To that end, we are extremely fortunate to have the influence of experienced aviators throughout our Army: GEN Dick Cody as the Vice Chief of Staff of the Army, GEN Doug Brown as commander of the U.S. Special Operations Command, LTG Mark Curran as the commander of the Army Capabilities Integration Center, and LTG Dell Dailey as the director for Special Operations.

We also have an incredibly successful fusion between MG Jim Pillsbury of the U.S. Army and Missile Command, MG Jim Myles of the Army's Test and Evaluation Command, Mr. Paul Bogosian, the Program Executive Officer for Aviation, BG Steve Mundt, the director of Army Aviation, Mr. John Shipley of the Applied Aviation Technology Directorate, and the people at USAAWC, the U.S. Army Aviation Logistics School, and the UAS Training Battalion.

Army Aviation has progressively organized the major entities which mold the current force.

With oversight from the VCSA, the Director of Aviation on the Army Staff has added a consistent and persistent voice at the Department level.

This new energy represents requirements from Fort Rucker, sustainment and program management from Redstone Arsenal, and coordination with the Special Operations community.

For the first time in many years, the corporate body of Army Aviation is a strong and potent element across the Army enterprise.

ARMY PHOTO BY MAJ WILLIAM GAZDS



Army Vice Chief of Staff GEN Richard Cody visited with the 1st Bn., 149th Avn. Regt. (Atk/Recon) during a field training exercise at Fort Hood, here speaking with an aircraft fuel handler on April 27, before the unit and the 36th CAB (Texas ARNG) deployed to Iraq. Cody, a master aviator, is one of a number of senior mentors to the Aviation branch.

As Training and Doctrine Command will do the thinking for the Army, this great team will posture Army Aviation for the future.

You all should feel good about yourself and your accomplishments, but we cannot be complacent with our past success.

We must continue to be innovative, creative and adaptive, while maintaining the current level of passion and determination that I observe here at Fort Rucker and on my visits to units and industry partners.

Now is the time to capture the synergy of the entire Aviation community.

As we apply the effects of that synergy to support the current force, we must remember that our efforts must also feed the future force development process.

Our clearly focused branch efforts are producing innovative solutions that maximize available manpower, time, and dollars as we apply them to training and future operations.

Aviation Branch will continue to provide combat-ready Soldiers and leaders with the requisite qualities to act as a force multiplier in the contemporary operating environment.

And first and foremost, the Soldier remains the centerpiece of our Army and Branch and the focus of our organizational energy.

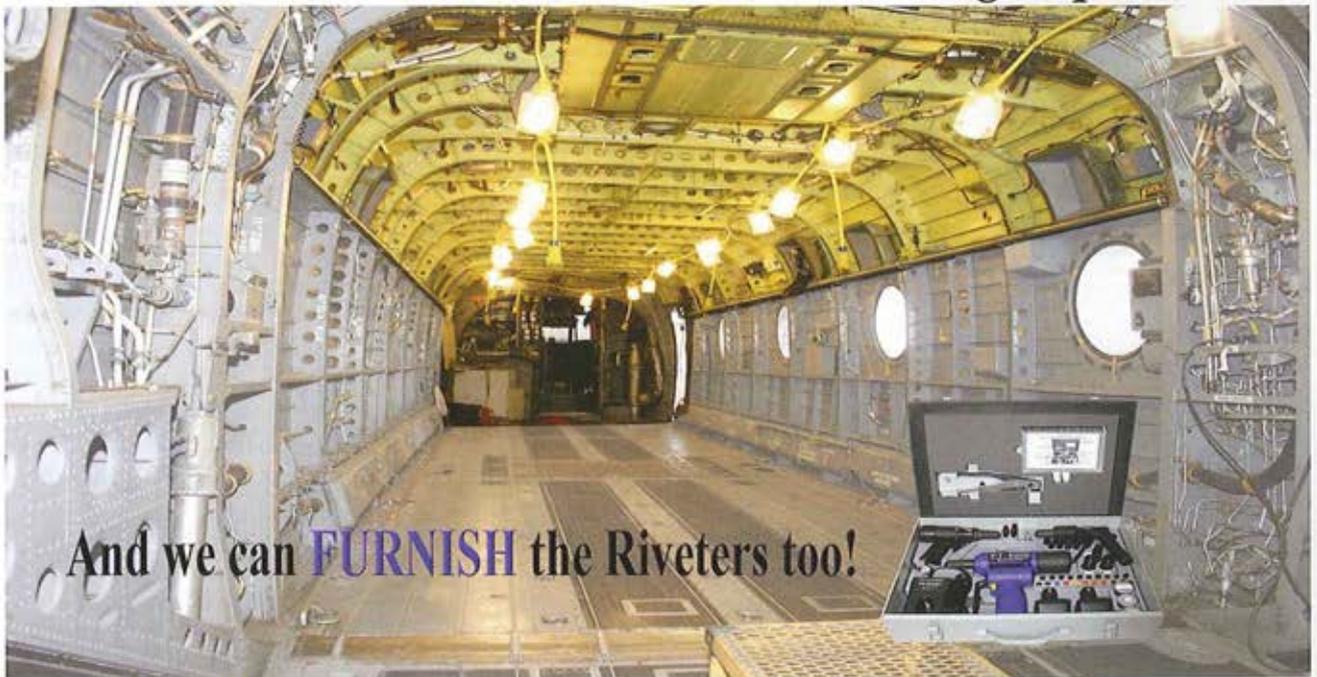
I look forward to addressing the challenges of the future with you.

Above the Best!



MG Virgil L. Packett II is the Army Aviation branch chief and the commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.

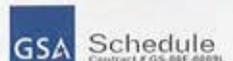
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Taking the Non-rated Crewmember Instructor Course to the Warfighter

By CSM Buford Thomas, Jr.



ARMY PHOTOS BY SGT ROBERT J. STRAIN

The Army as a whole is undergoing transformation, and Army aviation's slice of this transformation force is dubbed Army Aviation Transformation.

The goal is to standardize and to organize deployable units that are well equipped, yet agile.

Somewhat rooted in the UH-60 and CH-47 communities in the past, there has been standardization issues with getting non-rated crew members or NCM trained in high OPTEMPO missions that units face today.

We identified the need for a better way to train the NCM without putting undue workload on the flight engineer instructor/standardization instructor (FI/SI) in the field.

The Directorate of Training and Doctrine of the U.S. Army Aviation Warfighting Center at Fort Rucker, Ala., has developed a training support package or TSP that is now being used by the field to standardize the training within the respective

SPC Josh Brewer, a UH-60 helicopter crew chief with Co. B, 3rd Bn., 227th Avn. Regt., demonstrates hand-and-arm signals to land a Black Hawk during the non-rated crewmember instructor course training at Fort Hood. Brewer and five others learned how to be instructors and evaluators for their unit.

communities for both of these airframes.

This TSP will provide professionally developed training materials, consisting of computer based multimedia and prepared lesson plans for the FI/SI.

It covers subjects required by the appropriate training circulars, TC 1-237 and TC 1-240, used for the aircrew training program.

SFC Paul McCormick, lead instructor at the Non-rated Crewmember Instructor Course (NCIC) and fellow instructor SSG Lonnie Cook, at Fort Rucker recently packed up and went to Fort Hood, Texas to train Soldiers of the 3rd Bn., 227th Avn. Regt., 1st Air Cavalry Bde., 1st Cav. Div.



SGT Chris Hansen, right, a helicopter crew chief with Co. B, 3-227th Avn., explains components of the UH-60 engine to SSG Lonnie Cook, an NCIC instructor at Fort Hood's airfield. Hansen and five others learned how to be instructors and evaluators for the rest of the crew chiefs in their unit.

SGT Robert J. Strain, public affairs NCO with 1st ACB, recently wrote the following short story about the training these great NCOs from Fort Rucker brought to Fort Hood.

A UH-60 Black Hawk helicopter races next to the trees, only 30 feet above the ground. Not able to stay hidden behind the trees forever, the right side is exposed to the enemy.

Almost immediately the helicopter starts taking small arms fire but before it's able to return fire, one of the engines is hit.

If you are the helicopter's crew chief, what do you do next?

For six crew chiefs of the 3rd Bn., 227th Avn. Regt., going through the non-rated crewmember instructor course, this was just one of many situations they are teaching to new crew chiefs.

SFC Paul McCormick said the NCIC class, normally taught at Fort Rucker, consists of almost five weeks of intense training comprised of both classroom instruction and in-flight, hands-on training.

He said the 3-227th Avn. as a new battalion needed to train several crew chiefs to be flight instructors or standardization instructors before their upcoming July rotation to the National Training Center at Fort Irwin, Calif., as well for the brigade's deployment to Iraq later in the year.

So the course was brought to Fort Hood and compressed to 21 days at the request of the 3-227th Avn.

McCormick explained that although the course has been compressed, the standards the Soldiers must achieve are the same as they would be if the course was taught in Alabama.

SSG Lonnie Cook, another instructor, said that with the course compressed more material is thrown at the students faster, with less time for the material to digest.

Cook said normally students at Fort Rucker have the weekends off to unwind, study and let the material sink in, but with the compressed course schedule, the 3-227th students have class every day for 21 days.

The students have to know how to perform and teach others how to perform the many tasks conducted before and during every flight.

"You're great crew chiefs, but you're not here to be crew chiefs – you're here to be instructors and evaluators," Cook said.

SGT Jon Dillenberg, a student with the 3-227th Avn. said that crew chiefs are responsible for maintaining avoidance of other air traffic and obstacles by keeping the pilots informed.

They are also responsible for the safety and security of the helicopter's passengers and equipment, he added.

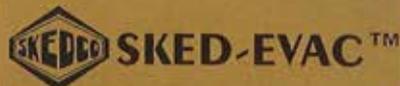
This course ran from June 12 to July 2, and upon completion the students were certified flight instructors, able to train and evaluate the current crew chiefs, as well as crew chiefs fresh from individual to advanced training.

I would like to thank the 110th Avn. Bde. and SFC McCormick and SSG Cook for a job done well in conducting this training, and SGT Strain for his assistance.

Above the Best!



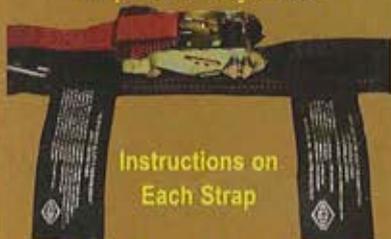
CSM Buford Thomas, Jr. is the command sergeant major of the Aviation branch at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala.



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The Product Manager for Aviation Mission Equipment is developing and fielding a range of mission products to enable warfighters with greater capabilities. Army aircrews, like this flight of UH-60 Black Hawks from the 101st Airborne Division landing at Forward Operating Base Dagger near Tikrit, Iraq on August 23, are the primary focus of PM-AME.

ARMY PHOTO BY SSG RUSSELL LEE KLIKA

Aviation Mission Equipment Meeting the Needs of the Aviation Warfighter Today and Tomorrow

By LTC Richard C. Muschek

We are all part of an aviation force that should take great pride in our ability to deploy around the globe and execute missions in every possible environment.

U.S. Army Aviation remains unrivaled.

Our aviators are trained and willing to take on any task. Our platforms are magnificent machines that are getting even better.

If, however, these assets are unable to plan, communicate, navigate and interface with the rest of a modernizing force, Army aviation offers little to the commander.

The Program Executive Office for Aviation formed the Aviation Mission Equipment (AME) Product Manager's (PM) Office to develop and field the common systems necessary to enable these capabilities.

PM-AME is also chartered to ensure Army aviation

looks at the needs of tomorrow, ensuring interoperability as we modernize.

Aviators, current and future, look to the men and women in the PM-AME office to develop and provide this equipment.

This article highlights several of these enablers and discusses the paths forward to future capabilities.

Mission Planning

Mission planning in Operations Enduring Freedom and Iraqi Freedom highlights the need for a robust 3D visualization tool that enables warfighters to view and rehearse multiple courses of action with minimal time and effort.

In 2005 the PM-AME began fielding an update to the Aviation Mission Planning System or AMPS that included a fully-integrated version of the Tactical Terrain

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Figure 1. The Aviation Mission Planning System, known as AMPS.

Visualization System. (See figure 1)

The TTVS is a high-fidelity mission planning and rehearsal tool that allows planners to visualize the commander's intent and rehearse actions in a high-resolution virtual environment.

This system allows pilots to rehearse iterative missions under varying weather conditions, day or night, in a virtual environment, and is currently seeing service in OEF and OIF. (See figure 2)

Future mission planning efforts include the integration of Automated Risk Management Planning into AMPS in fiscal year 2008 and the



Figure 2. The AMPS's night display.

introduction of the Centralized Aviation Flight Record System (CAFRS) in FY09.

Both these initiatives will assist commanders in mission planning by integrating data from automated flight crew and flight operations records.

AMPS is also continuing its migration to the Joint Mission Planning environment in FY09, enabling the first truly collaborative mission planning capability with the Air Force and Navy through the sharing of common intelligence, targeting and weather data, operational picture and Common Route Definition.

Communications

Flight operations in the Balkans and Afghanistan repeatedly highlight the need for reliable, long-distance communications independent of satellite channel availability.

The AN/ARC-220 High Frequency (HF) radio and its AN/VRC-100 ground equivalent is seeing increased usage in both theaters. (See figure 3)

The combination of the radio with its present-position reporting capability and HF Tracker software program is providing commanders the ability to perform flight following in difficult terrain and beyond line-of-sight without reliance on satellites.

A decision by senior leaders in Europe to permanently integrate HF

Tracker into their theater common operating picture attests to this program's contribution.

In response to the delay in the Joint Tactical Radio System development, Army aviation initiated the effort to provide the AN/ARC-231 radio to the Apache, Chinook and Black Hawk modernization programs in lieu of the legacy UHF and VHF radios. (See figure 4)

The AN/ARC-231 also adds UHF SATCOM capability and will be integral to these aircraft as they roll off



Figure 3. The AN/ARC-220 high frequency radio.

U.S. ARMY PROVIDED GRAPHICS

their production lines.

PM-AME is managing the integration of the Airborne, Maritime, Fixed Station (AMF) radio, which is a part of the Joint Tactical Radio System family of systems.

With a projected fielding to the fleet beginning in FY2014, the AMF radio will provide the necessary transport layer between Army aviation and the Future Combat System (FCS) Brigade Combat Team by hosting the complex, high-bandwidth waveforms needed to transmit and receive the large amounts of data associated with future force command and control (C2), as well as with situational awareness (SA).

Navigation

In Afghanistan and Iraq, Army aviation introduced unmanned aircraft systems to the battlefield on a scale never before seen.

That, along with the expanding presence of global positioning system (GPS) guided munitions, increases the need for robust, high-fidelity navigation systems and controls.

PM-AME is continuing the fielding of the AN/APX-118 Common Transponder or CXP throughout the aviation fleet, with priority to those units deploying to OEF/OIF. (See figure 5)



Figure 4. The AN/ARC-231 radio.



Figure 5. The AN/APX-118 transponder.



Figure 6. The Improved Data Modem.

The CXP provides the Mode-S surveillance signal for aircraft to operate in civilian controlled airspace.

This Mode-S signal provides a unique address for each aircraft and allows the air traffic management system to selectively interrogate individual aircraft.

This will reduce interference and accommodate increased air traffic.

PM-AME is currently working to field the Mode 5 Identification Friend or Foe upgrade to the CXP in FY07.

Looking ahead, PM-AME is upgrading the Embedded GPS Inertial navigation system to provide increased security and civil airspace compatibility along with certified IFR flight en route through non-precision approaches.

A follow-on to the joint precision approach and landing system (JPALS) is under development with the U.S. Air Force to provide aircraft a Category I precision approach capability for ground and sea-based flight operations. Army aviation is scheduled to field JPALS in FY2013.

Interoperability

The keystone to the Army's transformation from the current to the future force is interoperability.

On the net-centric battlefield, the ability to generate, process, share and consume actionable information will ensure the future force maintains the combat advantage.

Foremost among interoperability enabling systems is the Improved

Data Modem that serves as aviation's tactical internet and fire support (FS) net gateway. (See figure 6)

The IDM provides aviation the necessary interface with the Force XXI Battle Command Brigade and Below (FBCB2) systems through FBCB2-Air.

In service prior to the onset of OEF/OIF, the FBCB2-Air is the battle command software application that allows integrated Army aviation platforms to share C2 and SA data with Army ground forces over L-band commercial satellite links, commonly referred to as the Blue Force Tracker, or the single channel ground and airborne radio system (SINCGARS) fire support links. (See figure 7)

Ongoing IDM support efforts to the warfighter include software modifica-

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tions to enable double the data throughput to accommodate a growing number of weapons systems operating as nodes on the BFT networks in theater, and hardware modifications to decrease the space, weight and power demands of the design.

PM-AME is seeking to improve the current IDM design by working to package the capability currently housed in a 16 pound box into a single electronics board housed directly in the mission computers of the AH-64D Longbow Block III, the UH-60M, CH-47F and the ARH-70A armed reconnaissance helicopter.

This transition to a card will save aircraft space, weight and power, while continuing to advance capabilities in order to keep pace with Army Battle Command Systems.

PM-AME is evaluating the potential technical requirements of hosting the FCS System of Systems Common Operating Environment (SOSCOE) in a way that can be common to multiple aviation platforms.

SOSCOE is a suite of software

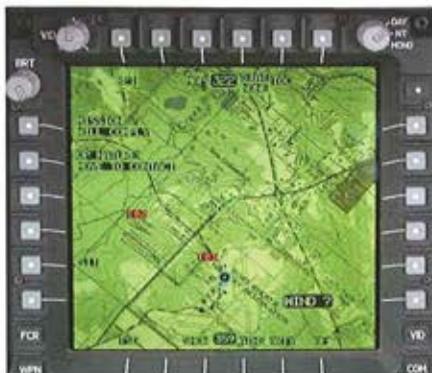


Figure 7. The situational awareness display.

tools which will allow Army aviation to automatically authenticate and enter the FCS C4ISR network and directly share critical C2 and SA data, such as present position, target reports, calls for fire and situation reports.

Other potential benefits of hosting SOSCOE include the ability for aircraft such as ARH and the AH-64D Block III to perform manned-unmanned teaming operations with the FCS unmanned aircraft systems.

Understanding & Commitment

Addressing today's aviation mission equipment needs requires imple-

mentation and development of commonality whenever possible while understanding the mandates of individual platforms.

Satisfying the interoperability requirements of tomorrow requires a thorough understanding of an evolving communications architecture that will serve as the backbone for future networks.

However, nothing is more paramount to us than our understanding of the aviator in the cockpit who will be asked to execute difficult missions in demanding environments.

Whether these aviators are planning a mission today or flying a mission in tomorrow's battle space, these men and women have the right to expect the AME product office has provided them with the systems needed to accomplish every mission.

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LTC Richard C. Muschek is the product manager for Aviation Mission Equipment, Program Executive Office for Aviation, Redstone Arsenal, Ala.

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From the Commanding General
of the U.S. Army Combat Readiness Center
and Director of Army Safety

BG William Forrester
Commanding General



UNITED STATES ARMY COMBAT READINESS CENTER
FORT RUCKER, ALABAMA 36362-5363
September 13, 2006

I'm Bill Forrester. On 25 August, I assumed command of the U.S. Army Combat Readiness Center (USACRC) and the responsibilities as your Director of Army Safety. It is my distinct honor and privilege. The Team at USACRC is committed and passionate in doing whatever it takes to preserve our combat power.

Initial burst of my thoughts in my short time are in three areas.

1st - Individual. We say Army Safety Risk Management Information System (ASMIS-2) is a winner. To date, there are five recorded deaths in the 1.3 million uses. Not only does the program give solid information to the user, it provides a built-in opportunity for the first-line supervisor to engage. This is a low pain, high gain initiative. So - what about the other 100+ Soldiers that were killed and didn't use ASMIS-2?

2nd - Unit. Army Readiness Assessment Program (ARAP) is a Web-based initiative that provides battalion-level commanders with data on their formation's readiness posture. Consider that units scoring in the bottom 25% are four times more likely than the top 25% to experience a Class A mishap and the cost of lost equipment is 14 times greater than units scoring in the top 25%. ARAP is big bang for the bucks, yet enrollments are soft and completions softer.

3rd - Army. We say that accidental deaths are down about 20% from last year's tally. Yet, we are still 250% above our directed goal when using fiscal 2002 as the baseline for a 50% reduction. We are not winning yet and there is clearly much work required.

So, what do we know?

We know our Warriors live and operate on the leading edge, but they should not be alone on the edge. Leaders must be there, engaged and accountable. Leaders must stay engaged. We must lead on the edge. There is no such thing as an anonymous leader. Leaders commit.

We know accountable leaders, engaged at the correct/appropriate echelon, immediately save lives and promote change in our Soldier's culture, instinct and intuition for our future. Consider that during the rise in motorcycle deaths this fiscal year two thirds of the 45 fatalities were Sergeants and above. It is not just specialists that require or deserve engaged and accountable leaders.

We know that Preliminary Loss Reports (PLR) clearly reveal preventable mishaps where engaged leaders could have made a difference. Someone always knows . . . someone knows when a platoon member just bought a motorcycle but never completed required training . . . someone knows when an aviator's reputation is to 'cowboy' aircraft . . . someone knows when Soldiers routinely fail to buckle up when driving. Someone knows and should engage.

Our job as leaders and Soldiers: Engage. Engage at the lowest level. The tools are there and we only get the Soldiers we have now. There is no strategic reserve we can call up when the ones we have are DEAD. We know we "Never Leave a Fallen Comrade".

Please let the USACRC know how we can improve to preserve, maintain, and improve OUR Army.

Leading on the edge - Own the Edge.

William Forrester
Brigadier General, USA
Commanding

The U.S. Army Combat Readiness Center and Army Aviation



TEAMING TO "Own the Edge"

By LTC Richard J. Koucheravy

As fiscal year 2006 draws to a close, Army aviation continues to execute combat operations in support of Operation Iraqi Freedom and Operation Enduring Freedom while simultaneously conducting numerous other operations in support of our combatant commanders.

Concurrently, Army aviation units continue to cycle through the Army Forces Generation process, striving to posture for future operations while our combat aviation brigades

forge ahead meeting the demands of the Army's crucial transformation plan.

In terms of complexity, this year has proven to be one of the busiest and most challenging in recent history. Yet Army aviation is meeting the challenge.

As a critical member of the combined arms team, Army aviation will fly in excess of 1.1 million flying hours by year's end.

Time and time again, ground commanders return from combat operations with praise for our air warriors — for the lethal fires of our attack and reconnaissance teams; for the responsive and professional support of our cargo, assault and aeromedical forces;

and for the critical early warning and reconnaissance provided by our fixed-wing, unmanned aerial system (UAS), and our air cavalry Soldiers.

And, of course, Army special operations aviation is indispensable in performing their unique mission sets.

Accident Rate Factors

Army aviation continues to execute the Global War on Terror (GWOT) and will do so in the foreseeable future.

Unfortunately, with the onset of the GWOT, the Army experienced a dramatic rise in both accidental fatalities and overall Army accident rates.

Army aviation is no different from the larger Army.

Beginning in 2002, the Army's aviation Class A accident rate jumped to well above 2.0 (Class A accidents per 100,000 flying hours) from a historical low of less than 1.0.

The accident rate continued to remain well above 2.0 from 2002 through 2005.

What is the cause of this increase in our mishap rates?

The answer is uncertain, but we know what has changed.

We know that our wartime operational tempo increased dramatically with the onset of operations in Afghanistan and increased even further with the beginning of operations

in Iraq.

We know that units arriving in the combat theaters have to deal with dramatic changes in their operating environment and with the associated complexities of the reception, staging, onward movement and integration or RSOI process.

We know that training and preparing for deployment have impacted accident rates as units are conducting tough, realistic, combat-oriented training to ready themselves for combat, often implementing and refining tactics, techniques and procedures from recent lessons learned.

And, of course, we know the Army is fully in stride with executing Army Transformation, a process that presupposes dramatic shifts in unit structure, chains of command, basing, unit cohesion and, resultantly, readiness.

But what has not changed in terms of aviation mishap trends over the last five years?

Comprehending Trends

We continue to experience aviation mishaps primarily due to human factors (80 percent), with the remainder due to materiel factors (15 percent) and environmental hazards (5 percent).

What are enlightening are two more recent emerging trends.

SPECIAL
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SPECIAL FOCUS SAFETY



The USACRC provides numerous online products such as the *Combat Readiness University* and the *Risk Management Information System* to enable warfighters.

First, we rarely have serious mishaps when we are conducting high-risk operations or during complex missions.

A more typical mission profile of an aviation Class A mishap is a day, VFR, single or two-ship, low risk mission not in or expecting contact with an enemy.

Secondly, we have seen a rise in the number of accidents from indiscipline, or when crews choose to willfully and deliberately deviate from known, accepted standards.

These two recent trends are problematic and must be addressed by looking at the climate and culture of our aviation units.

These trends address the continual need for a change in Army culture that starts with leadership engagement, integration of composite risk management and Army-wide use of tools and programs that are developed specifically with the purpose to reduce loss.

Providing the Right Tools

The U.S. Army Combat Readiness Center (USACRC) at Fort Rucker, Ala., strives to reduce accident rates.

In the area of aviation mishaps, the USACRC takes an active role, both directly and indirectly, to provide

The USACRC helps train aviation safety officers which in turn provides commanders with resources and tools to meet the demands of risk management while in and out of combat.

commanders in the field with resources and information aimed at preventing aviation loss and preserving combat power.

USACRC provides commanders with tools to help aviation units meet the demands of risk management.

The USACRC trains aviation safety officers and accident investigation board presidents in the resident courses at Fort Rucker, and additional duty safety officers using our online *Combat Readiness University*.

USACRC developed and implemented the Army Readiness Assessment Program or ARAP, an online assessment of battalion-level command climate and culture aimed at providing commanders with leading indicators of mishaps in their formations.

ARAP was mandated by the Army Chief of Staff for all Army battalions and is well-received by commanders that have used this tool as a valued instrument getting high marks for the useful feedback to leaders.

USACRC conducts centralized aviation accident investigations for many Class A aviation mishaps, and supports commanders across the force with local accident investigations.

As the Army's central authority for mishap reporting, the USACRC collects accident notifications and reports.

In the area of reporting, the USACRC is working to automate the accident report process using the Loss Reporting Automated Systems (LRAS) aviation module.

USACRC supports Army aviation with tools, products, and other automation capabilities that are aimed at helping units reduce loss and retain combat power.

One of the tools provided is the Risk Management Information System or

RMIS, another online searchable database of historical mishap information that can be used to inform an aviation unit's risk management process.

Leading, Teaming, Owning

USACRC engages with senior Army and civilian leadership to keep them informed of aviation accident trends and to provide critical time, attention and resources toward Army-level fixes.

USACRC provides this information to senior leaders and staff through participation in numerous panels, such as the Army Safety Coordinating Panel and the Defense Safety Oversight Committee.

USACRC teams with the Army Training and Doctrine Command, the Program Executive Office for Aviation, and other Army agencies to identify and pursue fixes to Army-level problems.

The GWOT and the demands of Army Transformation placed incredible challenges on Army aviation.

As Army aviation excels and meets those demands, we have seen a rise in preventable mishaps.

While the USACRC remains focused on providing tools to assist Army aviation commanders and Soldiers to prevent loss, it still continues to stress accountable leaders engaged at all echelons that will save lives and promote a change in the Army's culture.

Leading on the edge – "Own the Edge!"



LTC Richard J. Koucheravy is the chief of the Air Task Force at the U.S. Army Combat Readiness Center, Fort Rucker, Ala.

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The Resurgence of



Army Flight Test

By COL Christopher Sullivan and MAJ Douglas Miller

ARMY PHOTO BY PAUL REYNOLDS

The February 2004 decision by the Army's leadership to cancel the RAH-66 Comanche program is proving to be central to the revitalization and transformation of Army Aviation.

During the last few years the Army has fielded safety, performance and survivability enhancements to the current fleet, and in the next few years will begin replacing outdated systems with newer models.

However, systems such as the Armed Reconnaissance Helicopter or ARH, UH-60M, CH-47F, and the Common Missile Warning System require a significant amount of developmental flight testing to ensure their airworthiness and safety prior to fielding.

Thus, as aviation is transforming, so is the Army's developmental flight test organization, the U.S. Army Aviation Technical Test Center (ATTC), which is enjoying an unprecedented resurgence in mission requirements and capabilities.

SPECIAL FOCUS SAFETY

ATTC is an element of the Developmental Test Command (DTC), which is a major subordinate command within the Army Test and Evaluation Command (ATEC).

The Right Stuff

With its headquarters on Cairns Army Airfield at Fort Rucker, Ala., ATTC is supporting the current fight and paving the way for Aviation Transformation by conducting developmental testing of aircraft and related systems.

The unit's mission is to:

- Plan and conduct testing of aviation platforms and associated systems.
- Analyze data, report findings, and

A T-34 pace aircraft flies alongside of an AH-64D test aircraft during a test flight. ATTC's efforts are supporting urgent developments and fielding of aviation systems to support warfighters in Afghanistan and Iraq.

develop recommendations for airworthiness, system safety, and materiel release decision authorities.

- Provide continuing test and test support services throughout the acquisition, modernization and sustainment life cycle of materiel.

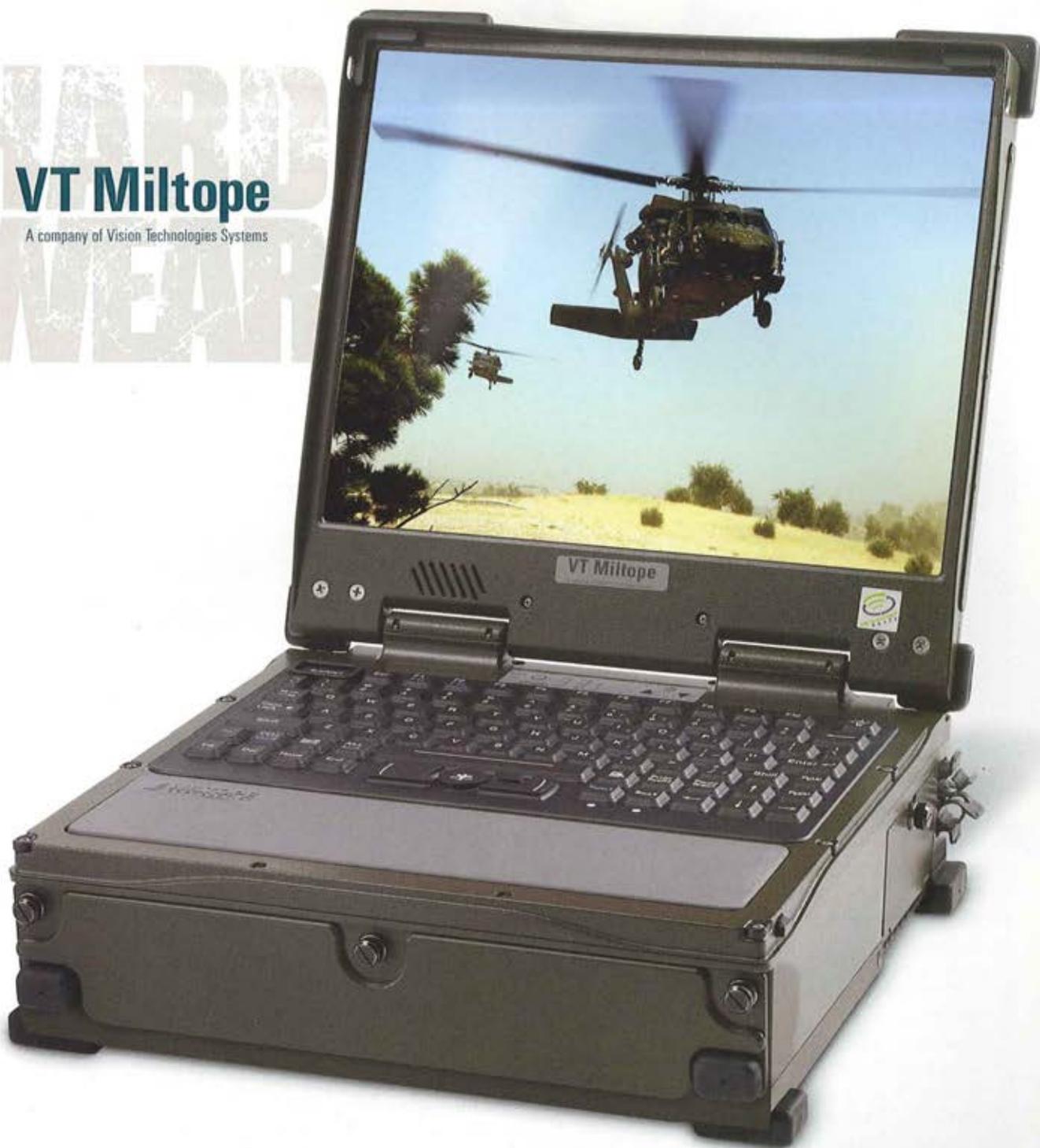
Fundamentally, ATTC provides high quality data, data analysis, and safety recommendations to decision makers within the Project Management Offices (PMOs), the Aviation Engineering Directorate (AED), and to the DTC.

The PMOs use this information for acquisition and fielding decisions; the AED uses the information to produce airworthiness releases; and DTC uses the information to produce safety documents which allow the operational testing and fielding of systems.

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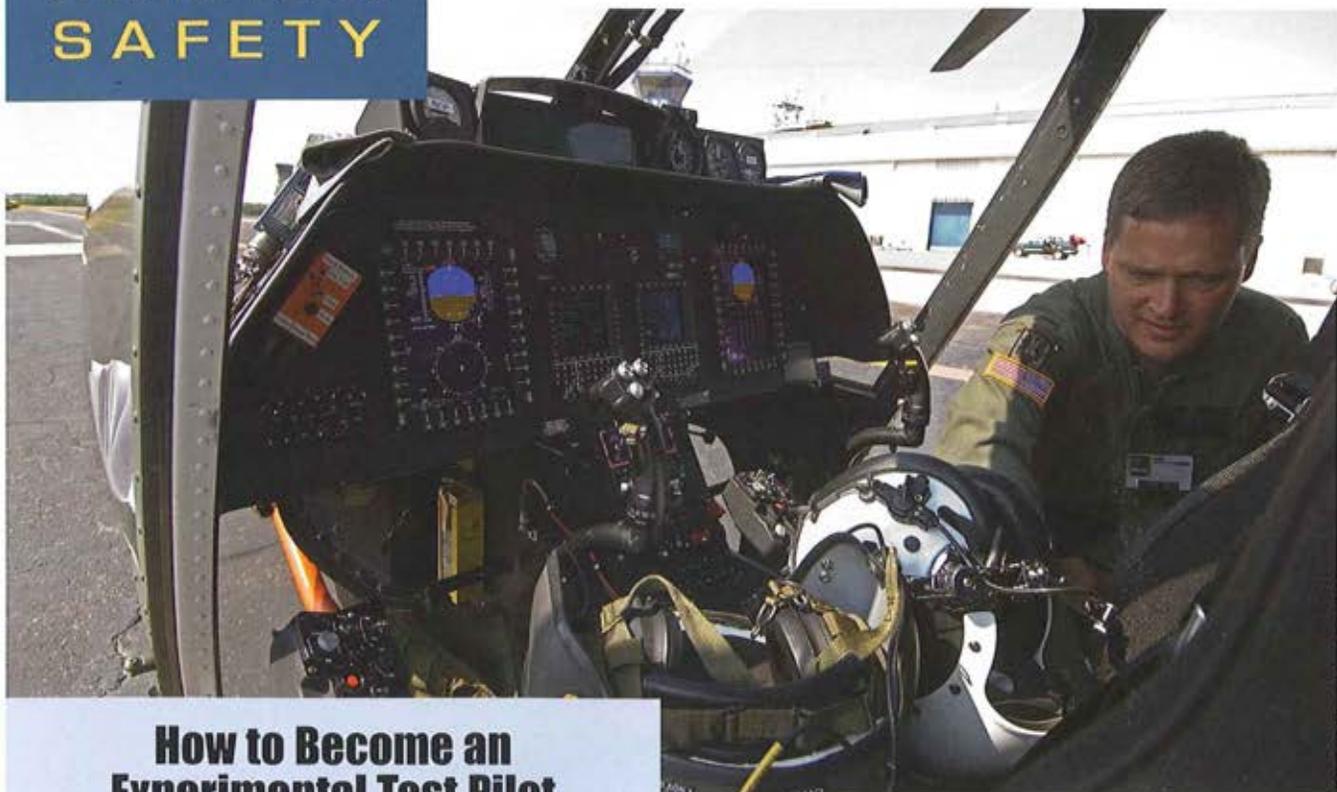


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How to Become an Experimental Test Pilot

All Army experimental test pilots or XPs are graduates of the 10-month U.S. Naval Test Pilot School at Patuxent River, Md.

Annually, the Human Resources Command's Acquisition Management Branch convenes a board in February to select seven officers to attend the Test Pilot School.

Both warrant and commissioned officers can apply and should have their applications submitted to their appropriate career managers by mid-January.

Specific requirements are contained in the appropriate MILPER message announcing the board; however, all applicants should have a background in calculus, physics and other hard-science related fields.

Applicants must also have a strong flight record and pilot-in-command experience is paramount. Once selected to attend TPS, the officer will first attend the Army's fixed-wing multi-engine qualification course, then naval water survival training, and additional helicopter qualification training prior to reporting to TPS.

Upon graduation from TPS, graduates are usually assigned to the U.S. Army Aviation Technical Test Center, which is the Army's primary developmental flight test organization for all rotary and fixed-wing aircraft and unmanned aircraft systems.

Pilots will normally maintain currency in three different aircraft and perform duties as project test pilots and test directors.

For more information, contact CW4 Joe Nestor and MAJ Steve Ansley at HRC.

CW5 Alan Davis, ATTC test pilot working with Bell Helicopter to help expedite the fielding of the ARH, prepares for a test flight in the YRH-70A prototype aircraft.

To accomplish its mission, ATTC operates a fleet of almost 50 test and test support aircraft and employs a work force of over 350 military officers, NCOs, civil servants and support contractors.

Most impressively, ATTC boasts a cadre of more than 50 graduates of the U.S. Naval Test Pilot School in the experimental test pilot (XP) or flight test engineer curriculum. (See Sidebars on XP training)

These highly-skilled and operationally-focused aviators, combined with ATTC's exceptional engineers, provide the Test Center with a level of technical testing skills unmatched in the Army today.

Our History

Although ATTC's roots extend back into the 1950's, the establishment of ATTC dates to Oct. 1, 1990.

On that date the U.S. Army Aviation Development Test Activity at Fort Rucker and the U.S. Army Aviation Engineering Flight Activity at Edwards Air Force Base, Calif. were consolidated under the ATTC flag, but remained geographically separated at the two locations.

A final consolidation occurred on Oct. 1, 1996, when all ATTC elements remaining at Edwards AFB were moved to Fort Rucker under the first Base Realignment and Closure (BRAC) legislation.

Regardless of the unit name or location, ATTC and its predecessors have a 50-year history of supporting the development of every Army Aviation aircraft and system.

The test pilots and other people who manned these units have flown almost a million hours while testing everything from the OH-13 to the AH-64D to help provide Army avi-

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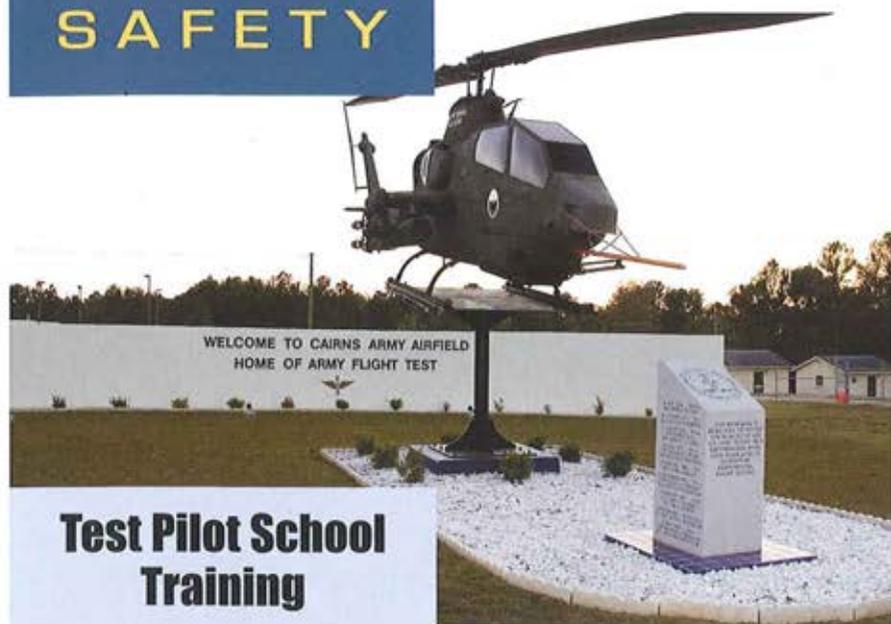


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Test Pilot School Training

An XP's 10 months at TPS is exceptionally challenging.

Each 30 student class includes pilots and flight test engineers from the U.S. and international military services.

The class is divided into three curriculums: rotary-wing, fixed-wing and systems flight testing.

For the Test Pilot Under Instruction or TPUI, he or she will fly numerous rotary and fixed-wing aircraft, attend four hours of academics daily, and complete many test plan and test report writing requirements.

Although there are numerous smaller scale exercises, the rotary-wing curriculum is divided into two areas – *performance* and *handling qualities* testing.

The two primary helicopters flown during TPS are the UH-60 and OH-6, but students will also log time in the OH-58A/C, C-12, T-38 and P-3.

Near the end of training, students are given an opportunity to conduct short qualification evaluations of many different aircraft, such as the CH-46, CH-53 and F-18.

The final graduation exercise truly tests the TPUI's newly acquired testing skills. Students are assigned to an aircraft they have never flown and work in groups of two or three to perform a complete performance, handling qualities and systems evaluation.

This exercise requires the TPUI to research their assigned aircraft, write a complete test plan, fly approximately 6 hours of test flights, reduce and analyze the data, and then write a complete report of test results.

ATTC's Fallen Testers Memorial at Cairns Army Airfield, dedicated Feb. 3, 2005, honors 28 experimental test pilots and flight test engineers who died during operational test flight missions.

ators with insight into aircraft capabilities, limitations and operating characteristics.

These great accomplishments have not come without a price – 28 test pilots, engineers and support personnel have lost their lives pushing the envelope of man and machine to ensure that Army aviators had the best equipment possible to fight and win our nation's wars.

Today

ATTC is playing a vital role today in supporting both the urgent development and fielding of aviation systems to support Operations Enduring Freedom and Iraqi Freedom and the development of aircraft which will transform Army aviation.

Reacting to the need for providing rapid support on a myriad of aviation programs, ATTC is implementing innovative testing methodologies and practices.

On developmental test efforts supporting nine Acquisition Category 1 programs and on small, quick-reaction programs in support of urgent fielding requirements, ATTC's innovative test practices are saving time and money and reducing programmatic risk.

These innovative practices are highlighted by the two developmental testing programs described below.

AH-64D Block II Upgrades

This past spring, ATTC teamed with the AH-64 PMO and the Boeing Company to develop and test an enhancement for the AH-64D Longbow Apache.

Reacting to an urgent material request from combatant commanders, ATTC XPs and engineers supported developmental testing of this enhancement to ensure that handling qualities and performance of the aircraft were not adversely affected by the installation of the new equipment.

Additionally, ATTC pilots assessed system effectiveness of this enhancement against numerous threats using a variety of tactics, techniques and procedures (TTP).

These TTP reflected the most current TTP being used in theater, due to the fact that two of ATTC's XPs involved in testing had recently completed six-month combat tours in Iraq as part of the ATEC Forward Operational Assessment (FOA), and due to the close coordination between ATTC's XPs and the unit receiving the enhancements.

In continuation of ATTC's support to combat units, an ATTC XP will deploy to OIF to provide technical support and reach-back connectivity for the first unit to receive the survivability enhancements.

By sustaining close relationships with both the Research, Development, Test and Evaluation (RDT&E) community and the warfighter, ATTC provides a solid bridge to the fight and helps to ensure the relevance of materiel solutions sent to the field.

Accelerating ARH's Fielding

Even before the Army's selection of the new Armed Reconnaissance Helicopter now being manufactured by Bell Helicopter, ATTC's pilots and engineers were assisting the PM Office by providing technical assessments and validation of the competitors' proposals.

Since the selection date, ATTC has been closely teamed with Bell to dramatically cut test and development timelines of the YRH-70A to meet a first-unit-equipped date in fiscal year 2008.

Working as a truly combined test team, ATTC test pilots and engineers have worked side-by-side with their Bell counterparts, representatives of the PM-ARH Office, and AED to thoroughly plan and execute a developmental testing program which will produce the data required to support fielding.

As evidence of this close partnership, ATTC XPs were qualified in the Bell 407 ARH surrogate and supported testing of the competing Target Acquisition and Sighting System (TASS) designs.

More impressively, ATTC was an integral member of the test team's successful first flight of the prototype YRH-70A, as the flight was conducted by a combined Bell and ATTC crew. (See Aug./Sept. issue page 44)

This unprecedented event, in which CW5 Alan Davis, an Army experimental test pilot, flew with Bell's Jim McCollough during an aircraft's first flight, is indicative of the strides which Bell and ATTC have

taken to ensure program success through early Army involvement.

The rapid pace of testing will continue at the Bell facility with ATTC XPs scheduled to participate in virtually every developmental test flight.

The Future

Even as ATTC transforms and grows to support Army aviation, it is also planning a physical relocation to Redstone Arsenal (RSA), where a good portion of the Aviation and Missile Research Development and Acquisition community awaits.

This move, which is mandated by law under BRAC legislation, is already underway and will be completed by 2011.

Under the legislation, ATTC will combine with the Redstone Technical Test Center (RTTC), a sister organization within DTC, and join the rest of the Redstone Arsenal aviation community to form a *Joint Rotorcraft Center of Excellence*.

Plans call for the construction of several new facilities, including a 170,000 square foot hangar and other infrastructure to support ATTC's current test fleet and its 350 people.

Once reconstituted at RSA, the combined RTTC/ATTC organization (to be known as Redstone Test Center (RTC)) will be a juggernaut of over 1,000 military, civil service and contractor personnel involved in the developmental testing of aircraft and missile subsystems, and systems for the current and future Army Aviation Soldier.

It is indeed a bright future for the discipline of Army developmental flight testing and for the unit charged to conduct it.



COL Christopher Sullivan is the commander and MAJ Douglas Miller is the executive officer of the U.S. Army Aviation Technical Test Center at Cairns Army Airfield, Fort Rucker, Ala.

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ARMY PHOTO BY SPC CHRISTOPHER GUYER



What's left of the front end of SGT Aaron Richardson's humvee after hitting a landmine on Sept. 6 while conducting a combat patrol. All occupants survived the blast with minimal injuries, largely due to proper safety equipment and training.

After Surviving Deadly Blast Aviation Soldier Praises Training and Armor

By PFC Durwood Blackmon

Soldiers are issued cumbersome protective gear that they have to lug, carry and drag everywhere they go.

With heavy steel doors and blast shields, vehicles in the Army are no exception either.

However, for one 25th Cbt. Avn. Bde. Soldier both of these protective defenses helped to save his life and the lives of his fellow comrades when their humvee hit an anti-tank mine on September 6.

SGT Aaron Richardson, a petroleum supply NCO with Co. E, 2nd Bn., 25th Avn. Regt., was the turret gunner manning the .50 caliber heavy machinegun when his vehicle struck a buried explosive during a roving patrol outside of Contingency Operating Base Speicher near Tikrit, Iraq.

"We were hit by an anti-tank mine. I remember seeing a flash and hearing a loud noise," Richardson said, "Basically I couldn't hear anything after the noise, and the blast threw me back into the turret."

Richardson received injuries from the blast impact, but without the proper safety equipment he acknowledges the situation could have been far worse.

"There are blast shields around the turret and the armor stood up to the blast. The front of the vehicle was

gone, but there were really no dings or anything in the armor."

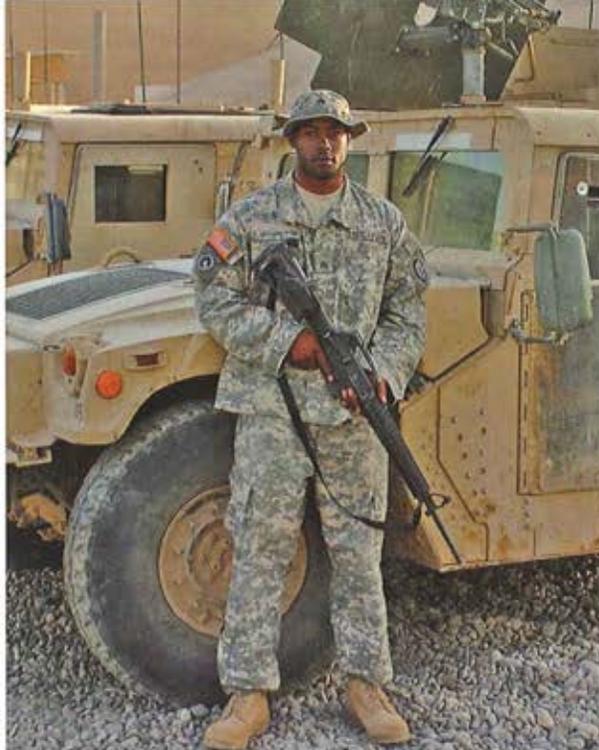
Richardson continued, "I think the equipment they issue us, the up-armor and personal equipment should be worn at all times when you're going outside the wire. It may be an irritating task putting it on and lugging it around but the equipment will save your life and stop objects and projectiles from damaging your body."

Soldiers inside the humvee were slightly injured also, but there were no fatalities despite the horrific damaging effects from the blast on the vehicle.

Army training played a key role in the aftermath of the attack.

Although Richardson couldn't hear, and was at times incoherent, he did push through the setbacks and reverted to his training and the directions from others around him in aiding to secure the area around the incident.

"After the blast went off, we did buddy checks to see if everybody was alright and make sure we had no injuries. The mission still has to go on, so after that I climbed out of the vehicle, we dismounted the .50 caliber, cordoned off the area and extracted the vehicle for sensitive items. After the area was secure we waited for a recov-



ARMY PHOTO BY PFC DURWOOD BLACKMON

SGT Aaron Richardson, Co. E, 2nd Bn., 25th Avn. Regt., stands next to an up-armored humvee similar to the one he was a turret gunner in 5 days earlier when his vehicle detonated an anti-tank mine near Contingency Operating Base Speicher.

ery team and medical personnel to show up," Richardson said.

Despite the devastating effects of the blast, the defensive shields used to protect Soldiers not only worked, it saved lives.

The equipment and training Soldiers receive is not just for checking a box.

Once in a combat zone, missions and job titles can change in a second's notice.

Everything a Soldier does must come together in unison for the benefit of the team and the mission.

Although Richardson is still recovering from his injuries, his experiences have only intensified his adamanacy towards proper safety and training.

"I was over here last year and we got hit twice. I wasn't in the turret so it's a whole different scenario, but I think everybody needs round-robin training," Richardson said, "You never know what your job will be when you get to Iraq."



PFC Durwood Blackmon is a Public Affairs photojournalist deployed with the 25th Cbt. Avn. Bde. in support of Operation Iraqi Freedom, Tikrit, Iraq.

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25th CAB Takes Control of Air Operations in Northern Iraq



Above Left: COL A.T. Ball, right, and CSM George Kingston, senior leaders of the 25th CAB, salute their unit's colors after unfurling it during a "relief in place" ceremony with the 101st CAB.

ARMY PHOTO BY SSG RUSSELL L.KLIKA

Above Right: Soldiers of the 25th CAB and the 101st CAB display their unit colors during an Aug. 30 transfer of authority ceremony at Contingency Operating Base Speicher, Iraq.

ARMY PHOTO BY SFC MICHAEL MONTELLO

By SFC Michael Montello

A "relief in place" ceremony was conducted August 30 to transfer air operations responsibility in Northern Iraq from the 101st Combat Aviation Brigade to the 25th CAB.

The 101st CAB has served in support of Operation Iraqi Freedom at Contingency Operating Base Speicher near Tikrit since August 2005.

The 25th CAB is no stranger to deployments, having served in support of Operation Joint Forge in Bosnia in 2002, in Afghanistan for Operation Enduring Freedom in 2004, and to Operation Iraqi Freedom in 2004 as well.

Elements of the 25th CAB also deployed to Pakistan in support of humanitarian relief efforts for victims of the October 2005 earthquake.

As part of the U.S. Army's transformation, the brigade was renamed the 25th Combat Aviation Brigade after a reconfiguration and acquisition of two new battalions in 2005.

Not only does the 25th CAB provide air support for the 25th Inf. Div., but it also plans to help the Iraqi people reach their goal of security and self reliance.

"What I will view as success is our ability to help the Iraqi people in any way possible to stand up their abilities to defend themselves, secure the borders and create

conditions for economic prosperity," said COL A.T. Ball, 25th CAB commander.

"One of my main goals during this rotation is I want the other brigade combat team commanders to feel that aviation support is responsive and flexible to meet their daily changing needs," he said.

The ceremony also marked the completion of the 101st CAB's second deployment in as little as three years.

The 101st CAB supported OEF in Afghanistan from August 2003 to August 2004.

During the past year, the 101st CAB has accumulated more than 110,000 flight hours, conducted 800 recon missions, and performed more than 300 air assault missions supporting both U.S. and Iraqi forces.

During his remarks, COL Warren Phipps, the commander the 101st CAB, spoke of the quality of troops engaged in securing and stabilizing Iraq.

"Not only am I proud of my Soldiers, but I would like to acknowledge the growth in professionalism, discipline and confidence in the Iraqi Army," Phipps said, "They have made considerable progress in the last year."

The 101st CAB has since returned back to Fort Campbell, Ky.



SFC Michael Montello is a public affairs officer with 25th Cbt. Avn. Bde. in Iraq, recently deployed from Wheeler Army Air Field in Hawaii.

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Medevac Crew Flies Young Afghan Heart Patient Home

On Final Flight

By SSG Stephanie van Geete

Tiny Afghan heart-surgery patient Omar Muhammed gives the thumbs-up sign as he sits next to his father, Fathi, on their July 13 medevac flight to Forward Operating Base Sharona.



ARMY PHOTO BY SGT STEPHANIE VAN GEETE

It was a change of pace for the 159th Medical Company (Air Ambulance), instead of going out on a mission to pick up casualties, a medevac crew got to help bring a healthy child home July 13.

More than a year ago, Fathi Muhammed brought his young son Omar to the hospital at Forward Operating Base Salerno, where MAJ Sloane Guy diagnosed Omar with a severe heart defect that prevented an adequate supply of oxygenated blood from circulating through his body.

“Good things like this can grow exponentially.”

Unable to operate here, officials sent Omar to the Children’s National Medical Center in Washington, D.C., where he received the needed surgery.

Omar and his father returned July 3 to Bagram Airfield.

It was up to the DUSTOFF crew to take them on the next leg of their long journey home, flying Omar and Fathi to FOB Sharona.

There, the Provincial Reconstruction Team Chaplain met the aircraft to take father and son back to their village.

“I’m not sure what happens next,” said CPT Jason Davis, 159th executive officer and pilot in command, “but I think his treatment is complete and he’s off to start his new life.”

“It’s a good thing to be helping kids like that,” said SFC Eric Hartman, flight medic.

“Picking up little kids is always the worst, so to see one that’s good and healthy alleviates that. It’s a good change of pace for us.”

Davis agreed.

“It was great to see a healthy child in our aircraft. Too often, we get them at their worst,” he said.

Both men said it was rewarding to have been a part of the mission.

“I was glad he was able to make it home, and glad I was able to take part in that,” Hartman said, “This was one of the good missions – you want those.”

Helping to medevac local nationals, whether they are sick and wounded, or healthy and returning home, plays a vital role in the coalition mission here, Davis said.

“Anytime we can do something positive for an average Afghan family, it helps our cause. Good things like this can grow exponentially,” Davis explained.

“Omar and his family will always have a place in their hearts for the Americans, and hopefully they can influence the people of their village in the future.”

“If we continue to win over villages one at a time, eventually the insurgents won’t have a safe haven.”

SGT Stephanie van Geete is a public affairs specialist and the editor of “The Aviator” with the Task Force Falcon Public Affairs Office, 10th Cbt. Avn. Bde., Bagram, Afghanistan.

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MG Fred D. Robinson, Jr., right, and COL Timothy Edens, left, inspection the troop formations with the commander of troops as part of the activation ceremony.

Army Europe Restructures

Activates 12th CAB

Story and Photos By
Greg L. Davis

On August 8 the U.S. Army, Europe activated its only combat aviation brigade for the European Theatre at Katterbach Army Air Field, Germany.

More than an activation ceremony, units from the existing V Corps' 12th Avn. Brigade and the 4th Bde. of the 1st Infantry Division were re-flagged under the newly formed 12th Combat Avn. Bde. led by COL Timothy J. Edens and CSM Hector Marin.

The 12th CAB now falls under the 1st Armored Div.

Formed from units located at two separate Army airfields, the 12th CAB operates 38 UH-60 and 12 UH-60 Medevac helicopters, and 12 CH-47D Chinook helicopters from Katterbach AAF, with 48 AH-64D Longbow helicopters flying from nearby Illesheim AAF.

The 12th CAB is comprised of units from the following transformation initiatives:



COL Timothy Edens, left, and CSM Hector Marin uncase and unfurl the colors of the 12th Cbt. Avn. Bde.



COL Timothy J. Edens, 12th CAB commander, addresses the Soldiers and attendees at the Aug. 8 activation ceremony.

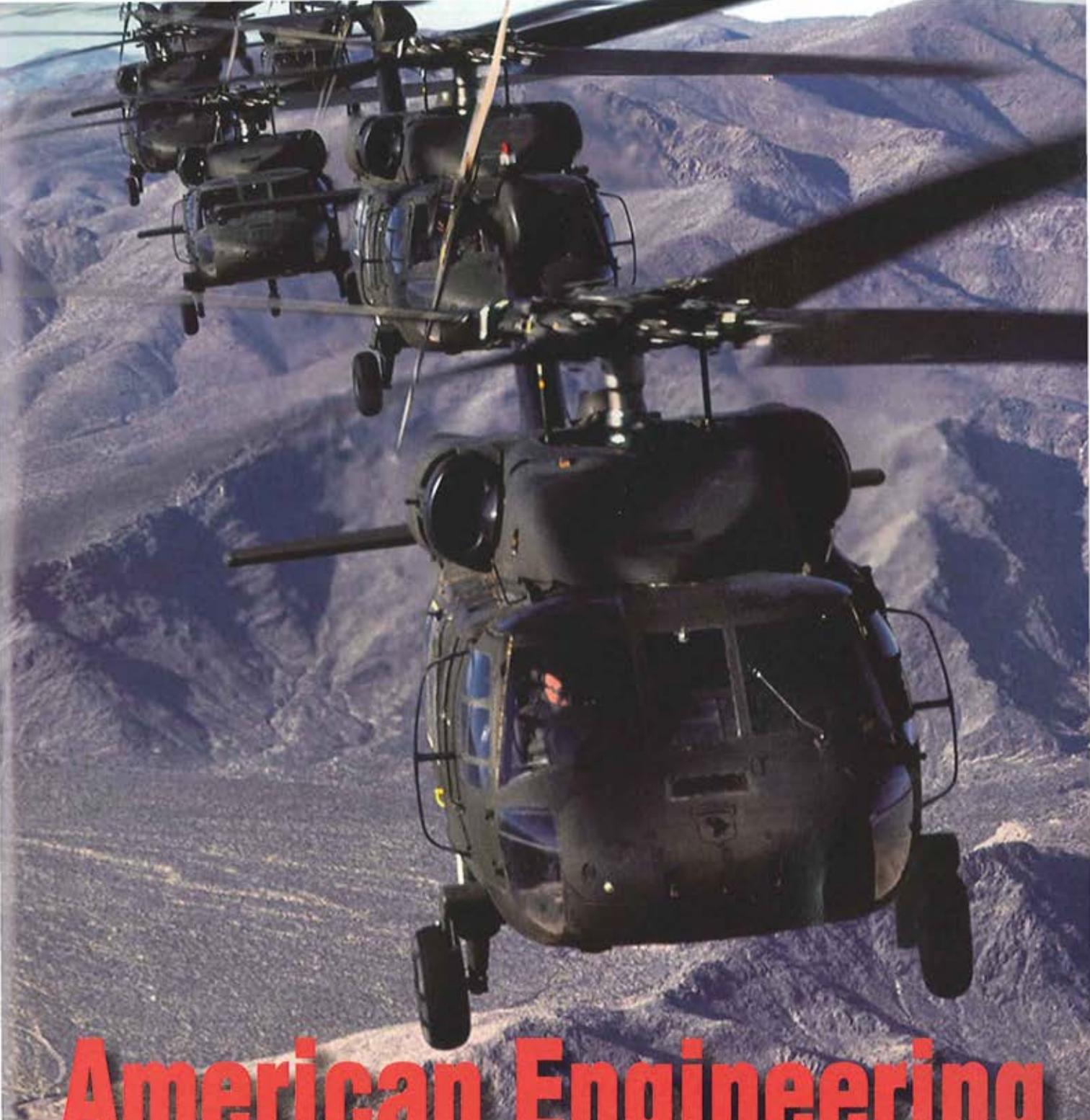
- Headquarters and Headquarters Company of the former 1st Inf. Div. Avn. Bde. is now the 12th CAB.
- The 3rd Bn., 158th Avn. Regt. at Katterbach is now an assault battalion.
- 2nd Sqdn., 6th Cav. Regt. has deactivated and reflagged as 3rd Bn., 159th Avn. Regt. (Atk/Recon) at Illesheim and Ansbach.
- 6th Sqdn., 6th Cav. Regt. at Illesheim and Ansbach is now the 2nd Bn., 159th Avn. (Atk).
- 2nd Bn., 1st Avn. Regt. at Katterbach is now Co. B, 5th Bn., 158th Avn. Regt.

- 45th Med. Co. (Air Ambulance) at Katterbach is now Co. C, 5th Bn., 158th Avn. Regt. (Gen. Spt. Avn. Bn.)

The re-flagging and activation ceremony comes as the U.S. Army restructures to a lighter, more maneuverable force capable of better dealing with today's military operations tempo and threats.

❖❖

Greg L. Davis is a freelance aviation photojournalist based in Mannheim, Germany and can be reached at cactusinburner@yahoo.com.



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Army Fleet Support employees and brothers James and Doug Childress work sheet metal faults on a UH-60 helicopter. The AFS lean phase maintenance crew saved more than 32 calendar days of scheduled UH-60 maintenance during the first Lean Six Sigma effort for aviation unit maintenance.

The first Lean Six Sigma initiative for Army aviation scheduled maintenance was deemed a success and signals a more efficient future for maintaining the Fort Rucker helicopter fleet.

Lean and Six Sigma are process improvement methodologies that are used to reduce waste and unnecessary steps to increase speed and productivity.

More than 32 days of scheduled maintenance were saved during the first Lean Six Sigma effort for aviation unit maintenance involving UH-60 Black Hawk helicopter scheduled maintenance.

The first helicopter inducted into the newly developed process was returned to flying status in just 18 days, which included a four-day break for the Fourth of July weekend.

That is a 67 percent improvement in phase flow efficiency from the previous average time of more than 50 days of phase cycle maintenance for the UH-60.

The effort was the result of a partnership made up of the Aviation Center Logistics Command, under the Aviation and Missile Command's Fleet Management Initiative, and Army Fleet Support, the contractor that maintains the Fort Rucker helicopter fleet.

AMCOM had been pushing Lean Six Sigma, and with ACLC's direct facilitation and guidance, AFS was able to make this happen.

A phase flow backlog of 12 UH-60 aircraft was the impetus for the cre-

ation of an ACLC and AFS cross functional team to address scheduled maintenance program issues.

The team saw that the scheduled maintenance program would be an ideal candidate for Lean.

The ACLC/AFS senior management Business Improvement Team, chaired by COL Richard Enderle, ACLC commander, in conjunction with Tom Green, AFS general manager, agreed and the opportunity for continuous improvement moved forward.

Lean arose in the 1980s as a method to optimize auto manufacturing, but has been adopted by other industries worldwide.

The team felt that Lean could be used to identify ways to reduce the phase maintenance cycle, which is the time from when an aircraft is removed from operational flying for scheduled maintenance until the time it is returned to flight operations.

So ACLC brought AMCOM's Office of Continuous Improvement (OCI) to Fort Rucker for Lean training and sent approximately 30 ACLC and AFS team members to the University of Tennessee's Center for Executive Education to attend Lean courses.

Fort Rucker Adopts Lean Principles

Simplified Maintenance Reduces Time

By Robert Hill and Mark Whittaker



The first helicopter inducted into the newly developed Lean Six Sigma process was returned to flying status in just 18 days. Faster turn-around of aircraft means greater availability to support flight training.

To date, approximately 95 of the 3,400 AFS contractor and 100 ACLC government personnel have been trained on-site by AMCOM OCI and ACLC facilitators in Lean Six Sigma methodology.

A value stream map, a Lean methodology tool, was used to describe how the scheduled maintenance process was currently operating.

The map was analyzed, wastes identified and a future state value stream map was created to establish an efficient end state.

Based on this analysis, staffing (critical skill sets) and work tasks were realigned within the value stream to aid the continuous flow of work.

Total lead-time for subcomponents, which include blades, engines, etc., were identified and supermarkets established for subcomponents with long lead times.

Part kitting, which is the pre-packaging and pre-positioning of specific parts; point of use storage for special tools; and visual workplace are other Lean tools that were also used to

streamline the phase cycle process.

The scheduled maintenance process was broken down into six distinct inspection categories: pre-phase inspection, tear-down, full inspection activities, repair, reassembly, and power-on and test flight.

This breakdown allowed the maintenance team to identify major maintenance repairs early and schedule repairs for subsequent shifts.

This visibility also gave maintenance managers the ability to surge the maintenance process by pooling resources to complete time-consuming repairs.

The goal for this pilot program was to validate assumptions of the impact of Lean principles.

These assumptions were:

- Reduction in cycle time and its effect on quality.
- The reorganization of phase crew skill sets and its effect on the flow of work.



AFS's 1st shift LEAN Team (standing l to r): Winston Saxton, Craig Portwood, Ron Danford, Mike Sorrels, Charles Cook, Jesse Anderson, Teresa Greenwell and Bruce Grantham. Kneeling (l to r): Eddie German, Tracy Bruner and Scott Jacobs.

- The effect of point of use storage on cycle time.

Based on the data gathered to date, the pilot program was successful and the lessons learned will be applied to refine the scheduled maintenance program.

The next step for the ACLC/AFS Lean Team is to induct two aircraft into the new program using other Lean methods to validate throughput and phase cycle time.

The success of the Lean UH-60

phase maintenance program is more than reducing the phase flow turn-around time and the aircraft scheduled maintenance backlog.

The ACLC/AFS Lean Team will also use the continuous improvement process as a template in other phase maintenance programs across the fleet at Fort Rucker and offer the template for migration to the Army.

The work will not end there, since there are hundreds of processes that AFS can study.

As AFS looks at major processes, they are discovering other smaller processes that can be improved upon that add to the efficiency of the larger processes.

The ACLC/AFS team believes that over time they can meet or exceed a goal of a 14-calendar day phase cycle or less.



Robert Hill is the deputy commander of the Aviation Center Logistics Command and Mark Whittaker is the director of quality with Army Fleet Support at Fort Rucker, Ala.

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Mass Formation of Soldiers Reenlist on Historic Sept. 11th

Story and photos
by PFC Durwood Blackmon



Soldiers were asked to face about and look at a suspended American flag just past their unit's aircraft. The flag on the mechanical arm simulated the flag flown by New York City firefighters at the site of the collapsed World Trade Center following the Sept. 11 attack.

A formation of 177 eager Soldiers from Task Force Wings took their oath of reenlistment during a ceremony on the fifth anniversary of September 11th in Iraq.

Gathering at Contingency Operating Base Speicher near Tikrit, the Soldiers came from a variety of units including the 25th Cbt. Avn. Bde.; the 1st Bn., 82nd Avn. Regt. (ARB) and the 1st Sqdn., 17th Cav. Regt., from Fort Bragg, N.C.; and from Co. C "Ridge Runners," 1st Bn., 50th Inf. Regt. (Mech.), from West Virginia.

As friends and honorary guests took their

COL A.T. Ball Jr., 25th CAB commander, gives thanks and praise to the Soldiers re-enlisting on Sept. 11.

seats, the 25th Tropic Lighting Band played music and provided a warm welcome for all who attended.

COL A.T. Ball Jr., 25th CAB and TF Wings commander, administered the reenlistment oath and expressed his appreciation to those taking their oath on this historical day.

"Exactly 5 years ago today we endured the most horrific attack on our nation that anyone can imagine. All of you here today, along with your families back home, know the significant difference you have made in our world," Ball said.

"These are the leaders of our Army for tomorrow, we should be encouraged by their commitment and sacrifice in the face of impending danger and uncertainty," he said.

BG Frank Wiersinski, 25th Inf. Div. assistant division commander for Support, also commended the men and

women who chose to continue serving their country during a time of conflict.

"When you do a reenlistment deployed in a combat zone, it really says something about the man or woman. When you do that reenlistment deployed in a combat zone on Sept. 11th that gets you in the heart. Thank you from the bottom of my heart. It's an honor and privilege to serve with you," Wiersinski said.

During the ceremony, the Soldiers in formation were asked to turn around and look at a United States flag suspended from a hydraulic mechanical arm. It replicated how it was displayed after the Twin Tower attacks on Sept. 11, 2001.

"That's exactly the way the flag looked five years ago when fireman hung it on a piece of scrap metal on what used to be the Twin Towers of New York City. I want you to remem-



COL A.T. Ball, center, administers the oath of reenlistment to 177 Soldiers during an early morning remembrance and re-enlistment ceremony on Sept. 11 at COB Speicher.



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SPC Sharron Hayes proudly displays her Honorable Discharge certificate for her first enlistment following her oath to re-enlist in the Army.

ber that for the rest of your life. That's not going to happen again in our country because of people like you," Wiersinski said.

Although Soldiers have a deep-seated commitment to duty and service, every Soldier has his or her own personal reasons for choosing to stay in the Army.

"I reenlisted because I knew that this is something I wanted to do," said SPC Sharron Hayes, a human resource specialist with 3rd Bn., 25th Avn. Regt.

"My family has a big background in the military. So I figured why not me too," she said.

For Soldiers who were in the Army during the Sept. 11 attacks, the ceremony tugged at their heartstrings and made them very proud to answer the call to service.

"I was leaving advanced individual training on September 11th and we all got locked down on the base. I was heart touched to serve my country. That was my prime motivation for reenlisting and I am proud," said SPC James Dawes, a crew chief with Troop A, 2nd Sqdn., 6th Cav. Regt.

"Those 177 Soldiers represent Americans from all walks of life. And that really reflects on our nation as a whole," said CSM Roger Kingston, senior NCO of the 25th CAB.

"That wasn't just 177 Soldiers out there today, that was 177 Americans saying they believed in our country's purist of democracy, and safety throughout the world. And especially back home, by being here and serving in the Global War on Terrorism," he said.



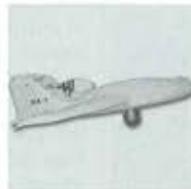
PFC Durwood Blackmon is a Public Affairs photojournalist deployed with the 25th Cbt. Avn. Bde. in support of Operation Iraqi Freedom, Tikrit, Iraq.

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

Sikorsky Delivers Army's 1st UH-60M

SIKORSKY PHOTO BY RICH ZELLNER



Sikorsky Aircraft delivered the Army's first production UH-60M Black Hawk helicopter during a rollout ceremony July 31 at its facilities in Stratford, Conn. With a new airframe, avionics and propulsion system, the UH-60M is the most modern of the Black Hawk variants and incorporates new anhedral tip rotor blade technology. The UH-60M is currently in low rate initial production, the final phase in a defense acquisition program before a decision is made by the Army to enter full rate production in 2007 of 1,200 or more aircraft. The first and second LRIP aircraft entered army Operational Testing and Evaluation in October.

AATD Awards Helicopter Small Arms Survivability Contract

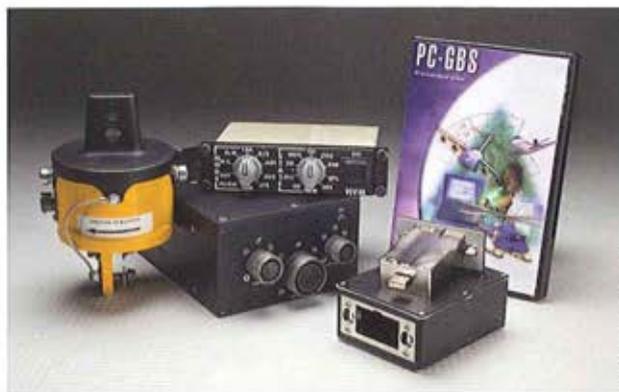
Lockheed Martin was awarded July 26 a \$13 million contract to develop, integrate and flight-test two systems that will improve a helicopter's ability to survive small arms fire and rocket propelled grenade attacks. The Hostile Fire Indicator system uses sensors to detect muzzle flashes from weapons and RPGs, and precisely compute the bearing to the threat. The second system is a Visual Acquisition Disruptor that inhibits a combatant's ability to acquire an accurate shot at the aircraft. The Army's Aviation Applied Technology Directorate at Fort Eustis, Va., awarded the contract as part of the active-passive aircraft survivability program. Subcontractors include Ball Aerospace, Goodrich Sensor Systems and Raytheon.

Army Drops 2 Aircraft for Joint Cargo Aircraft

The Army rejected two aircraft for the Joint Cargo Aircraft program at the end of July. Lockheed Martin's C-130J and the joint Raytheon, EADS and CASA team's CN-235 were declined by acquisition officials due to failures to meet specified requirements, which narrow the competition down to two remaining aircraft. These aircraft are the C-27J from L-3 Communications, Alenia Aeronautica and Boeing; and the CN-295 from the Raytheon, EADS and CASA team. The Army plans to buy 75 aircraft and the U.S. Air Force 70, for a total of 145 in a program worth about \$5 billion. A contract decision is expected in Feb. 2007.

Boeing Awards Harris SSRD Contract for Longbow

Harris Corp., Melbourne, Fla. was awarded August 2 a \$4.5 million contract by The Boeing Company to develop and supply preproduction solid state recording device units for the



COURTESY IAC PHOTO

Army's AH-64D Longbow helicopter. The SSRD stores sensor data and video, aircraft systems data and other high-density data required to maximize aircrew situational awareness, training and aircraft maintenance. It replaces the expanded data transfer unit and combines the separate data and video storage devices to provide 64 Gigabytes of nonvolatile, removable onboard data storage in a small, lightweight and rugged military package. The device features a powerful processor and memory hardware, and communicates with on-board mission processors via multiple 1GB ethernet interfaces.

Army Awards Apache Helicopter HUMS Contract

Intelligent Automation Corp., Poway, Calif., received a contract August 3 from the Army's Apache Project Manager Office to supply 72 IAC 1209-modern signal processing unit health & usage management systems (MSPU-HUMS) for the AH-64 helicopter. This coming on the Army's recently issued modification work order for the IAC 1209 MSPU-HUMS, approving the system for installation on all 750 AH-64 Apache helicopters. The IAC 1209 HUMS is a derivative of the Army's successful vibration management enhancement program that has a

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proven record of accomplishment in harsh operational conditions, including Korea, Iraq, Afghanistan, Kosovo, and other international "hot spots."

AFS Dedicates Product Development Facility
Aurora Flight Sciences of Manassas, Va., dedicated its new product development facility during an Aug. 1 ceremony at the Manassas Regional Airport. The 50,000 square foot facility will house the company's Engineering, Tactical Systems and Science Applications organizations and creates space for the company to add more than 100 employees. Among the Army aircraft programs being housed here are Aurora's GoldenEye-50, GoldenEye-OAV and Excalibur tactical systems. Aurora is currently developing a next-generation UAS for the Army that will give small teams of soldiers the reconnaissance and strike capabilities of much larger units.

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

International Enterprises Inc., Talladega, Ala., was awarded Sept. 22 a \$10M contract for the maintenance and overhaul of the Apache integrated helmet and display sighting system helmet and spares. Work will be performed in Warner Robins, Ga., and should be completed by Dec. 31, 2007.

Lord Corp., Erie, Pa., was awarded Sept. 15 an \$11.3M contract for rod end bearings for the UH-60 helicopter. Work will be performed in Dayton, Ohio, and should be completed by Sept. 30, 2011.

Pease Construction Inc.*, Lakewood, Wash., was awarded Sept. 14 a \$26.5M contract for construction of a special operation forces aviation battalion complex at Fort Lewis, Wash. Work should be completed by March 18, 2008.

Honeywell Inc., Defense and Space Electronics System, Clearwater, Fla., was awarded Sept. 13 a \$6.1M contract for 88 Embedded Global Positional/Inertial Navigation System, production unit installs for the MH-47G, TSPI, MH-6, SOA, F-16 and AH-64D platforms, one contractor depot repair for the TSPI platform, five integration units (retrofit kits) for the TSPI platform, and four 9.8 inch mounts for the MH-47G platform. Work should be completed by July 2008.

Raytheon Co., McKinney, Texas, was awarded Sept. 11 a \$285M contract for production of the improved target acquisition system. Work should be completed by Oct. 31, 2012.

Sierra Nevada Corp.*, Hagerstown, Md., was awarded Sept. 8 a \$7.4M contract for the airborne reconnaissance multi-sensor quick reaction capability systems. Work should be completed by Feb. 26, 2007.

General Atomics Aeronautical System, San Diego, Calif., was awarded Aug. 22 an \$11.4M contract to acquire 4 extended-range multi-purpose unmanned aerial vehicles with associated support equipment and initial spare parts. This work is to be completed by Aug. 31, 2007 and takes place in San Diego, Adelanto and Palmdale, Calif.; and Salt Lake City.

Northstar Aerospace, Inc., of Chicago, was awarded Aug. 7 a \$5.5 million contract for CH-47 Chinook helicopter spare parts.



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

Combat Awards Army Astronaut Returns to Earth

After logging 182 days, 22 hours and 44 minutes off the Earth, Army Astronaut and science officer **COL Jeffrey N. Williams** and Expedition 13 Commander Pavel Vinogradov, with space tourist Anousheh Ansari, touched down in their Russian Soyuz TMA-8 descent capsule 14 minutes before sunrise on Sept. 29 near Arkalyk, Kazakhstan. Vinogradov and Williams launched from the Baikonur Cosmodrome in Kazakhstan last March 30 to serve aboard the International Space Station. Before departing from the ISS, Williams shared his thoughts with his colleagues, family and friends down below. "Expedition 13 and the years of training and preparations leading up to it was the most challenging and, yet, rewarding endeavor of my life. It has been an honor to serve in this way and be part of the Expedition that returned the Station crew to a size of three, successfully completed the return-to-flight of the Space Shuttle and resumed the assembly of the International Space Station. It has also been an honor to represent the U.S. Army and our Command in that service.



COURTESY NASA PHOTO

I am very grateful for the support given to my family and me during this endeavor," Williams wrote. Vinogradov and Williams spent several weeks in Star City, near Moscow, for debriefing and medical examinations after their return. Pictured here Williams, after being weightless for 6 months, enjoyed what felt like a 5-pound apple at the recovery site.

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

Aviation General Officers

Secretary of Defense Donald H. Rumsfeld announced Sept. 25 that the President had nominated **MG James D. Thurman** for appointment to the grade of lieutenant general and assignment as commanding general of V Corps, U.S. Army Europe and Seventh Army, Germany. The Senate confirmed his nomination on Sept. 29. Thurman is the commanding general of the 4th Inf. Div. (Mech.) and currently serving as the commanding general of the Multi-National Division-Baghdad in Iraq.

The Army Chief of Staff announced the Sept. 1 promotion of **BG William T. Wolf**, who is currently serving as the deputy commanding general and assistant commandant of the U.S. Army Aviation Warfighting Center at Fort Rucker, Ala.

Retirements

COL Robert W. Kenneally was placed on the retired roles August 1 after 26 years of service, last assignment as the chief of the Joint Integrated Vulnerability Assessments Branch at the Defense Threat Reduction Agency. He now resides in Alexandria, Va. and works for Goodrich Corporation as the director of U.S. Army Programs.

COL Craig K. Madden retired Sept. 1 after a 30 year career, last serving as the deputy commandant of the U.S. Army War College, Carlisle, Pa. He now works as the director of Helicopter Programs with Honeywell International, Washington, D.C.

Broken Wing Award - Pilot Earns Second

In 1988, **CW4 Edwin S. Coleman**, then a 38-year-old pilot in Germany, man-handled an OH-58C Kiowa helicopter with a hydraulics failure on a harrowing 35-minute flight to the closest airfield. Miraculously, he landed the chopper, skidding the length of a 700 foot runway with frozen controls, saving his passenger, himself and the aircraft. For that act, he received Army Aviation's Broken Wing Award. Coleman, now an instructor pilot with the Joint Readiness Training Center Flight Detachment at Fort Polk, La., has earned his second Broken Wing Award. On May 18 Coleman managed a perfect autorotation of his OH-58C helo after a fuel-control malfunction. Only 15 seconds elapsed from engine failure until he touched down after descending 400 feet in altitude to land in a narrow clearing in a wooded area. Coleman and his copilot walked away nearly unharmed. The award will be presented later this year at Fort Riley, Kan.

Combat Awards Afghanistan Service



AFGHAN ARMY PHOTO BY MR. SHAFI

The Commanding General of Afghan National Army Air Corps, MG Mohammad Dawran, above left, presented **CW4 John S. Anderson** with the Air Medal during a Sept. 27 ceremony in Kabul. This was the first Air Medal presented in theater by the AAC commander. Then COL John T. Hansen, chief of the Air Corps Advisory Group, presented Anderson with the Bronze Star Medal and the Afghan Campaign Medal for his service in Operation Enduring Freedom from April 10 to May 9. Anderson distinguished himself as the aviation standardization pilot and safety officer on a team that flew with the AAC on their first month-long combat deployment. He, along with CW3 Tim Basso and Marine Master Sgt. Patrick Devers, deployed with four Mi-17 helicopters during the coalition offensive Operation Mountain Lion throughout Afghanistan. He coached and taught pilots and flight engineers to properly use newly installed global positioning systems to navigate to remote forward operating bases in enemy territory, and on other tasks. Anderson flew as an integral crewmember for 113 hours, with more than 60 hours in hostile territory, helping to deliver over 83,000 pounds of cargo and ammunitions. And he manned the aircraft's PKM machine gun in door position when the enemy situation was uncertain. Anderson is currently at Fort Rucker, Ala. for training with an assignment to Fort Bliss, Texas to train on Mi-17 helicopters.

Combat Awards

Air Medals for Rescue



ARMY PHOTO BY SSG KEVIN DOHERY

CW3 August Meadows and seven others from Co. C, 2nd Bn., 224 Avn. Regt., Maryland Army National Guard, were awarded the Air Medal for their actions recovering two downed AH-64D Longbow pilots at an August 3 awards ceremony at Logistical Support Area Anaconda, Iraq. Meadows, a UH-60 Black Hawk pilot, and his fellow comrades were flying a mission on July 13 when they heard a radio call for immediate ground and air support for an AH-64D shot down by hostile fire about 8 miles southwest of Baghdad. Responding, and in less than 10 minutes, one of the two helicopters landed to recover the downed pilots, while Meadows and his crew remained at low orbit, providing security for the extraction. The Longbow pilots were then flown safely to a U.S. military medical facility at Camp Taji. Pictured above, LTG Peter Chiarelli, left, the Multi-National Corps-Iraq commander listens after the presentation as Meadows speaks about the award.

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 06-21, 47 Officers, Graduated Sept. 7

OBC

Joshua D. England*	DG
Joseph R. Corsentino*	HG
Lukas B. Berg*	HG
Jacob W. Feshour	HG

Michael J. Moyer*	HG
Jacob E. Bojarski	
Joshua J. Cambra	
Clayton O. Carpenter*	
Christopher T. Colbert*	
Anthony F. Colgary	
Timothy S. Deatherage	
Micah J. DiGrezio*	
Keith N. Heidtman	
Zachary L. Jones*	
Zachary J. Keefer	
Zachary M. Lewis*	
Matthew K. Mahaffey	
Joshua L. McDonald*	
Thomas G. Pierce*	
Tara E. Talley	
Charles A. Thomas	
Ryan T. Travis	
Robert T. Weakland*	

WOBC

Jeffrey J. Gelzinis II	DG
Brent L. Vann*	HG
Rafael J. Cordoves	HG
Bryce G. Peery	HG
Michael D. Long*	HG
Justin C. Arnold	
Jeremy G. Brewer*	
Gabriel Castro	
Philip T. Earwood	
Stephen G. Krumm	
Chase E. Magann	
Joshua D. Otto	
Susan R. Pensinger	
Francisco O. Rocha*	
Joseph A. Severs	
Eric J. Simpson	
Adam C. Stead*	
Brian D. Yoder*	
Brien L. Canty	
Edgar A. Contreras	
Rafael Miletty	
Bobby J. Miller	
Fernando Ortiz	
Darryl L. Stedman	

Flight School Graduates

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

Class 06-501, 34 Officers, Graduated Oct. 4

ABOLC

2LT Alexander M. Bertelli*	DG
2LT Mark E. Conklin*	HG
2LT Robert I. Sickler III*	HG
2LT Lucas M. Crabtree*	
2LT Aaron M. Gjellstad	
2LT William R. Hancock III	
2LT Tae E. Kim	
2LT Mark J. Lee	
2LT Charn P. McAllister*	
2LT Joshua A. Meyer*	
2LT Scott P. Pace*	
2LT Spencer W. Phillips	
2LT Jason D. Schwab*	
2LT Kurt A. Schwandt*	
1LT Lynn W. Sullivan*	
2LT Stanley S. Swaintek*	

WOBC

WO1 Joseph C. Telford*	DG
WO1 Jeffrey S. Keown	HG
WO1 Alejandro Anduze	HG
WO1 Tommi M. Weber	HG
WO1 Raymond J. Andrel	
WO1 Justin C. Bowser	
WO1 David P. Bulger*	
WO1 Jessica D. Cioci*	
WO1 Benjamin O. Hegard*	
WO1 Stephen C. Howell	
WO1 Joshua E. Johnson	
WO1 Kenrick W. Johnson	
WO1 Shane K. Kaliher*	
WO1 Robert W. Meishen	
WO1 Gordon E. Sarazen	
WO1 Timothy Sifuentes	
WO1 Aaron N. Simbro	
CW2 Craig A. Tripp	

Promotions

The calendar year 2006 Reserve Component Selection Board Results for individual ready reserve and drilling individual mobilization augmentees was released Sept. 28. Congratulations to the following 10 aviation branch NCOs.

Sergeant Major

Schoppe, Lawrence A. 15P5

Sergeant First Class

Davis, William A. 15Q4

Staff

Guttman, Michael D.	15J3
Hall, Kenneth N.	15J3
Hudgins, William A. Jr	15Q3
Huffman, David A.	15R3
Keene, Aaron M.*	15T3
Lopez-Rosado, Javier	15S3
Mangune, Mark A. L.	15T3
Rose, Steven L.	15P3

Sergeant

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

Editor's note: We are sad to report that this will be retired LTC JoAnn Eberle's last report. JoAnn has served as AAAA's TMC representative for the past year and steps down to spend more time with her family. We thank JoAnn for her superb job and wish her and her family all the best.



LEGISLATIVE REPORT

LTC JoAnn Eberle (Ret.)
AAAA Representative to The Military Coalition (TMC)

Dear AAAA: I have truly enjoyed the opportunity to serve the Army Aviation community, and would like to thank BG Tom Konitzer (Ret.) and the rest of the AAAA staff and members for their support and dedication. It has been my honor and privilege to represent this great association to The Military Coalition. Best wishes to all.
— JoAnn Eberle

CONGRESSIONAL WORK ON DEFENSE BILLS CONTINUES

As of mid September, Congress was still working on both the FY2007 National Defense Appropriations Act (HR 5631) and the FY2007 National Defense Authorization Act (NDAA) (HR 5122).

Both bills are considered at about the same time each year, but deal with different provisions.

The authorization bill, or NDAA, includes the laws to authorize troop levels, weapons procurement, new programs and changes in pay and benefits (which includes pay raises, health coverage, concurrent receipt and survivor benefits).

The appropriations bill provides the funding to pay for the approved provisions in the authorization bill.

The Senate passed its version of the 2007 defense appropriations bill in early September, setting the stage for conference with the House of Representatives, which passed its version of the bill in June.

The House and Senate must resolve the differences between their bills in order to pass a final measure before the new fiscal year begins on Oct. 1.

The Senate defense spending bill at \$469.7 billion is substantially larger than the \$427.6B approved by the House, partially due to organizational differences between the chambers (i.e. the Senate bill includes defense health care, the House bill does not).

The Senate bill also includes about \$13 billion more than the House for replacing and repairing worn out military equipment, plus an extra \$2 billion for border security.

House and Senate leaders are pushing hard to finish the NDAA by the end of September, a difficult task considering past years' much later completion dates, as well as efforts by various legislators to add unrelated provisions to what is considered a

must-pass measure.

However, given this year's elections, none of the participants will want to explain to voters why action on a critical defense bill was postponed during a time of war, so many expect the NDAA to pass within the next few weeks.

Among the key differences between the Senate and House version of the bill are:

- TRICARE pharmacy copays: the House proposes raising retail pharmacy copays, the Senate keeps them unchanged during FY2007.
- Concurrent receipt: the Senate would authorize full concurrent receipt, retroactive to Jan. 2005, for qualified retirees designated by the VA as "unemployable;" the House would not.
- Survivor Benefit Plan: the Senate would make 30-year, paid-up SBP coverage effective on Oct. 1, 2006 and end the deduction of VA death benefits from SBP when a member's death is caused by military service; the House doesn't address this issue.
- Military pay raise: the House bill would authorize a 2.7% raise, the Senate would provide 2.2%.
- Guard & Reserve retirement age: the Senate would lower the retirement age by 3 months for every 90 days mobilized since 9/11, the House makes no change.
- Guard & Reserve health care: the House bill would extend coverage and reduced premiums that now apply only to members mobilized since 9/11 to all drilling Guard/Reserve members and families, the Senate does not.

TMC HONORS HILL SUPPORTERS

On Sept. 14, The Military Coalition, a consortium of 36 military and veterans' organizations to include AAAA, honored four legislators and two staffers with special recognition at its annual awards reception.

TMC recognized Senator Bill Nelson (D-FL) for his leadership in championing SBP fixes; Sen. Mike DeWine (R-OH) for his initiatives improving benefits for severely injured service members and surviving family members; and Rep. Chet Edwards (TX) and Rep. Walter Jones (NC) for introducing bipartisan legislation that helped prevent large proposed TRICARE fee increases for military beneficiaries.

TMC also singled out John Conger, Rep. Edwards' legislative director, and Stacey Oliver, legislative assistant to Sen. DeWine, for their behind-the-scenes work in supporting

these and many other initiatives in support of the military.

PROTECTION FROM PREDATORY LENDERS AT RISK

TMC has worked hard this year to include measures in the NDAA which would protect military families from predatory lenders.

The DoD recently released a report confirming that unscrupulous lenders are putting many military members and families into financial jeopardy by issuing payday loans at annual interest rates of 390 to 1,000 percent.

This is a readiness issue, as thousands of troops lose their security clearances every year as payday lenders trap them in ever-worsening debt.

Sen. Jim Talent (R-MO) is the chief sponsor of a provision passed by the Senate which would cap lender annual interest rates at 36% for military borrowers, and 31 senators have signed a letter to the NDAA conferees urging inclusion of the provision.

However, congressional negotiators are facing pressure from the consumer lending industry to drop the provision in conference.

MEDICARE & TRICARE CUTS LOOMING

TMC joined with American Medical Association leaders at a mid September press conference to urge Congress to act now to reverse the 5.1% cut in Medicare and TRICARE payments to doctors scheduled to take effect in January.

With Congress planning to recess at the end of this September, time is quickly running out to repeal the law that requires the cuts.

AMA leaders confirmed that if these cuts take effect, thousands of doctors will stop taking Medicare and TRICARE patients, rather than operating their offices at a loss.

Medicare and TRICARE are essentially the lowest-paying insurance plans in the country, typically paying doctors 20 to 30 percent less than other commercial plans.

TMC representatives noted that already the military's number one health care problem is finding doctors who will accept TRICARE, especially for Guard and Reserve families, retirees and survivors who live in areas without a large military population.

If payment rates are reduced still further the results on health care access for military beneficiaries could be devastating.



Savannah Chapter

COL Daniel L. Ball, SC president, presented the Silver award of the Order of St. Michael to retiring **CSM Daryl R. Lusk** on Aug. 31 at Hunter Army Airfield, Ga. Lusk, who is the Command Sgt. Major of the 2nd Bn., 3rd Avn. Regt., 3rd Cbt. Avn. Bde., was honored for over 31 years of service in Army aviation, that included three combat tours in Iraq, first during Operation Desert Storm and then Operation Iraqi Freedom and OIF-III. Lusk retires in February and plans to remain in the Savannah area. Pictured here are (l to r): Ball, Lusk, and CSM Richard D. Stidley, 3rd CAB CSM.



Pikes Peak Chapter

PPC President LTC John Thompson inducted **CW3 Marvin A. Weeks** into the Honorable Order of St. Michael and presented him with the Bronze award on Aug. 18 at Fort Carson, Colo. Weeks, a maintenance test pilot with Troop P, 4th Sqdn., 3rd Armored Cav. Regt., was recognized for his many contributions during his 24 years of exemplary service to the nation, the Army, and the Aviation Branch. Weeks is now retired.



Colonial Virginia Chapter

The Silver award of the Order of St. Michael was presented to **COL William M. Gavora** on July 18 at Fort Eustis, Va. on the occasion of his retirement after 27 years of service to the nation and Army aviation. Dr. William C. McCorkle, the executive director of the Aviation and Missile Research, Development and Engineering Center made the presentation. Gavora led the Army's Aviation Applied Technology Directorate for X years, and helped with numerous advancements in areas of unmanned aircraft systems propulsion and weaponization. He has accepted a position with L-3 Communications, Inc, as the director of Advanced Programs within the Link Simulation and Training Division in Arlington, Texas.

Colonial Virginia Chapter

COL Conway S. Ellers was presented with the Silver award of the Order of St. Michael on the occasion of his retirement by LTG John M. Curran, the director of the Army Capabilities Integration Center with the Training and Doctrine Command, on August 11 at Fort Monroe, Va. Ellers, who served as Curran's executive officer following command of the Army Aviation Logistics School at Fort Eustis, was recognized for his meritorious service to the Army and the aviation branch during his 26 year career. He also held various positions of increasing responsibility to include executive officer of the 160th Special Operations Aviation Regt., battalion commander; and chief of G3 Aviation; as well as serving as president of the Colonial Virginia Chapter for two years.



Colonial Virginia Chapter

CW4 William Roberts was inducted into the Honorable Order of St. Michael and presented with the Bronze award on July 25 at Fort Eustis, Va. on the occasion of his retirement. COL Marvin Russell, assistant commandant of the U.S. Army Aviation Logistics School, made the presentation. Roberts, who served as a maintenance test pilot and in aviation logistics, was the chief of the Armament Track Division at USAALS. In addition, Roberts was instrumental in the revision of the entire course for Aviation Maintenance Technicians training (MOS 151A). Today Roberts is a project officer with the Technology Applications Program Office at the Army's Aviation Applied Technologies Directorate at Fort Eustis.



Frontier Army Chapter

Retired LTC Willis Jackson, the deputy director of the Department of Logistics and Resource Operations at the Army's Command and General Staff College, inducted **MAJ Jay Paul Gautreaux** into the Honorable Order of St. Michael and presented him with the Bronze award on May 22 at Fort Leavenworth, Kan. Gautreaux, who served as a special projects officer with the Battle Command Battle Lab, was recognized for his many numerous contributions to the Aviation branch and support to aviation warfighters. Today he is an aircraft survivability equipment fielding officer with the Program Executive Office for Aviation at Redstone Arsenal, Ala.



NEW MEMBERS

LTC Michael E. Barrington, Ret
Mr. Robert R. Blake
Mr. David W. Brooks
Ms. Anna Campbell
SGT Faustine Desir
Mr. Ruben A. Hays
CH(MAJ) David Hunter
Mr. James W. Hutto
Mr. Michael G. Law
CW3 Kirk R. Little
CPT Evan J. Mersel
1SG Mark J. Newby
Ms. Nora Jane Perino
SSG Iain P. Ross
Mr. Kyle P. VanDingstee
Mr. John T. Werner
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SSG Christian J. Roberts
**ALOHA CHAPTER
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CW4 David M. Azada, Ret.
PFC John W. Quinlan
**AMERICA'S 1ST COAST CHAPTER
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WO1 Agustin Flores
**ARMADILLO CHAPTER
CONROE, TX**
Mr. Michael L. Harvey
MAJ Michael S. Odom
**AVIATION CENTER CHAPTER
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WO1 Eric Aguilar
WO1 Albert L. Akiona, III
WO1 Wade B. Albers
WO1 Aaron C. Atkinson
2LT Daniel F. Bair
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WO1 Robert B. Bartlett
WO1 William A. Basel
Mr. William J. Bell
2LT Sarah E. Benson
2LT Brian T. Billingsley
WO1 Matthew J. Blazewicz
2LT Billy D. Blue III
WO1 John G. Boeh
2LT Tracy A. Buettner
WO1 Rollin C. Burley
2LT Megan E. Burns
WO1 Alberto V. Cabrera
WO1 Doug W. Canady
WO1 Scott D. Carr
WO1 Bryan K. Caudle
WO1 Patrick D. Cavanagh
WO1 Kevin E. Caylor
2LT Alexander N. Chung
2LT Jonathan D. Cichowicz
2LT Melissa L. Crews
WO1 Corey A. Debolt
WO1 Julian Diaz
WO1 Laura Dye
WO1 Graham M. Easterwood
CW4 Barry W. Elsholz
WO1 Alexander D. Falletta
WO1 Adam J. Fletcher
WO1 Jeremy D. Flieg
WO1 Amanda G. Follett
2LT Joel D. Funk

WO1 Nicholas A. Garmon
1LT Matthew L. Garrand
2LT Emily S. Gerding
WO1 Jeremy M. Gomez
WO1 Stephen C. Gonifras
2LT Shaun J. Goul
2LT William H. Gratz
WO1 Russell S. Grau
WO1 Christopher L. Grayson
WO1 Lionel D. Hamilton
2LT Michael D. Henderson
WO1 Eddie Hewitt
WO1 Ashley S. Higar
2LT Randy T. Hinton, Jr.
2LT Justin G. Huckabee
2LT Justin N. Izzo
WO1 John W. Jackson
WO1 Adam P. Jennings
WO1 Marc K. Johnson
WO1 Adam D. Kellerman
WO1 Alan J. Kersbergen
2LT Mike A. Kinsel
2LT Jeffrey E. Kneer
WO1 Zachary J. Koehn
2LT David P. Lorange
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WO1 Christopher M. McGrath
2LT Ruth A. Meacham
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2LT Jared W. Miller
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WO1 Ryan M. Monts
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WO1 Michael J. Nixon
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WO1 Joshua D. Ozment
WO1 Kenneth S. Paulus
WO1 Timothy D. Payne
CPT Michael M. Pollak
WO1 Marc Quini
WO1 Christopher J. Red
2LT Jonathan A. Reed
2LT Roy A. Reed
2LT Patrick K. Reeves
WO1 Matthew B. Reid
WO1 Daniel Reyna
WO1 David M. Rierson
WO1 Brandon L. Robinson
2LT Yudella M. Rodriguez
2LT Kyle F. Rogers
WO1 Gabriel Ruiz
WO1 Clifton L. Russell
WO1 Matthew D. Russell
WO1 Francis J. Ryan, III
WO1 Marvin B. Santos
WO1 Joshua C. Schilling
WO1 Gregory J. Schulte
WO1 Chris D. Schutt
WO1 Nickolas F. Sciacca
2LT Thomas C. Simpson
WO1 Brian J. Slaughter
WO1 Brandon A. Smith
2LT Kenneth J. Smith
WO1 Maja Smith
WO1 Kristina S. Sofchak

WO1 Neil J. Soulsby
2LT Timothy A. Speace
WO1 Timothy C. Starnes
WO1 John M. Stegall
WO1 Charles C. Stockwell
WO1 Tanner J. Swift
WO1 John L. Taylor
2LT Daniel P. Thomas
2LT Robert E. Tippets
2LT Glenn C. Tupper
2LT Michael J. Van Kleeck
WO1 Evan P. Vreeland
2LT Ryan N. Wallace
WO1 Michael J. Walsh
WO1 Brandon S. White
2LT Christopher R. Will
WO1 Jason R. Williams
WO1 Thomas R. Wilson
2LT Nicholas W. Young
2LT Luke D. Yustin
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CW4 Paul F. Druse, Jr.
CPT Robert A. Erickson
CPT Daniel J. Gross
CW4 James O. Hood, III
CPT David W. Hughes
CPT Robert B. Lanier
WO1 Kevin J. Linken
MAJ Stephen G. Toohey
CPT Nicholas M. Utzig
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WEST POINT, NY**
2LT Ryan C. McQuarrie
CDT Jaidee K. Moore
**BLACK TOWER CHAPTER
SIERRA VISTA, AZ**
SGT Jason G. Bochert
Mr. Louie H. Brock
MSG Ronald P. Miller
SGT Gabriel P. Ochoa, Sr.
Mr. Frederick H. Prince
**CEDAR RAPIDS CHAPTER
CEDAR RAPIDS, IOWA**
Ms. Stacie L. Shannon
**CENTRAL FLORIDA CHAPTER
ORLANDO, FL**
COL Kenneth D. Polczynski, Rt
**COLONIAL VIRGINIA CHAPTER
FORT EUSTIS, VA**
SFC Paul C. Fournier
CPT Rory J. Thompson
**CONNECTICUT CHAPTER
STRATFORD, CT**
Mr. Ray McFall
**CORPUS CHRISTI CHAPTER
CORPUS CHRISTI, TX**
Mr. Ralph Molina
Mr. Steven W. Robinson
Mr. Bruce T. Stanley
Ms. Dianne L. Warren
**DELAWARE VALLEY CHAPTER
PHILADELPHIA, PA**
2LT Brian A. Devlin
Mr. Thomas G. Marinucci
**EDWIN A LINK MEMORIAL
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BINGHAMTON NY AREA**
Mr. Ronald N. Kaye
EMBRY RIDDLE EAGLE

DAYTONA BEACH, FL
2LT Jeremy E. Carlile
**FLYING TIGERS CHAPTER
FORT KNOX, KY**
MAJ Brian K. Abney
**GREATER ATLANTA CHAPTER
ATLANTA, GA**
LTC Philip D. Forsberg
Mr. Herbert J. Turner Sr. Ret
**GREATER CHICAGO AREA
CHAP.
CHICAGO, IL**
MSG Michael R. De Coligny
LTC Joseph A. Nowak
**GRIFFIN CHAPTER
ANSBACH, GERMANY**
CPT Mackland H. Brownell
CPT Virginia L. Seigel
**HIGH DESERT CHAPTER
FORT IRWIN, CA**
CPT Jonathan P. Deeter II
**IRON MIKE CHAPTER
FORT BRAGG, NC**
SFC Juanita Overbay
**JIMMY DOOLITTLE CHAPTER
COLUMBIA, SC**
LTC George B. Cox
**MAGNOLIA CHAPTER
JACKSON, MS**
SGT James L. Williams
**MICHIGAN GREAT LAKES
CHAP.
GRAND LEDGE, MICHIGAN**
SPC Christopher J. Brumbaugh
**MIDNIGHT SUN CHAPTER
ANCHORAGE, AK**
COL Leon M. Bridges
**MINUTEMAN CHAPTER
WESTOVER AFB, MA**
LTC Artemas J. Packard, Ret.
**MONMOUTH CHAPTER
FORT MONMOUTH, NJ**
Mr. Juan C. Marrero
**NARRAGANSETT BAY CHAPTER
N. KINGSTOWN, RI**
SPC Erik K. Eberle
SGT Kahna Ek Hak
SSG John M. Pearson
SFC Hector Rivera
SSG Jacob P. Smith
**NORTH TEXAS CHAPTER
DALLAS/FORT WORTH**
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1SG Glenn Lopez-Cepero
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CW4 Michael R. Houser
**SAVANNAH CHAPTER
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SPC Christopher R. Giese
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SSG Byron W. Montgomery
**SHOWME CHAPTER
JEFFERSON CITY, MO**
LTC John M. Anderson
MAJ Kevin S. Bayliss
LTC Thomas J. Burson
CPT David W. Crocker
CSM Jerry W. Ferguson
COL Gary F. Herchenroeder
SGT Daniel D. Huck
MAJ Lance Myler
SGT Kirt E. Orlando
MAJ James P. Schreffler
SSG Doug E. Shackles
CW2 Ashley B. Wischmann
**STONEWALL JACKSON CHAPTER
SANDSTON, VA**
CPT James E. Kane, Jr.
**TARHEEL CHAPTER
RALEIGH, NC**
CW3 Stuart Lindfors, Jr.
**TAUNUS CHAPTER
WIESBADEN, GERMANY**
CPT Bascom K. Bradshaw, DO
**TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL**
LTC Valerie Coffey
Mr. James M. Green
Ms. Candee C. Martini
Mr. Larry
MAJ Brian H. Taylor
Mr. Daniel H. Tudor
LTC Robert M. Walker, Ret.
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Ms. Shantelle M. Mitchell
**WOODCOO CHAPTER
NEW ORLEANS, LA**
MAJ Joseph M. Brocato III
SGT Johnathan D. Clavier
MAJ Charles D. Colley
CW4 Richard Espinosa
**WASHINGTON-POTOMAC
CHAPTER
WASHINGTON, DC**
MAJ Heather O. Bellusci
CDR Dennis D. Dickson
Mr. Fred C. Kappus
Mr. David K. Wallestad
**WESTERN NEW YORK CHAPTER
ROCHESTER, NY**
LTC Albert J. Ricci

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



CW3 Breneman

Two 1st Armored Div. pilots died as a result of a Sept. 19 crash during a night aerial gunnery training mission at the Grafenwoehr Training Area in southern Germany. The AH-64D Longbow crashed shortly after 10 p.m. in a heavily wooded area.

Killed were:

CW3 Timothy Ray Breneman, 36, of Ormand Beach, Fla.

CW2 Terry Michael Thomas, 31, of Baton Rouge, La.

Breneman was piloting the aircraft and died later at the Regensburg university hospital. Thomas, the co-pilot gunner, died at the crash site.



CW2 Thomas

Both Soldiers were assigned to Co. C, 2nd Bn., 159th Avn. Regt., 12th Cbt. Avn. Bde., at Illsheim Army Airfield.

Operation Iraqi Freedom

An OH-58D Kiowa Warrior pilot died Sept. 13 after being wounded when he encountered enemy forces using small arms fire while flying air combat operations near Mosul, Iraq.

Killed was:

CPT Matthew Charles Mattingly, 30, of Beavercreek, Ohio.

An Army spokesman said he was wounded while piloting his helicopter and died later.

Mattingly was the commander of Troop A, 1st Sqdn., 17th Cav. Regt., with the 82nd Cbt. Avn. Bde., Fort Bragg, N.C.



CPT Mattingly

Both incidents are under investigation. (Information from Defense Department news releases and other media sources.)

New Chapter Officers

Big Red One Chapter:
CPT Joshua P. Berryhill, VP, Membership Enrollment, CPT Daniel M. Goldsmith, VP at Large, CPT Daniel J. Gross, Secretary, CW4 James O. Hood, III, Treasurer, CPT David W. Hughes, VP, Scholarship, MAJ Ronal L. Jackson, VP, Chapter Awards, COL Robert L. Johnson, Jr., President, LTC Donald R. Nitti, Senior Vice President, MAJ Stephen G. Toohey, Member-At-Large, CPT Nicholas M. Utzig, VP, Programs

Colonial Virginia Chapter:
LTC Mark S. Jones, Ret., President, SGM Michael J. Stewart, VP, Awards

Griffin Chapter:
CPT Brian J. Stickney, Treasurer

High Desert Chapter:
LTC Pedro G. Almeida, President

Soldier of the Month

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

SSG John M. Pearson
August 2006

(Narragansett Bay)

SGT Kahna Hak

September 2006

(Narragansett Bay)

SSG Jacob P. Smith

October 2006

(Narragansett Bay)

Soldier of the Quarter

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

SPC Christopher R. Giese
(Savannah Chapter)

NCO of the Quarter

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

SGT Meagan S. McMillan
(Savannah Chapter)

SFC Hector Riviera

(Narragansett Bay)

Aces

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

Ms. San Juanita R. Cantu
CPT Brendan J. Cullinan
CW# John Roy Masters

New AAAA Order of St. Michael Recipients

(Gold)

BG Joseph A. Smith

(Silver)

COL Conway S. Ellers
CSM Daryl R. Lusk
COL Michael P. Courts
COL William T. Crosby
COL William M. Gavora
COL Jeffrey N. Williams
SGM Michael G. Postell, Sr.
CW5 Wayne K. Walker

(Bronze)

CPT Joseph Young
MAJ Bryan Agena
BG James E. Kelly
CW4 Charles Bumgardner
CW2 Walter E. Sanchez
MAJ Mark E. Grant
LTC Michael L. Bell, Ret.
1SG Julie Childress
1SG Pedro Canela
CW5 Michael Weddington
CSM David Leamon
LTC Robin Smith
CW4 Walter Lejeune
SFC Jerome Hester
CW5 Donald Parsons
MAJ Michael Hertzendorf
LTC Brian Thompson
MAJ John Szezpanski
1SG Bobby Whitener
1SG Owen Simmons
SFC Mia Jackson
SFC Andrew Mycyk
CPT Michael Shaner
CPT Anthony Cassino
CPT Scott Harrington
CPT Larry Halsey
CPT Jaysen Yochim
CPT Timmy Rose
CPT Bayardo Reyes
MAJ Michael Lorich
SFC Maynard Wallace
1SG Frankie Rodarte
CW3 Clive Garvey
CW5 James Arndt
CPT Randall Smith
MAJ Bernard Warrington
LTC Joseph Jellison
MAJ Christopher Stallings
BG Francis Wiercinski
CW3 John Lunneman
CW4 Achilles Tartaglia
LTC(P) Lorelei Copen
SFC Raul Hermoso
SFC Carlos Howard
1SG Keith Burke
SFC Keith Schultz
1SG Kenneth Bell
SSG Kenneth Eisan
MSG Anthony Faubus
Eric Edwards
Michael Herbst
Russel Hunter
Philip Carey
Patrick Stewart
CW4 John Crowley

CW4 James K. Skala
James M. Mitchell
MAJ Craig A. Simonsgaard
MAJ Stannus P. Orr
CW3 Jeffrey Johnson
CW3 Robert Valdez, Jr.
CW4 William L. Gunnett III
CW4 David Brookhouser
CW4 Kelly Gulker
SFC Edwin R. Henry
LTC Mark E. Ballew
LTC William S. Besser
CPT Aaron J. Cronin

New AAAA Life Members

MAJ Brian P. Apgar
Mr. Richard H. Blair
Mr. Jerry W. Bonham
CW4 Frederick W. Brisbois, Ret.
CW4 Carl A. Coyan, Ret.
CW4 George B. Hendershot, Ret.
LTC Flavil L. Johnson, Ret.
MAJ Joseph T. Martini, Jr.
LTC Raymond E. Moore, Ret.

New AAAA Industry Members

ViaSat, Inc.

In Memoriam

SFC Charles E. Johnson, Ret.

Lost Members:

If your name appears on this list, please contact us with a valid address.

Anderson, Crystal L., MSG
Ashton, Daniel J., 2LT
Carden, Michael J., SGT
Davis, Alan H., WO1
Engelhard, Elden E., WO1
Finch, Cody W., PV2
Flores, Pedro J., SSG
Foster, John A., Mr.
Garcia, Yanni Z., Ms.
Gruner, Sean W., WO1
Hanlon, Shawn J., WO1
Hughes, Jayson L., 2LT
Irby, Almous S., CW3
Jones, Thomas M., CPT
Karageanis, Michael C., CW4, Ret.
Kuth, Jared E., 2LT
Luke, Shane J., WO1
Lynn, Curtis, PFC
McCullough, Adam S., WO1
Miller, Victoria D., SFC
Morrissey, Brian F., WO1
Partyka, Matt, 2LT
Puzzo, David J., 2LT
Robbins, Johnny, SSG
Shafer, Joseph P., WO1
Skidmore, Matthew E., 2LT
Smith, Brandelen L., SPC
Soto, Karen E., Mrs.
St. George, Kieta L., SGT
Towers, George T., 1SG
Yi, Bom H., SGT

Family Forum Focus- What's New *continued from page 6*

territories on the various electronic ballot requests and delivery alternatives available to U.S. citizens living overseas covered under the Uniformed and Overseas Citizens Absentee Voting Act.

The IVAS can be found on the federal voting assistance program website at: www.fvap.gov and will be updated to reflect changes to state laws.

Care Pages

CPs are free, private and fully secure personalized web pages provided by the Military Family Network (www.emilitary.org).

Create and share your MFN Care Page with family, friends and your networks of support.

Go to www.CarePages.com to get started.

ARNG & USAR Support

Family support info for guard members and reservists can be found at: www.guardfamily.org and www.defense.mil/ra/family/toolkit/.

Comfort Zone Camp

CZC sponsors weekend bereavement camps in Virginia, New York and New Jersey for children across the country who have experienced the death of a parent, sibling or significant loved one.

The camps are offered free of charge to children ages 7-17 thanks to generous grants and donations from individuals, organizations and corporations.

For interest in information or volunteering call toll free 866 488-5679 or visit www.ComfortZoneCamp.org.

Tragedy Assistance Program for Survivors

TAPS provides grief counseling and crisis information to family, friends and colleagues of those killed while on active duty.

TAPS also maintains a 24 hour hotline at www.taps.org.

Spouse Employment

Three websites offer information and support for military spouses, including men at: www.militarywives.com, www.CinCHouse.com and www.military.com/spouse.

Your Soldier, Your Army: A Parent's Guide

Vicki Cody uses her "knowledge, experiences, candor and insight" to share with other families, thereby helping them cope with the present war and deployments.

This informative book is made possible by a grant to AUSA from Bell Helicopter.

To order a free copy, call 800 336-4570 ext. 630, or email ilwpublications@ausa.org.

The above resources are just a few of many organizations, books, articles, magazines, and websites available.

I invite you to share resources that you have found to be helpful, and again I invite your participation in our spouse's corner.

Fondly,
Judy Konitzer
AAAA Spouse Committee, Chairman



ARMY PHOTO BY 2LT KATHLEEN MERKL

Savannah Chapter

COL Daniel L. Ball, SC president, presented the Silver award of the Order of St. Michael to retiring CW5 Robert J. Dickinson on Aug. 3 at Hunter Army Airfield, Ga. Dickinson, who is the 3rd Cbt. Avn. Brigade's safety officer including during the CAB's deployment in support of Operation Iraqi Freedom III, was honored for over 30 years of service in Army aviation. COL Edward C. Cardon, the 3rd Inf. Division's assistant division commander for Support, assisted Ball with the presentation.



ARMY PHOTO BY CW3 ISRAEL G. SANCHEZ

Colonial Virginia Chapter

CW4 Michael McCarthy was presented with the Legion of Merit and inducted into the Honorable Order of St. Michael on the occasion of his retirement at Fort Eustis, Va. on July 25. McCarthy, a project officer with the New Systems Training Division of the Army's Aviation Logistics School, received the Bronze award of the OSM from COL Marvin Russell, the commander of USAALS. In addition to a full military career in aviation logistics, McCarthy was instrumental in the revision of the entire course for training for the Aviation Maintenance Technicians course (MOS 151A).



Washington Potomac Chapter

COL **Steward E. Remaly** was inducted into the Honorable Order of St. Michael and presented with the Bronze award on July 28 by BG Stephen D. Mundt, the director of Army Aviation Directorate, Office of the Deputy Chief of Staff, G3/5/7. Remaly, the commander of the Army Air Operations Group at Fort McNair, D.C., was honored for his near 30 years of aircraft maintenance in conventional and special operations aviation units. The presentation was made during the chapter's monthly meeting at Champs in Pentagon City.



Savannah Chapter

Retired LTC **Sidney L. Strickland** was inducted into the Honorable Order of St. Michael and presented with the Bronze award on Aug. 31 by COL Daniel L. Ball, SC president, at Hunter Army Airfield, Ga. Strickland was honored for his 26 years of service in the Army, 20 years as an Army aviator with two combat tours in Vietnam, and his service and support to the Savannah Chapter over the year. Pictured here are (l to r): CPT Mary Beth Thompson, Ball, Strickland, and CSM Richard D. Stidley, 3rd Cbt. Avn. Bde. CSM.

CHAPTER NEWS



USAR Change of command

LTC **Joseph Ingignoli** relinquished command of the 7th Sqdn., 6th Cavalry Regt., an Army Reserve AH-64 unit, to LTC **Andrew Doehring** on June 4 at Conroe, Texas. Doehring was selected for command after serving as the executive officer of the 7th Bn., 158th Avn. Regt. (USAR) at Fort Hood, Texas. Ingignoli is now attending the Navy War College in Newport, R.I.

Over 200 Soldiers participated in the change of command. On hand for the change of command was BG Richard Sherlock, deputy chief of the Army Reserve, and COL Thomas Caples, commander of the 244th Avn. Bde. Pictured here are (l to r): Caples, Sherlock, Doehring and Ingignoli.



Welcome Home Warrior Citizen

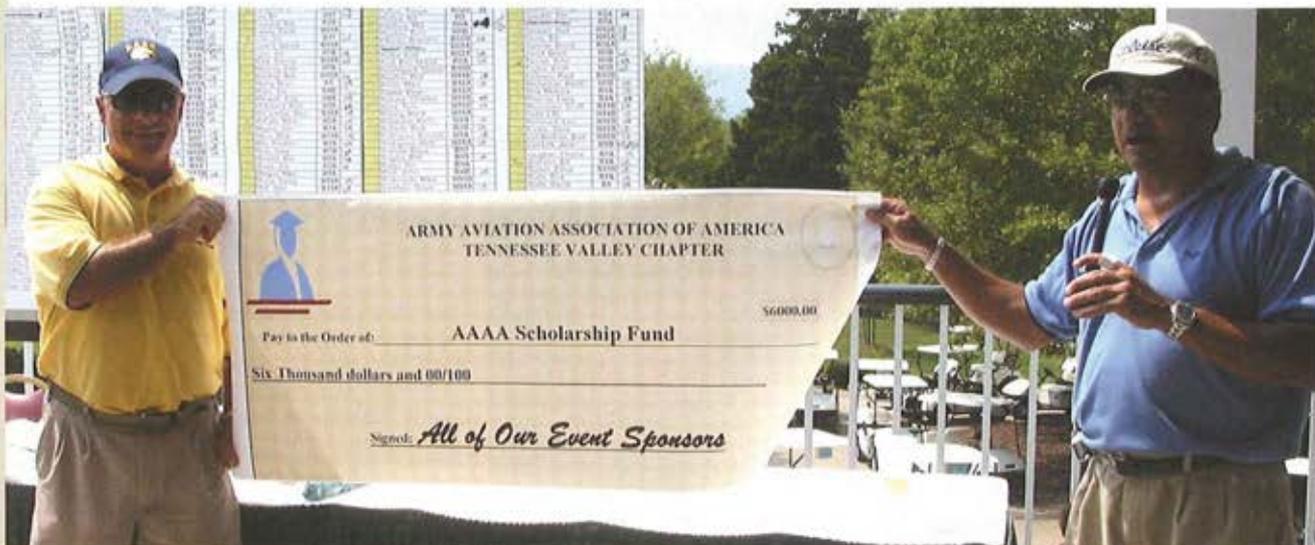
A Welcome Home Warrior Citizen Ceremony for members of Co. C, 2nd Bn., 228th Avn. Regt., was held on August 6 at the U.S. Army Airborne & Special Operations Museum at Fort Bragg, N.C. The homecoming honored 24 Soldiers who recently returned from deployments to Iraq and Afghanistan in support of Operations Iraqi Freedom and Enduring Freedom. The guest of honor was BG Charles D. Luckey, the deputy commanding general of the 81st Regional Readiness Command (North), who presented each awardee with an encased American flag. COL Thomas W. Caples, commander of the 244th Avn. Bde., was also on hand to welcome the troops and presented each with a specially designed commemorative coin. And each Soldier and their spouse received a commemorative lapel pin set. Pictured here are (l to r): Luckey, CPT **Michael Livatino**, platoon leader with Co. C; his daughter Julianna, wife Anna and son Anthony, and Caples.

PHOTOS BY MAJ JASON GALINDO



Tennessee Valley Chapter

The TVC held its annual Scholarship Golf Tournament on August 18 at the pristine Hampton Cove Golf Course in Huntsville, Ala. On a typical hot and humid Alabama day, over 225 members and friends of AAAA came together to support the TVC's scholarship foundation efforts. This year over 45 corporate sponsors, including major sponsors such as Portal Dynamics, Raytheon, CAS and AEPCO, helped the TVC raise more than \$6000. Above left; Winners in the tournament included the first place team of John Payne, John Tanner, MAJ Jeff Johnson and MAJ Rob Barrie (not pictured), pictured above right and the second place team of Jon Noles, Tanya Peters, Bob Burroughs and Joe Ketron. Pictured below, TVC President Bob Birmingham and tournament organizer George Chinaea held up a \$6000 check and thanked the players and the sponsors for their generous scholarship donations.



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I certify that the statements made by me in this statement and dated October 4, 2006 are correct and complete.

William R. Harris Jr.,
Publisher



Iron Mike Chapter

The Iron Mike Chapter hosted a golf tournament June 30 at Baywood Golf Course in Fayetteville, N.C. Seventy-two golfers, mostly Soldiers from the 82nd Cbt. Avn. Bde. at Fort Bragg, paired off into 18 teams. The tournament consisted of 18 holes and lunch at the pavilion halfway through the day. The highlight of the day occurred right after lunch when CW3 Thomas Wilson with 3rd Bn., 82nd CAB, hit a hole-in-one. "It felt good, I couldn't believe it," Wilson said. He was awarded a new golf bag for his performance on the green at the end of the tournament. After eight hours of play, prizes were awarded to the first and second place teams, the last place team, for the longest drive, and for Wilson's hole in one. A special thanks to CPT Joseph Wheeler who served as the head coordinator for the golf tournament. Above left, CW3 Thomas Wilson holds up his 'hole-in-one' ball; right, golfers enjoy a day on the greens.



Lindbergh Chapter

The LC had a great golf outing August 30 to generate funds for AAAA's scholarship programs. The Boeing Company was the major corporate sponsor and helped to round out the 32 teams (128 players), who hit the links early and played very competitive golf. Pictured above, the first place team was made up of, left to right: Kris Stange and Jim Schallom, with LC President Paul Hendrickson, and Janet Helligenstein and Fred Bailey. Pictured below, Tournament Organizer Dave Reichert and his team mates did a great job.



Pikes Peak Chapter

PPC President LTC John Thompson congratulated *Ms. Jenae M. Pitts* and presented her with a 2006 AAAA \$1,500 Scholarship Award for her academic excellence during a chapter meeting on August 18 at Fort Carson, Colo. Pitts is now attending Wheaton College in Massachusetts.



Attention
AAAA Members!!!

send us your e-mail address
(especially your AKO Account)

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

The 2006 AAA ASE and Avionics Awards



AAA President BG (Ret.) Tom Konitzer presents the ASE Award to CW4 Jeffrey Curd, assisted by LTG Steven Boutelle, COL (Ret.) James Riser and AAA Executive Director Bill Harris.



Avionics Award winner SGT Denaz D. Williams stands with his proud parents Samuel and Whitlean Williams following the presentation of his award.

The 2006 AAA Aircraft Survivability Equipment Award and the AAA Avionics Award were presented Sept. 20 during the Transformation Symposium at the Atlantic City Convention Center in New Jersey.

The event, co-sponsored by the AAA Monmouth, AUSA, the Old Crows and AFCEA chapters from Fort Monmouth, N.J., included an awards banquet with a featured speech by LTG Steven W. Boutelle, Chief Information Officer, G-6, Office of the Secretary of the Army.

Boutelle gave a heartfelt speech on the origins of the Global War on Terrorism over the last 26 years.

The 2006 AAA ASE Award winner is **CW4 Jeffrey S. Curd**, aviation survivability equipment section leader with the Systems Integration and Management Office, 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, Ky.

This award is sponsored by BAE Systems, represented by retired COL James Riser, director of Business Development.

During the award period, CW4 Curd masterfully served as the 160th SOAR ASE projects officer within the Regiment's Systems Integration and Maintenance Office.

In this role, he spearheaded the Regiment's ASE modernization effort through his skillful management of 16 developmental programs totaling more than \$449 million in support of the Regiment's fleet of 169 unique special mission aircraft.

His work included coordinating the daily

details of projects and programs from inception through testing, into system acquisition followed by fielding to the warfighter.

This complex path involved engineering, software development and refinement, flight-testing, technical support, and life-cycle sustainment for Army Special Operations Aviation's cutting edge ASE suites.

CW4 Curd's dedication, talent and expertise directly contributed to the success of this unit to continue its readiness posture as the premier National Mission Authority alert force while simultaneously sustaining continuous combat operations in two theaters supporting the Global War on Terrorism.

The evening's second presentation was the AAA Avionics Award, which was sponsored by Cubic Defense Systems, Inc. represented by Mr. Bob Kraft, program director for Special Programs.

This year's winner is **SGT Denaz D. Williams**, an avionics systems repairer with Co. B, 96th Avn. Support Bn., 101st Cbt. Avn. Bde., Fort Campbell, Ky., deployed to Contingency Operations Base Speicher in Iraq.

SGT Williams maintained and operated all tactical equipment types in the Avionics Platoon including the entire range of avionics systems.

Since his arrival in Iraq, SGT Williams completed or directly supervised over 800 work orders resulting in an overall production index of 92 percent for the company over the yearlong deployment.

From modification work order directives, to upgrading and fielding of over 300 night vision goggles to the CAB's units during the summer of 2005, it was SGT Williams who the team chose as their key trainer.

SGT Williams proved himself to be a true force multiplier by providing technical assistance not only to his own section, but to the Avionics Section of 563rd Avn. Spt. Bn. in Balad, Iraq.

He helped with the troubleshooting, diagnosis, and repair of various test sets and other components to get their unit back up and operational.

His leadership and training techniques ensured all soldiers could understand and diagnose problems easier.

His accomplishments, coupled with his positive attitude, demonstrated genuine commitment to the Army and to his "Band of Brothers," including his recent reenlistment while in Iraq for an additional four years of service. His actions established him as truly deserving of the 2006 AAA Avionics award.

Both soldiers gave truly remarkable acceptance speeches and brought the audience to their feet.

The overall symposium was a great success, especially the classified sessions that were held for the uniformed personnel.

We thank Joe and Maryann Pucilowski, the symposium's co-chairs and their team; the Fort Monmouth Chapter, led by their outstanding President Ron Kurowsky and his wife Carol; and chapter members Kit Roache, Ed Carnes, and Joe Pisano, the voice of AAA.

ARMY AVIATION

Upcoming Special Focus:

November Issue

- Air Traffic Control**
- PM ATC Hardware Update
- ATSCOM Update
- Transformation**
- Avn Task Force Update
- Dir. of Combat Development Update

December Issue

- Avn Applied Technology Dir. Update
- Industry Partners Listings & Industry Support and Challenges**
- Lockheed Martin
- Northrop Grumman
- Stimula

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Upcoming Events

DECEMBER 2006

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

JANUARY 2007

- Jan 17-19 **AUSA ILW Aviation Symposium & Exhibition**, Hyatt Regency Crystal City, Arlington, VA
- Jan 22-26 **Aviation Senior Leaders Conference**, Fort Rucker, AL
- Jan 24 **AAAA National Functional Awards Dinner**, Fort Rucker, AL
- Jan 26 **AAAA Scholarship Executive Committee Meeting**, NGRC, Arlington, VA
- Jan 27 **National Awards Committee Selection Meeting**, NGRC, Arlington, VA

FEBRUARY 2007

- Feb 14-15 **Joseph P. Cribbins Aviation Product Symposium**, Huntsville, AL

MARCH 2007

- Mar 1-3 **HAI Heli-Expo 2007**, Orlando FL
- Mar 7-9 **AUSA Winter Symposium**, Fort Lauderdale, FL

MAY 2007

- May 1-3 **AHS 63rd Annual Forum & Technology Display**, Virginia Beach, VA
- May 9-12 **AAAA 2007 Annual Convention & 50th Anniversary Celebration**, Georgia World Congress Center, Atlanta, GA

JULY 2007

- Jul 4-7 **VHPA 24th National Annual Reunion**, Phoenix, AZ
- Jul 20 **AAAA Scholarship Executive Committee Meeting**, NGRC, Arlington, VA
- Jul 21 **AAAA Scholarship Selection Committee Meeting**, NGRC, Arlington, VA



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

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 () Other US Military Service _____

Check (✓) Your Professional Qualification:
 Are you a former AAAA member? Yes No

If yes, what year did you join? _____

Chapter Affiliation Preferred _____

Print Name of Recruiter _____

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In the Beginning of AAAA Fifty Years Ago

Editor's note: The following is an excerpt from a forthcoming article by retired BG James M. Hesson, a past AAAA president, on the founding of AAAA's Scholarship Program and the Foundation that supports it. Watch for this article in the 50th Anniversary Special Edition of ARMY AVIATION magazine in the spring of 2007.

In 1963, only six years after the founding of AAAA, a pioneer group met to establish the AAAA Scholarship Foundation, Inc. (AAAASF).

In addition to members and their unmarried children, eligibility also includes spouses, unmarried siblings, and unmarried grandchildren of current and deceased AAAA members.

The first scholarship awarded was the result of a donation by the Ryan Aeronautical Company of San Diego, Calif.

In the early years fund-raising was limited to direct mail solicitation letters from the Foundation President and from the sale of 5,000 copies of the sheet music from the Cahn-Van Duesen original song "Army Aviation" donated by the Douglas Aircraft Co.

From 1963 until 1985, our awards (monetary grants) never exceeded 20 in number and a total value of \$10,000 per year.

During a foundation meeting in 1986 in Westport, Conn., a proposal was made to establish a goal of \$1,000,000 in financial assets in ten years.

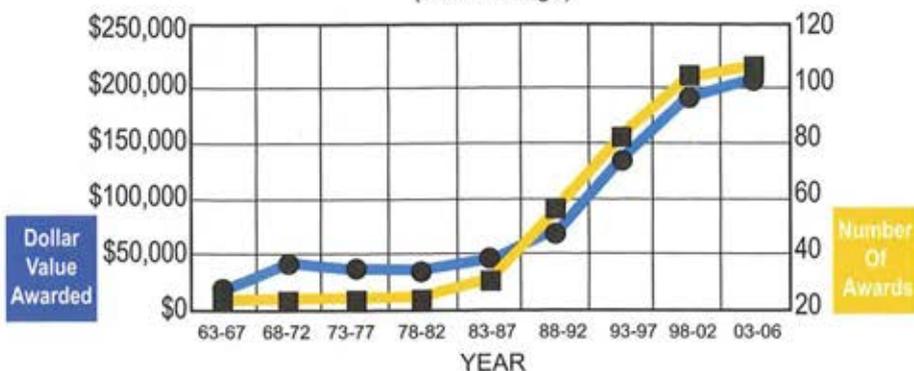
That goal was reached four years early at the beginning of 1992.

Today the program is supported by a current investment portfolio of approximately \$2.5 million and we awarded 148 scholarship grants and loans worth \$239,000 this year.

During the life of the program AAAA has awarded \$3,103,625 in grants and loans.

This growth could not have occurred without the outstanding support of the AAAA industry members, with a number of them contributing \$50,000.

Growth of the AAAA Scholarship Program
(Year Average)



In 1969 the "Cub Club"—an organization of "senior" Army Liaison Pilots—was the first recorded organization affiliated with AAAA that donated money to the scholarship fund to underwrite a scholarship.

Later in 1983, the Lindbergh Chapter of St. Louis underwrote a \$500 Scholarship.

These programs match individual chapter donations up to \$5,000 from the AAAASF general fund (based on fund availability) and are generally awarded the year the funds are provided.

In 2000, the Heritage Organization Matching Fund program was established.

The Foundation recognized that there were a number of organizations whose heritage was related to AAAA, but who did not have the infrastructure to manage a scholarship program.

The first organization was the Vietnam Helicopter Pilots Association who provided funds for an award in 2001.

They were subsequently followed by other organizations as: the Dust-Off Association (after CW4 Michael J. Novosel, Sr.), 114th Avn. Co. (Potomac Knights), 7-17th Cav. (Ruthless Riders), and the Otter-Caribou Association.

Since its inception, the AAAA Scholarship Foundation award program has been based on excellence.

A selection board meets annually in July to select grant and loan recipients.

Each application is "sanitized," with all references to names, rank of applicant or sponsor, and location removed from all documentation, before the files are scored by multiple evaluators.

The composite scores are tallied and a rank order by applicant category is established. The highest ranking applicants are awarded the most valuable grants.

Interest-free loans are also available. Currently 10 loans are issued annually.

In 44 years of growth from a \$1500 donation to \$2.5 million in assets, the foundation has focused on our AAAA members and support of our Soldiers and their families.

The foundation is fiscally sound with aggressive marketing efforts ongoing to raise additional funds. The selection process is fair and equitable in determining the most qualified students for awards.

After the more than \$3 million dollars in awards, AAAA members recognize the scholarship program as a valuable membership benefit.

The future is bright as we continue to support the AAAA membership.



BG James M. Hesson is a past AAAA President and was assisted by Art Kesten with research in preparing this article.

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

Colonel Richard L. Long Army Aviation Hall of Fame 1989 Induction

Few Hall of Fame nominees have pursued three separate, consecutive careers— in the military, civilian and government sectors - that have brought them in contact with so many elements that make up Army Aviation, or have served in an outstanding manner in almost every job that characterizes this segment of our society.

COL Richard L. "Dick" Long was such a person. He had 37 years of federal service, each year of which involved direct aviation-related activities impacting on Army aviation and those who serve in the Combat Arms today.

From his first days as an artillery 2LT undergoing L-Pilot training in November 1942, until later in life, Long's day-in and day-out duties were devoted to Army aviation.

Long flew combat flight tours in North Africa; Sicily, Italy; and Southern France during World War II. Following the war he served as the Seventh Army aviation officer; and in his post-war career as a maintenance officer, test pilot, an Army Staff officer, and eventually in an assignment as a Senior Executive Service Department of the Army Civilian.

A special inductee, Long performed in an outstanding manner for almost four decades in three separate careers—an Army officer, an aerospace industry executive, and as an Army civilian.

During his 1942 to 1965 military career, he was a highly decorated aviator who served with distinction in assignments ranging from aviation and group commander in the field to aviation research and development tours at the highest levels.

Following his 1965 retirement, Long used his aeronautical engineer degree earned between Purdue and Princeton Universities with Sikorsky Aircraft as a senior project engineer in Advanced Projects, where he was responsible for translating new concepts into experimental hardware.

In his third career as a senior government service civilian from 1972 to 1984, Long served as a deputy director of Research, Development & Engineering at the U.S. Army Aviation Systems Command in St. Louis, Mo. His actions here greatly helped Army aviation's \$2.8 billion, 14,000-aircraft fleet in worldwide use at the time.

From 1980 to 1984, Long served as the director of the Army Structures Laboratory at NASA's Langley Research Center in Hampton, Va., where he directed basic research and exploratory developments to meet Army aviation's operational needs.

COL Richard Long's enduring contributions to Army aviation spanning more than four decades has truly marked him worthy of induction into the Army Aviation Hall of Fame.



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