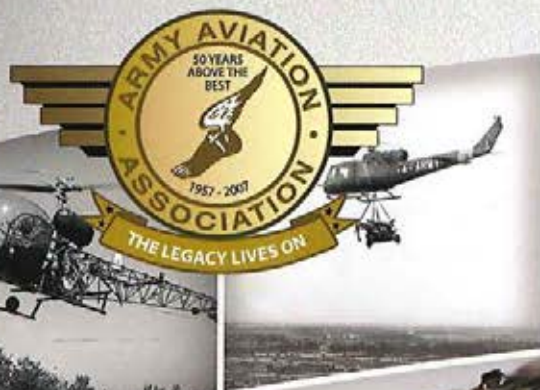


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Contents

April/May 2007, Vol. 56 No. 4&5

SPECIAL FOCUS

Convention Updates

- 16** The Legacy Lives On
By MG Virgil L. Packett II
- 22** Owning the Aviation Edge
NVGPID: A Simple Device to
Train Crucial Skills
By CW5 Randall Gant
- 30** Aviation Transformation and
Our Branch Warfighters
By CSM Donald R. Sanders
- 34** AMCOM Update
By MG James Pillsbury
- 40** Support to the Soldier,
Modernization and the Year
Ahead
By Paul Bogosian

50th Anniversary

- 8** 50th Anniversary Sponsors
- 10** Congratulation Notes on AAAAA
50th Year
- 46** In the Beginning (of AAAAA)...
Fifty Years Ago
By MG (Ret.) Carl H. McNair, Jr.
- 50** Conception for an Army
Aviation Association
By LTG (Ret.) Robert R. Williams
- 54** The Birth of AAAAA
By Arthur H. Kesten
- 60** Moving Out: Taking the AAAAA
National Conventions to the
Members
By LTG (Ret.) Harry W.O. Kinnard
- 66** The Army Aviation Hall of Fame
33 Years of Preserving Our
Heritage and History
By MG (Ret.) Benjamin L. Harrison
- 72** Your Scholarship Foundation
By BG (Ret.) James M. Hesson
- 78** Army National Guard Aviation,
AAAA and the Total Force Policy
By Dr. Michael D. Doubler
- 82** AAAAA and The Military Coalition
Take On Capitol Hill
*By COL (Ret.) Sylvester Berdux
and LTC (Ret.) JoAnn Eberle*



- 86** Remembrances of Garmisch and
AAAA's European Conventions
By MG (Ret.) Rudolph Ostovich III
- 88** AAAAA Grows and Prospers
By William R. Harris, Jr.
- 94** The Future of the AAAAA
By BG (Ret.) Thomas J. Konitzer

AAAA CONVENTION

- 98** AAAAA Convention Schedule
- 102** AAAAA Executive Board
- 104** AAAAA Exhibit Hall Floor Plan
- 106** AAAAA Listing of Exhibitors and
Locations (Yellow Pages)
- 108** AAAAA National Award Winners
- 112** AAAAA Hall of Fame Inductees

FEATURES

- 116** Vietnam Aviator Receives Medal
of Honor
By James Bullinger
- 118** Spouses' Corner: Greetings
from the Heart of Army Aviation
Fort Rucker, Alabama
By Ululani Packett
- 118** So Long, But Not Goodbye
By Judy Konitzer
- 120** TVC Hosts 33rd Annual
Joseph P. Cribbins Aviation
Product Symposium
By LTC Jason L. Galindo
- 122** USAR Welcome Home
Ceremony
By MAJ Jerry Gray
- 123** 2006 Parker Aviation Awards
By James Bullinger
- 124** Freedom Team Salute
By COL T. Scott Lloyd

DEPARTMENTS

AAAA 2006 Functional Awards	132
AAAA New Members	137
AAAA News	135
Advertisers Index	126
Briefings	4
Calendar	141
Fallen Heroes	136
Hall of Fame	142
Industry News	126
Legislative Report	134
Membership Application	141
People on the Move	127
President's Annual Report	6

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

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Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Nation Begins Medal of Honor Day

Congress has designated March 25 as **National Medal of Honor Day**. The date was chosen to commemorate the first Medal of Honor presented in 1863. "The courage and leadership of the men and women who are honored on this day represent the highest ideals in military service and each of them has set a fine example of what it means to be a fine American," said President George Bush in a written statement. Since that presentation over 14 decades ago, 3,444 service members have received the nation's highest military honor for courage. Although not a federal holiday, the day will be celebrated in much the same manner as Armed Forces Day and Flag Day. Today there are 112 living recipients.

Flying "Sky Soldiers" Recruit for Army

The **Army Aviation Heritage Foundation** has partnered with the U.S. Army to help with recruiting efforts by forming the **U.S. Army Sky Soldiers** aerial demonstration team. The Sky Soldiers fly a 20-minute performance with four restored AH-1F Cobra attack helicopters painted in the black and gold theme colors of the Army. The Hampton, Ga. (south of Atlanta) based precision flight team will perform at air shows to generate interest in the Army. A recruiting team accompanies the Sky Soldier demonstrations and answers questions on Army service and opportunities in today's Army. Upcoming performances are scheduled at air shows in these cities: June 15-17 Pittsburgh, Pa.; July 13-15 Milwaukee, Wis.; July 20-22 Selfridge ARB, Mich.; Aug. 24-26 Indianapolis, Ind.; Aug. 31-Sep 3 Cleveland, Ohio.

UAS Operators Eligible for Aviation Awards

The Army recently announced a policy change in March concerning military awards for aviation Soldiers working in the unmanned aircraft systems career fields. Now UAS Soldiers are eligible for award of Aviation Badges, as well as the Air Medal and the Distinguished Flying Cross. The policy change will be reflected in the next revision of Army Regulation 600-8-22. The Aviation Proponency Office at Fort Rucker, Ala. is in the process of releasing guidance and requirements for award of Aviation Badges to the field, and criteria for the award of medals.

145th and 242nd Hold Reunions at Rucker

The "Muleskinners" of the 242nd Aslt. Spt. Hel. Co. will hold their 4th reunion at Fort Rucker, Ala. in conjunction with 145th Cbt. Avn. Bn. (Vietnam) Association's reunion, June 21-24. For more information, visit either the 145th website at www.145thcab.com or contact Roger Montgomery at RogerRamjet242@aol.com, call (281) 288-4152, or visit online <http://groups.msn.com/Muleskinners>.

2008 Hall of Fame Nominations Open Deadline June 15, 2007



In a change of policy, the Army Aviation Hall of Fame inductions will now take place every year instead of tri-annually!

The deadline for receipt of nominations for the 2008 induction is June 15, 2007.

The Trustees are especially interested in nominations of lower ranking personnel who participated in Desert Storm, Enduring Freedom, Iraqi Freedom, and the Global War On Terrorism.

Contact Janis Arena, 1-800-722-ARMY ext 132; email Janis@quad-a.org, or visit the AAAA web site: www.quad-a.org

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Annual Report

Congratulations to the Army Aviation Association of America for 50 years of serving the U.S. Army Aviation community. This convention is time to celebrate this milestone, recognize our founders, and thank all those who contributed to the growth of this great organization.

Welcome to all the attendees to what has turned out to be the biggest and best AAAA Convention ever; with over 3,000 hotel rooms sold, over 250,000 square feet of exhibit hall space including almost 300 companies and government activities, and the largest pre-registration in our history.

As I close out my two years as your president, I would like to provide your *Annual Report* that traditionally has been briefed at the membership luncheon during the convention. Unfortunately, only those present hear and see it. Providing it in print not only saves time for attendees to not have to hear it, but also provides the greater membership the opportunity to read what has been happening in your organization.

Prior to my assuming office in April 2005, Harry Bendorf, chairman of the Strategic Planning Committee, assisted me in defining the elements of a strategic roadmap that included a renewed purpose statement, as well as goals and objectives to chart the course for the next few years. I will use the "Goals" as a framework to share with you what we (the National Group, Board and Office) have been doing to meet them.

Purpose

The Army Aviation Association of America is the only not-for-profit organization dedicated to "Supporting the United States Army Aviation Soldier and Family."

This purpose statement has become the touchstone for National and Chapter decisions and actions before any resources are committed.

The metric we use to judge the effectiveness of our decisions and actions is based upon the answer to the question: "How does this relate to supporting the U.S. Army Aviation Soldier and Family?"

Goal 1: AAAA will be an Advocate which supports the U.S. Army Aviation Soldier and Family.

This capstone goal is intended to support our diverse constituency which includes active duty, reserve component, civilian, industry, retired, federal, state and local government officials, affiliated organizations, and just friends of Army Aviation.

Although AAAA is not registered to lobby, we take full advantage to provide educational opportunities through ARMY AVIATION Magazine, the Senior Executive Associates program, the Secretary of Defense and Secretary of the Army Veteran Service Organization (VSO) meetings, The Military Coalition (TMC), and chapter briefings which serve to communicate Army Aviation issues.

We also enhance advocacy by recognizing the accomplishments of Aviation Soldiers, civilians and families through our numerous awards programs, as well as the Hall of Fame inductions.

There is still more that needs to be done to increase awareness both within and outside our organization on what the AAAA can do for the Soldier and family.

Thus, we have established a Strategic Communications and Public Relations Committee with Lou Hennies as the chair.

This team is developing an action plan that will define how to tell our story better.

Goal 2: Provide resources (financial & other) to AAAA Chapters, Military Organizations and Individuals to support U.S. Army Aviation Soldiers and Families.

The major source of funds for the organization is generated through the generosity of our industry partners in the form of purchased booth space at the conventions and symposia.

Membership fees, as I will explain later, do not cover much.

In 2006, our net revenue grew to over \$800,000, resulting in the Emergency Fund being increased by \$290,000 to its current \$845,000 level.

Support to Chapter requests since

our last convention has been over \$90,000, and we funded \$230,000 for in-cycle requests.

We operate on a planning and budgeting cycle where funding for requests over \$5,000 are submitted to the Board prior to the spring meeting and approved in our fall meeting.

This year's list included contributions to the Scholarship Foundation, the Army Aviation Museum, the Wings of Liberty Museum, the Historical Foundation, the 50th Anniversary Committee, to Arlington National Cemetery, the Heritage Foundation, and to our Crew Member Wings program. We are well on our way to setting a new record in 2007.

Your National Executive Group (President, Senior V.P. and Secretary-Treasurer along with the Strategic Planning Committee Chair and Executive Director) have telephonically conferred every two weeks for the past two years, sometimes daily, to take action on requests.

Chapters only need to ask as long as their request meets the guidelines of supporting the Army Aviation Soldier and Family.

Goal 3: Provide forums for the Army Community to interface on Army Aviation related topics.

The best forums take place at the grass roots level and I am impressed with the list of Professional Sessions that the Chapters host throughout the year. Keep up the good work.

The Annual Convention Committee works hard with the support of the Total Army to provide a robust Professional Agenda and this year is no exception.

Throughout the year the AAAA National hosts the Aircraft Survivability Symposium and Unmanned Aerial Systems Symposium and the Tennessee Valley Chapter hosts the Joseph P. Cribbins Aviation Product Symposium.

Next year AAAA National will host a Science and Technology Symposium



Continued on page 96

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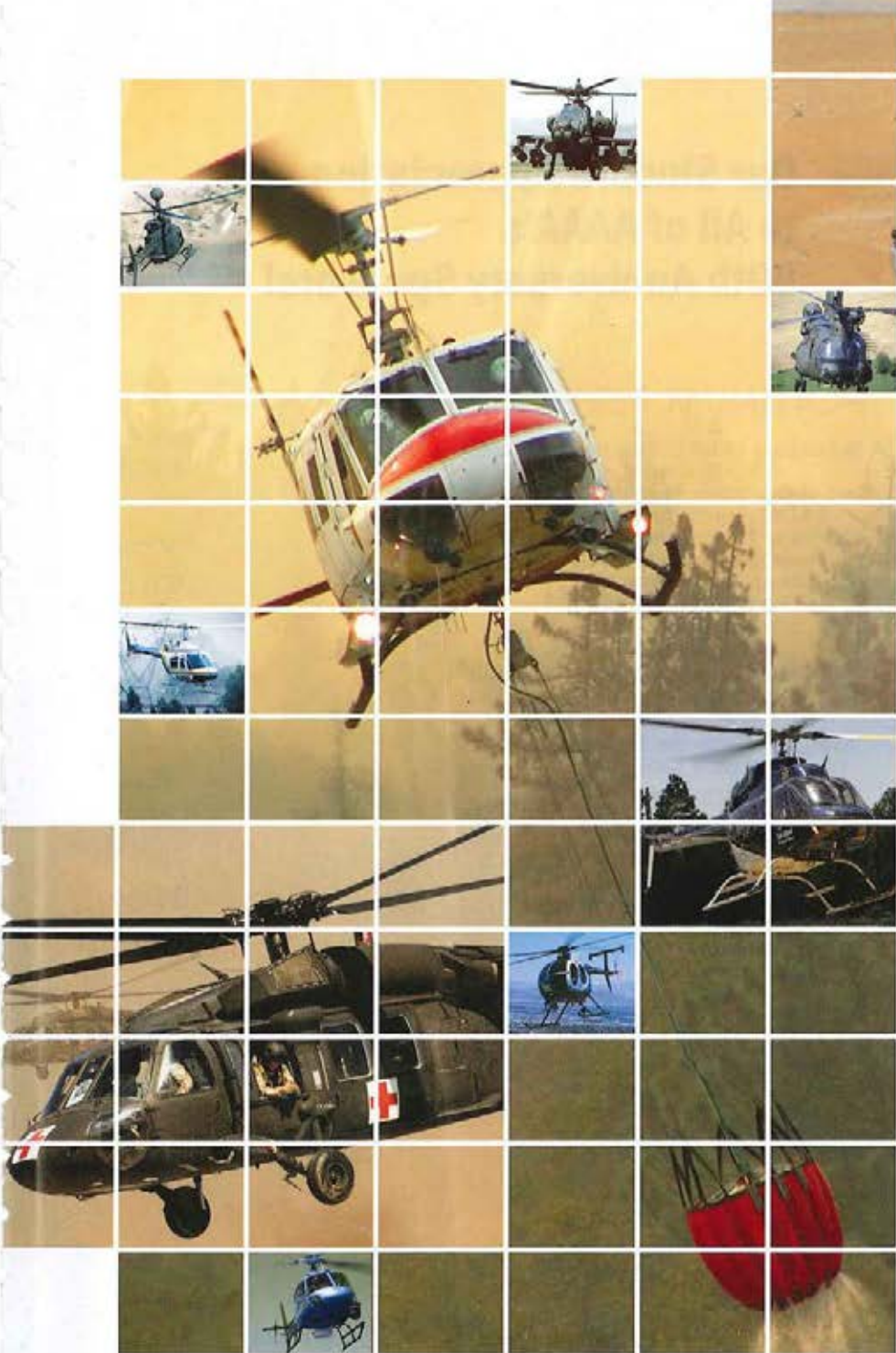
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THE WHITE HOUSE
WASHINGTON

March 15, 2007

I send greetings to those celebrating the 50th anniversary of the Army Aviation Association of America.

Since the earliest days of flight, Army aviators have answered the call of duty to protect our country and preserve the ideals that define our Nation. For five decades, the AAAA has helped meet the needs of the Army Aviation community, encouraged professional development for aviators, and honored their achievements and sacrifices in the skies above. These dedicated efforts help support the Army Aviation soldiers who serve a critical role in our efforts to secure peace and advance liberty around the globe.

I appreciate the AAAA for your commitment to the men and women of Army Aviation. Your work supports our Nation's heroes and contributes to the great strength of our Armed Forces.

Laura and I send our best wishes. May God bless you, may God bless our troops, and may God bless America.

FROM THE CHIEF OF STAFF, U.S. ARMY

CONGRATULATIONS

50th Anniversary
of AAAA



FROM: THE VICE CHIEF OF STAFF, U.S. ARMY



Congratulations on the 50th anniversary of the Army Aviation Association of America (AAAA).

Your organization's contributions to the United States Army are significant and appreciated. As this long war continues, AAAA's contributions are becoming even more important.

As you gather in Atlanta to renew friendships and remember those absent and fallen comrades, please know that I appreciate your past and present service.

Thank you for your continued support and have a great time at the event.

Sincerely,

Peter J. Schoomaker
General, United States Army



January 31, 2007

Dear Army Aviation Association of America:

I congratulate you on the occasion of the 50th Anniversary of your founding. Since 1957, the Army Aviation Association of America has been supporting our Aviators on the ground and in the air. From the assembly line to the flight line, AAAA has answered America's call to duty.

Today, Army Aviation is playing a decisive role in the defense of our country. Around the world in more than 80 countries, our Aviators are flying and fighting alongside nearly 600,000 Soldiers to protect our homeland and safeguard the cause of freedom. Army Aviators are men and women of character who live our Army Values, demonstrate the Warrior Ethos, and always set the highest professional example.

I am tremendously grateful for the brave men and women of Army Aviation and I look forward to AAAA's continued engagement for another fifty years.

Thank you, for you are truly, "Above the Best."

Sincerely,

Richard A. Cody
General, United States Army



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February 1, 2007

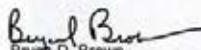
Members of the Army Aviators Association of America,

I am privileged to join in the celebration of your 50th Anniversary, a significant milestone marking a half century of outstanding contributions to the advancement and support of US Army Aviation. Thank you for your dedication, patriotism, and commitment to supporting some of the world's finest aviators.

Your impressive membership of over 15,000 members and 70 chapters is a testament to the difference you make each day in the advancement of Army Aviation and its aviators, both past and present.

I cannot commend you enough for your accomplishments, but I can and do stand united with AAAAA in support of our nation's Army Aviators.

Sincerely,


Brygh D. Brown
General, U.S. Army
Commander

The Army Aviation Association of America, Inc. (AAAA)
755 Main Street, Suite 4D
Monroe, Connecticut 06468-2830



HEADQUARTERS
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OFFICE OF THE COMMANDING GENERAL

February 14, 2007

Brigadier General (Retired) Tom Konitzer
Army Aviation Association of America
755 Main Street, Suite 4D
Monroe, Connecticut 06468-2830

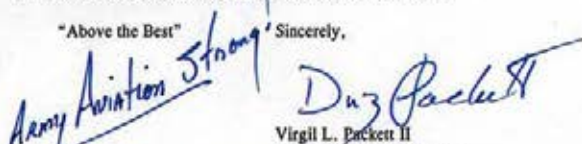
Dear General Konitzer:

Would like to personally congratulate the US Army Aviation Association for reaching 50 years of dedicated service and support to the US Army Aviation Community and its Soldiers.

AAAA has served as Army Aviation's professional cohesive force, stimulating good fellowship; representing membership interests; maintaining historical records; and recognizing outstanding contributions within Army Aviation through the Aviation Hall of Fame, AAAAA Awards Program, and the AAAAA Scholarship Foundation.

AAAA's support to our Soldiers has been outstanding and we look forward to AAAAA being an integral part of Aviation for many more years. Thanks again for all that AAAAA does and best wishes on this significant occasion.

"Above the Best" Sincerely,


Virgil L. Packett II
Major General, US Army
Commanding



COMMANDING GENERAL
UNITED STATES ARMY AVIATION AND MISSILE COMMAND
REDSTONE ARSENAL, ALABAMA 35898-5000

April 2, 2007


Dear Army Aviation Association of America:

My heartfelt congratulations to the Army Aviation Association of America (AAAA) on the 50th Anniversary of what is—without a doubt—the best organization representing Army Aviation today.

This year's convention theme, "50 Years Above the Best – The Legacy Lives On", is a powerful statement reflecting both on the past accomplishments of AAAAA as well as its future. The AAAAA does an outstanding job of promoting Army Aviation worldwide not only through the convention, but by the professional sessions and technology displays as well as the generous awards program.

I am proud to be a member of such a prestigious group, and I am proud of the work you do every day for the Army Aviation community in support of our Soldiers, our Army, and our Nation.

Sincerely,


James H. Pillsbury
Major General, U.S. Army
Commanding

The Army Aviation Association of America, Inc.
755 Main Street, Suite 4D
Monroe, CT 06468-2830



DEPARTMENT OF THE ARMY
OFFICE OF THE PROGRAM EXECUTIVE OFFICER, AVIATION
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REPLY TO
ATTENTION OF

January 29, 2007

Office of the Program Executive Officer, Aviation

BG Thomas J. Konitzer
President, Army Aviation Association of America
755 Main Street, Suite 4D
Monroe, Connecticut 06468-2830

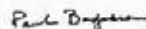
Dear BG Konitzer:

I would like to take this opportunity to congratulate you and your more than 15,000 member association on the achievement of its 50th anniversary. Army Aviation continues to be the key enabler in the Global War on Terrorism for our Army, and your efforts to professionally represent the interests of Army Aviation and its dedicated soldiers both in peace and in war are recognized throughout our Aviation family.

Army Aviation has evolved and transformed throughout the 50 year period that this association has been in existence. This evolution could not have been possible without the leadership and guidance from the members of the Army Aviation Association of America (AAAA). This team of active and retired military, civil servants, industry partners, and their families working together with one common goal: Providing the best possible support to our Army Soldiers. Here in the Program Executive Office Aviation, we understand the value of this professional organization, and here in the Tennessee Valley Chapter, we certainly take advantage of the experience pool that it offers.

We look forward to participating in the anniversary events during this key milestone year, especially this year's convention in Atlanta. Once again, my congratulations to you, your team, and all our fellow AAAAA members for achieving this key milestone. We should all be very proud of Army Aviation and its accomplishments, as I am proud to be a continued member of the Army Aviation Association of America.

Sincerely,



Paul Bogosian
Program Executive Officer, Aviation



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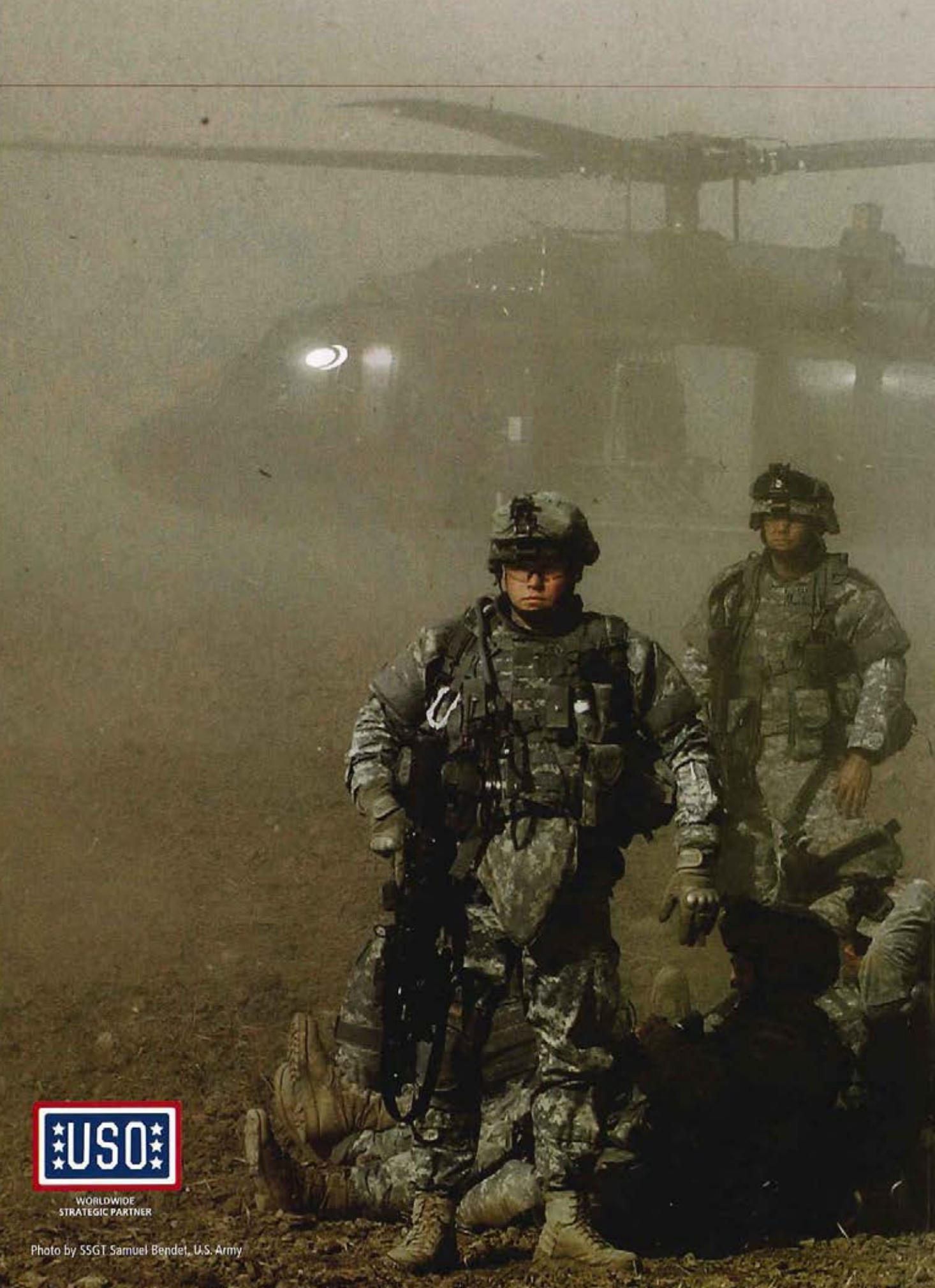


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The Legacy Lives On

By MG Virgil L. Packett II



DOO PHOTO BY TSgt MOLLY OZTOKO

Continuing the legacy, UH-60 Black Hawk helicopters land to pick up 1st Cav. Div. Soldiers March 3 following a cordon and search operation in Samarra, Iraq. Nearly 42 years earlier during the Vietnam War 1st Cav. aircrews and troops participated in a similar mission in the Ia Drang Valley to search for and defeat enemy forces.

As the time nears for this year's AAAA Convention in Atlanta, Ga., it is especially important to reflect on the rich history of Army Aviation as we look to the future.

For the past 50 years AAAA has served as one of the premier forums for advancing Army Aviation.

Now, more than ever, as Army Aviation is globally engaged, it is vital that we remember our past, salute our predecessors, recognize the present, and be ever mindful of the human dimension.

By doing this, we will realize that today's strength derives from those who came before and lives on in the aviators of today.

I was recently reminded of Army Aviation's incredible legacy when retired

LTC Bruce Crandall was awarded the Medal of Honor Feb. 26.

Although many are aware of LTC Crandall's exploits because of the book and subsequent movie "We Were Soldiers Once...And Young," most of us had not taken the time to truly reflect on his heroic actions in the Ia Drang Valley in 1965.

Then a major in Vietnam, Crandall spent more than 14 hours in the air and went through 3 different helicopters because of enemy fire.

In the end, MAJ Crandall evacuated some 70 wounded men and provided a crucial lifeline that helped the infantry battalion survive the day.

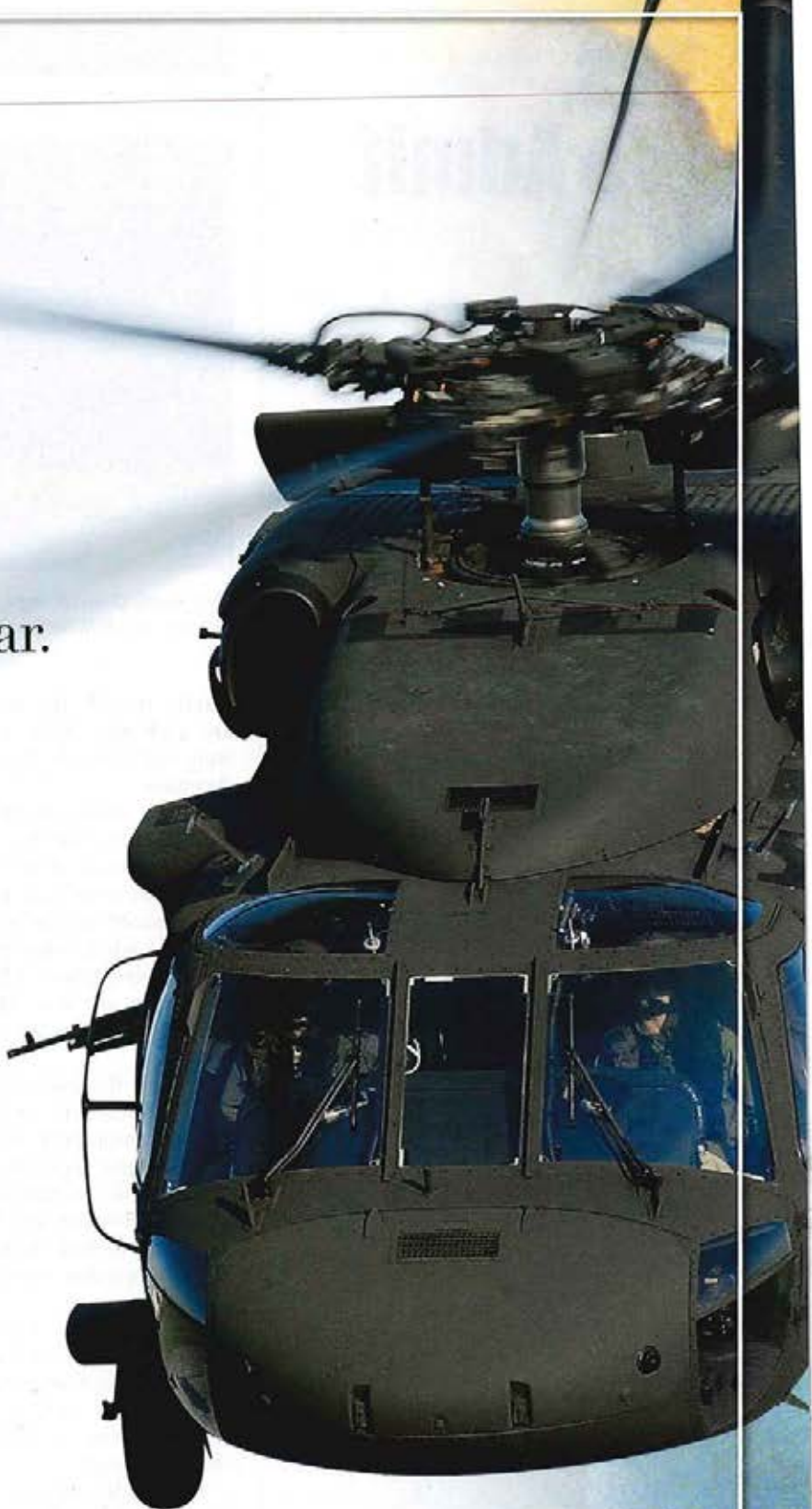
After 41 years, it is inspiring to see a true American hero and a fellow Army aviator

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From The Aviation Branch Chief



COURTESY ARMY PHOTO

MAJ Bruce Crandall, right aircraft, prepares to lead a formation of UH-1 helicopters from Co. A, 229th AHB on another mission in Vietnam, circa 1966.

finally receive the accolades that are rightfully due, for Crandall truly embodies the legacy of Army Aviation.

Even more recently, I was reminded that the legacy of Bruce Crandall lives on in today's aviators as the Fort Rucker community experienced a tremendous tragedy March 1 when a devastating tornado hit Enterprise, Ala., with the epicenter at the high school, killing 8 students and injuring dozens.

Five of the students killed were family members of Soldiers or civilian employees at Fort Rucker.

The Fort Rucker community immediately responded with medical and disaster assistance teams and has followed with an outpouring of assistance to our sister community.

This has been a difficult time for Fort Rucker and for our friends and family in Enterprise; however, even in time of tragedy, the true spirit of our aviation Soldiers shines through.

Although a difficult experience, it is one that solidified our commitment to our community and country.

This same character and spirit is present in the reports we see daily from Operation Enduring Freedom and Operation Iraqi Freedom.

A key example of this spirit is



COURTESY ARMY PHOTO

MAJ Bruce Crandall served as commander of Co. A, 229th Aslt. Hel. Bn., 1st Cav. Div., in Vietnam in 1965.

found in CW2 Philip Learn from 3rd Bn., 159th Avn. Regt. who earned the Distinguished Flying Cross for his fearless acts of heroism under tremendous enemy fire while contributing to saving the lives of 34 of his fellow Soldiers.

From events such as this, I realize that the legacy of Bruce Crandall is alive and well in Army Aviation today.

This spirit will definitely be present and on display during AAAA's Annual Convention.

There are multiple forums that will share and celebrate the suc-

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Within minutes of a category F-4 tornado ripping across Enterprise, Ala. March 1, "Flat Iron" medical evacuation helicopters from the 110th Avn. Bde. at Fort Rucker were landing at the high school to fly injured students and others to area hospitals for immediate treatment.

cesses of our aviators and aircrew members.

GEN Richard A. Cody, vice chief of staff of the Army, will present individual awards to outstanding aviators from around the Army; while GEN Bryan D. Brown, commanding gener-

al of the U.S. Special Operations Command, will present the Units of the Year awards.

We will also have numerous professional forums during the conference, to include the Senior Leaders' panel, the Warfighters' panel, and the

Company Commander & First Sergeants' panel.

Aside from these forums, there will be scores of professional breakout sessions during the week that will be informative, but also exemplify the continuing legacy of Army Aviation.

During the conference, I ask each of you to reflect on the continuing legacy of Army Aviation and challenge you to remember the past, while looking toward the future.

As I travel from unit to unit and post to post, I hear amazing stories and witness incredible examples of the kind of spirit found in aviators like Bruce Crandall.

Seeing today's Soldiers, I know "The Legacy Lives On."

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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U.S. Air Force photo by Master Sgt. Lashley Corbett

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Owning the Aviation Edge NVGPID: A Simple Device to Train Crucial Skills

By CW5 Randall Gant



Aircrews can encounter brown-out and white-out conditions anywhere in the world and need to train for this situation. Here a UH-60 helicopter with 1st Bn., 228th Avn. Regt., kicks up a cloud of dust as it lands at Base Camp Quetzal in Guatemala during Exercise New Horizons 2004.

I had the opportunity to attend this year's Aviation Senior Leaders Conference held at the Army Aviation Warfighting Center at Fort Rucker, Ala.

Among the many very informative briefings at the conference was COL George Bilafer's excellent presentation on accidents, trends and the "Own the Edge" philosophy from the Army's Combat Readiness Center (CRC).

The "Own the Edge" philosophy is basically to identify the edge of our capabilities and train to proficiently operate up to, but not over that edge.

Bilafer's briefing prompted me to pick the Night Vision Goggle Power Interrupt Device as a topic for this month's article.

Its use in training is a great example of the application of the OTE philosophy.

The Brown Out Threat

Brown-out landings have long been a significant event in the life of many aviators.

The brown-out environment is an extremely tough environment for our crews because a large volume of communication, coordination, and visual, instrument and symbology scanning has to occur in a very short time span.

This is an area that has proven to be "on the edge" of our aircraft and aircrew capabilities.

As some of you may remember, we lost several aircraft

due to roll-overs while executing dust landings during operations Desert Storm and Desert Shield.

In the years since Desert Storm and between operations Enduring Freedom and Iraqi Freedom, we continued to suffer damage (over 40 cases) while encountering brown-out conditions during training at the National Training Center in California, and other various sites.

Since 1991, there have been over 230 cases of aircraft damage and/or injury due to unsuccessful take-offs or landings in a dust environment.

Although the majority of the incidents occur during landings, there have been a significant number of incidents occurring during take-offs as well.

For the more than 50 brown-out incidents with damage reported to date during the OEF and OIF time 80 percent were during landings and 20 percent during takeoffs.

The solution to the brown-out take-off and landing problem lies in equipment improvements, planning techniques and realistic training.

Army aviation is in the process of acquiring longer term material solutions to the problem by equipping the fleet with improved capabilities.

Our newer "glass cockpits" in the AH-64D, OH-58D and special operations aircraft already have some of these capabilities.

The fielding of the UH-60M and CH-47G will allow us a more deliberate approach to dust landings by use of velocity vector, acceleration cursor, instantaneous vertical speed indicators or IVSI, radar altimeter, and heading, all grouped together in a "Hover Page" configuration which allows the pilot to find all information necessary to land safely in a small scan area.

This technology may eventually enable the development of a separate aircrew training manual (ATM) task for landing without visual reference for all airframes, not just special operations aircraft.

Moving to the Edge

The risk of brown-out can also be mitigated by planning accordingly.

One could argue that the spike in brown-out accidents during the initial phases of combat deployments is directly attributable to the initial use of field sites, forward arming and refueling points, and desert laagers.

The shift to the use of hardstand locations for the majority of take-offs and landings have resulted in a subsequent reduction in accidents.

Choosing to locate landing zones, refuel and rearm

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ARMY PHOTO BY PFC JAMES MATISE



Brown-outs can easily occur during take-offs and result in about 20 percent of the accidents with damage. Here a CH-47 Chinook lifts off during a March 2003 mission with a communications container in Iraq, creating brown-out conditions that could hamper other aircraft in the area.

points, laager and assembly areas at improved sites or in known suitable terrain avoids the risk altogether.

For some operations, the selection of improved locations is not always possible—and contingencies do arise—therefore aviators must always be prepared for the possibility of conducting operations in an environment where brown-out exists.

Perhaps the most effective way to reduce accidents during initial operations in immature theaters is the realistic training of take off and landing in brown-out conditions.



ARMY PHOTO BY SPC KIERAN MOORE

Use of hardstand locations for take-offs and landings help to reduce the possibility of a brown-out accident. A Soldier with the 159th Cbt. Avn. Bde. helps guides a UH-60 air ambulance to a hardstand landing near Mosul during their August 2003 deployment to Iraq.

The VMC or visual meteorological conditions approach task, as defined in our current ATMs, briefly discusses considerations and actions for loss of visual reference.

The ATM read slightly different, but in each description of TASK 1058 (Perform Visual Meteorological Conditions Approach) has the statement: "The pilot should perform a go-around if a successful landing is doubtful or if visual reference with the intended termination point is lost."

The ATM also states that the go-around should be initiated prior to going below obstacles or ETL (effective translational lift).

The UH-60 ATM additionally has TASK 1068 "Perform Go-Around" which states:

Night or NVG Considerations: A go-around should also be initiated if visual contact with the landing area is lost.

Snow, Sand and Dust Considerations: If during the approach, visual reference with the landing area or obstacles is lost, initiate a go-around or instrument takeoff (ITO) as required, immediately.

Be prepared to transition to instruments.

Once visual meteorological conditions are regained, continue with the go-around.

Most aviators will agree that there exists a point, close to the ground, where it is more risky to attempt a go-around than to continue the maneuver to the ground.

In fact, the ATM states that a go-around should be initiated prior to going below obstacles or ETL.

In dust or snow conditions, the brown-out will occur after both of these conditions have passed, in the last few feet of descent.



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ARMY PHOTO BY KEITH A. MILKS



As brown-outs occur, aircrews need to rapidly adjust from outside cues to instruments and symbology scanning to safely complete a landing or initiate a go-around maneuver. Here a dust cloud forms as a CH-47 helicopter lands in Oruzgan Province, Afghanistan.

These final seconds in a brown-out condition require a contingency task that should be trained to individual and crew-level proficiency. The most critical part of landing in a dust environment is the final seconds of the maneuver.

The need to train aviators to continuously scan, and to train the ability to rapidly adjust from outside cues to instruments, is paramount to success in the brown-out landing contingency.

Our ATMs contain a task for another similar contingency—inadvertent instrument meteorological conditions (IMC)—which also requires a similar scan transition from visual cues to instruments for aircraft attitude control.

A method of replicating brown-out is needed similar to “foggles” or vision restriction visors that are used to train IMC maneuvers, and “the bag” that is used to train AH-64 pilots to fly using symbology.

Simulation is a valuable tool to aid in training aviators in the dust landing profile, and it is getting better all the time, but it cannot replace the feel, motion and characteristics of the real thing.

Using the NVGPID

The Night Vision Goggle Power Interrupt Device is a simple tool that allows individuals to gain proficiency and confidence in the task before ever truly performing the maneuver in the actual conditions.

— The device simply allows the instructor pilot to fail the pilots’ night vision goggles at the appropriate point in the landing profile to replicate a brown-out condition, forcing the pilot to make use of the instruments and symbology to complete the maneuver.

Similarly, the danger of browning out during take-off exists, and pilots can train to use the system capability to minimize the risk associated with this task.

The use of the NVGPID is a valuable tool in training the practical application of these systems with respect to brown-out conditions.

Trainers can bridge the gap between simulation training, and training or operating in the actual conditions, by training with this device in conjunction with aircraft systems in a controlled environment, developing more proficient aviators and reducing the overall risk.

In terms of investment, this relatively inexpensive piece of equipment when properly used, can save thousands, if not millions of dollars in potential damage, not to mention increasing the safety of our crews and the precious cargo we carry by increasing our proficiency in this contingency task.

The NVGPID has other useful contingency-task training applications, such as inadvertent IMC and NVG failure training. This device helps trainers to simulate brown-out conditions and other contingencies in a realistic manner, allowing instructors to train the aviation force to “own” this piece of “the edge.”

For more on the NVGPID technical data, parts list, manufacturer’s information and Air Worthiness Release, please contact me at randall.gant@us.army.mil or (334) 255-2162.



CW5 Randall Gant is the chief warrant officer of the Aviation Branch at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala.



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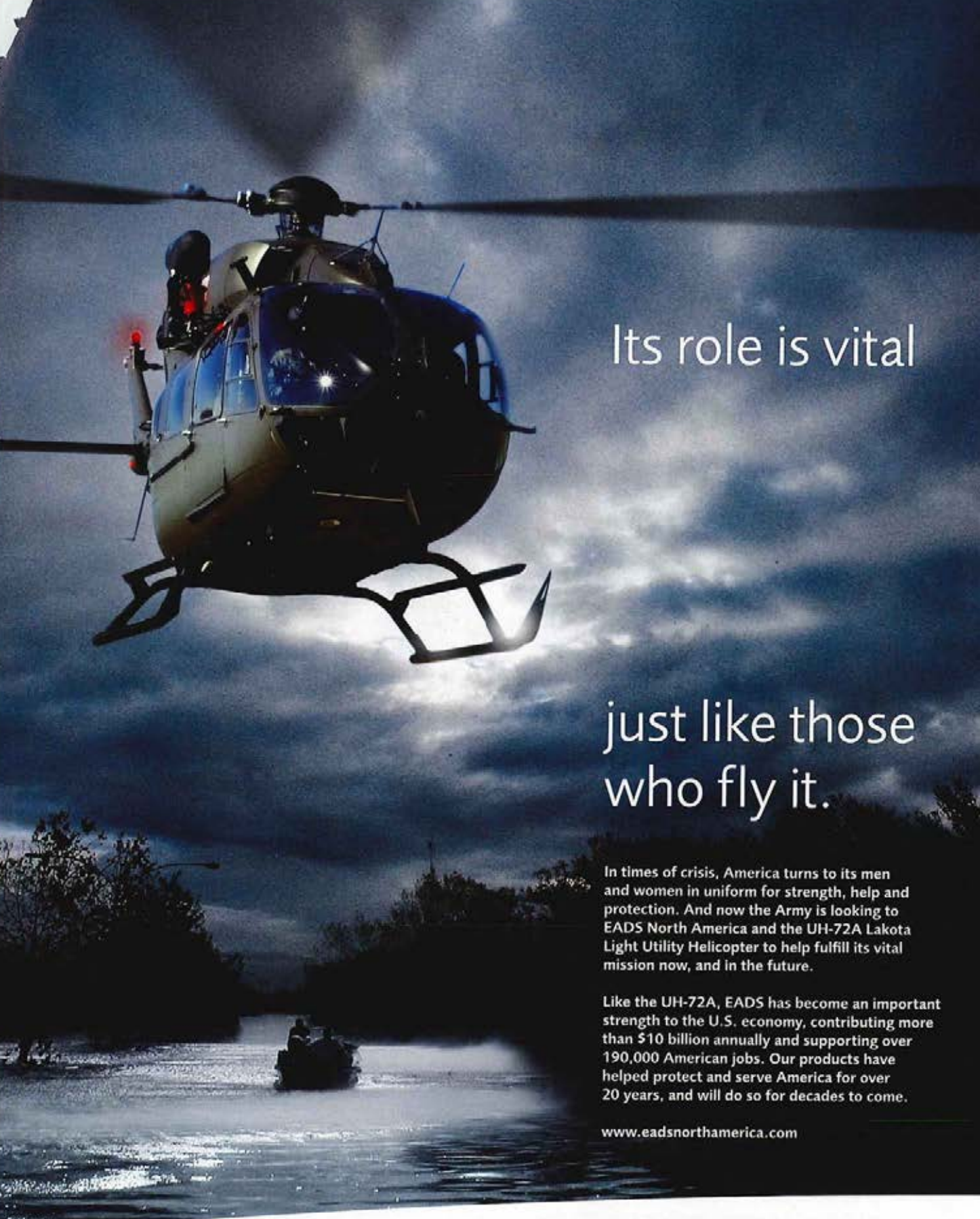
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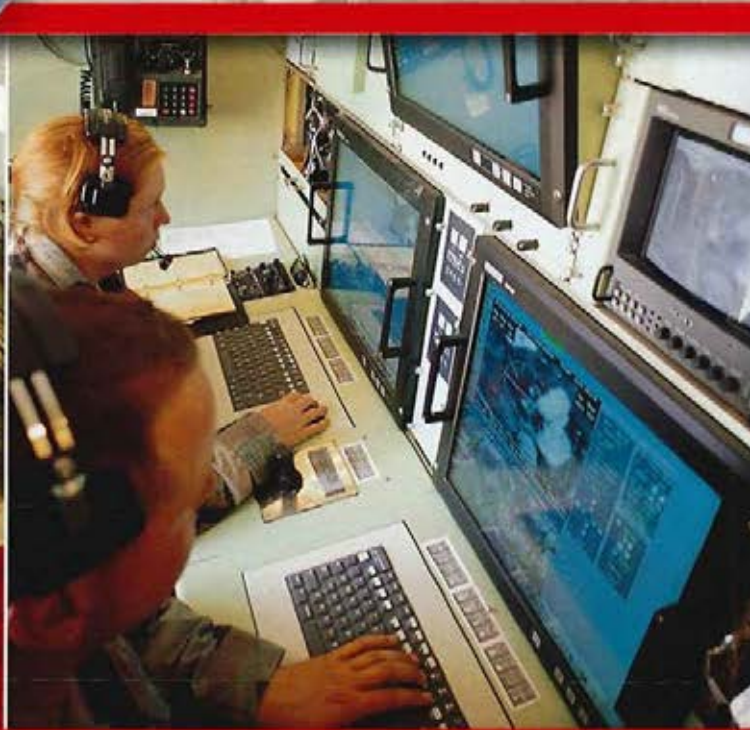
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AAI is a worldwide leader in the design and implementation of military training systems. For Army Aviation, the company's enhanced ground control station training simulator provides an ideal solution for developing and sustaining unmanned aircraft system operators and crew.

Other training products for U.S. and international defense customers include maintenance trainers, electronic warfare trainers, mission systems trainers, and air defense trainers.

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In supporting Army Aviation, AAI does more than design and produce the world-renowned RQ-7B Shadow® 200 Tactical Unmanned Aircraft System.

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Aviation Transformation and Our Branch Warfighters

By CSM Donald R. Sanders



Recent changes in course curriculum now include adding 10 hours of cultural awareness training to our initial entry training courses to help prepare Soldiers for possible future deployments to the Middle East. Here USAALS instructor SSG Thomas Turpin, left, supervises as students PV2 Erich Fricke, PV2 Shawn Devinney and PFC Benjamin Brand disconnect the main rotor pitch change link from the swash-plate on a UH-60 Black Hawk helicopter.

ARMY PHOTO BY SPC WALTER R. STANLEY

Aviation roles on the battlefield are continuing to expand as the Army transforms the current force to the future force.

Army aviation is transforming as evident by the modularity of our combat aviation brigades. The Aviation Branch will continue to expand our training and prepare our Soldiers to operate in a joint environment.

These are the issues and actions that we are currently working or that have already been accomplished during fiscal year 2006.

Directive to Shorten NCOES

We were told to shorten our non-commission officer education system (NCOES) by the Training and Doctrine Command (TRADOC).

This directive was passed to both COL Marvin Russell, commander of U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Va.; and to CSM Joseph Moodt, commandant at our Aviation NCO Academy at Fort Rucker, Ala.

Working in concert with the TRADOC System Managers, the directorates of Training and Doctrine (DOTD) and Combat Developments (DCD), the NCOES courses at Fort Eustis and Fort Rucker were shortened.

In fact, Fort Eustis took a holistic approach and completely overhauled the Basic NCO Course (BNCOC) with an emphasis placed on producing NCOs better trained to serve as technical inspectors.

With that being said, we are confi-

dent that we will be able to produce a fully qualified NCO to lead his or her Soldiers into any environment.

We have and we will always meet or exceed the standards.

Warfighting Skills

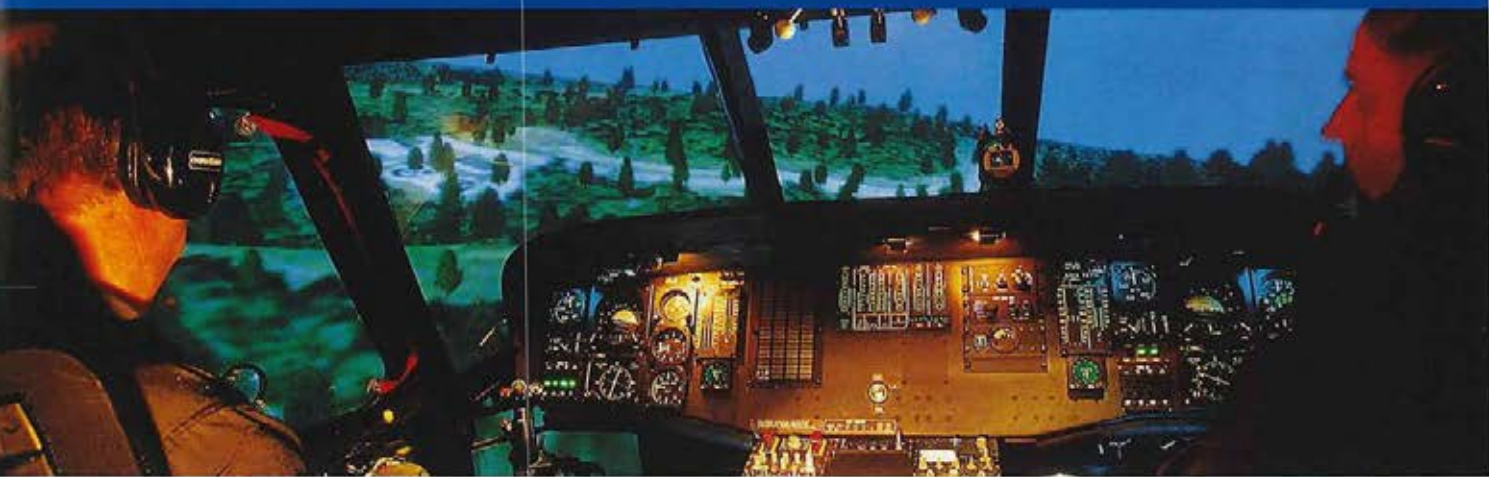
Both Fort Eustis and Fort Rucker have incorporated a variety of war fighting skills training into our programs of instruction.

This training includes military operations in urban terrain (MOUT) training, use of the "shoot-house," the 9-line medical evacuation call, emergency evacuations, level I & II combatives, land navigation and convoy operations.

Fort Rucker has also added an intense leader's reaction course.

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Army aviation professionals rely on our mission-critical training programs and FlightSafety-built training devices. Our training devices cover the range from fixed- and rotary-wing full-mission simulators to desktop and part-task trainers. Our new and innovative products and services further serve to make us a prominent member of the team that supports the U.S. Army's Flight School XXI, which includes the world's largest simulator training facility. FlightSafety was the first to offer electric motion and control loading simulators. To date we've designed, manufactured and installed more than 25 all-electric, full flight simulators to support military training. Our advanced technology includes the VITAL X PC-IG visual system for nonstop virtual flight and mission training between any points on the globe, accurately presented in lifelike detail.

Mobile Combat Tactics Trainer

FlightSafety's new transportable/deployable, PC-based training system combines graphical flight simulation, touch-screen technology and high-fidelity control loading for an easy-to-operate field trainer. Supporting all levels of training – individual, crew and collective – these trainers can be linked with similar and other devices for mission rehearsal to facilitate both Army and Joint operations.

Constant Mission Readiness

Our long-term involvement with Flight School XXI has enabled FlightSafety to play a key supporting role in the Army's ongoing transformation efforts. FlightSafety remains the top choice for military professionals looking for the best possible training and the security of being fully prepared for duty.

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ARMY PHOTO BY SPC WALTER R. STANLEY

The Airframe and Power-plant (A&P) certification program is now available for aviation Soldiers, which is important for post military service employment in the civilian market. Here, AIT students PV2 Raymond Sauseda and PVT Ryan Cheek, supervised by USAALS Instructor SSG Timoteo Holgado, right, learn valuable skills as they work on installing the upper hardware for the swiveling actuators on the aft pylon of a CH-47 helicopter.

Soldiers in both initial entry training (IET) and BNCOC also receive realistic training in a field environment to evaluate their abilities in a tactical setting.

Culture Awareness Training

We have added two hours of culture awareness training to all of our NCOES courses, and have added 10 hours to our IET courses as well.

This CA training gives our Soldiers a true picture of the environment they will be stepping into when deployed to the Middle East.

It covers all issues related to dealing with the local civilian populace of the country we as an Army are in.

Field Training Exercises

We conducted a 5-day field training exercise (FTX) here at Fort Rucker last October for all enlisted Soldiers assigned on the installation.

It was the second time the post had conducted this level of training.

Our Soldiers received the same training that is taught to our BNCOC Soldiers.

This coming year we will go to a 3-day FTX and conduct it twice a year.

UAS Personnel Transition

The Army Aviation Warfighting Center (USAAWC) continues working with the Military Intelligence and Ordnance branches to transfer the unmanned aircraft system (UAS) operator and maintenance structures to the Aviation branch.

The 96U UAS operator military occupational skill (MOS) will transition to the 15W UAS operator.

The 33W will transition to the 15J armament/electrical/avionics system repairer, while the 52D will transition to 15B aviation powerplant repairer or to the 15G aviation structural repairer (only for Hunter UAS units).

The effective date of the transfer for the UAS operators will be Oct. 1, 2008.

The maintainer MOS will phased in between Oct. 1, 2008 and Oct. 1, 2010.

The Aviation Proponency Office is currently working with the Army's G3/5/7 and G1 to start training the 15J/B/Gs and assign them to UAS units as early as this Oct. 1.

Initial entry training and BNCOC for the 15W MOS will continue at the Black Tower facilities at Fort

Huachuca, Ariz., while the Advance NCO Course (ANCOC) has moved to Fort Rucker.

Training Consolidations

The additional skill identifier (ASI) "N2" training for nondestructive testing (NDT) has been consolidated and absorbed into IET and the BNCOC for the 15D aircraft power train repairer MOS. This training began January 2006 at Fort Eustis.

The 15H aircraft pneudraulics repairer IET course moved from Sheppard Air Force Base, Texas and the new course started at Fort Rucker this last October.

Additionally, the aviation ground power unit (AGPU) maintenance and repairer mission has transferred from the Ordnance to the Aviation branch and has been incorporated into both the 15H IET and BNCOC.

This revised program of instruction (POI) will produce a warfighter that is more technically and tactically proficient in all aspects of the 15H MOS, with more instruction on AGPU operations, troubleshooting and repair.

Future 15H POIs will be reviewed to add additional aviation ground support equipment as the Aviation and Missile Command procures them.

Non-rated Crewmember Course

We are working to expand the current ASCI course at Fort Rucker. Additionally, the DOTD is developing a training support packet to forward to the field before the end of this fiscal year.

We are working with the Medical branch to start a new ASCI course geared to the 68F flight medic so they can evaluate a flight medic on their 2000 series tasks. Also upon completion, they will be awarded an ASI that is different than the current N1 given to our 15T Soldiers.

Aviation Life Support System

Technological advances in aviation life support systems (ALSS) equipment have generated a requirement for additional training and personnel in a related ALSS MOS.

The Air Warrior ensemble is the new-generation of ALSS equipment that requires a dedicated, full time MOS that will provide long-term solutions to enhance aircrew members and aviation commanders a highly flexible, modular and state-of-the-



USAALS has revamped BNCOC making the training more in-depth and relevant to help develop a quality, trained NCO capable of effectively performing fundamental duties as a technical inspector. Here BNCOC students SGT Thomas Restuccio and SGT Aldo Dejesus (back to camera) conduct rigging pin installations and checks on the flight controls of a UH-60 as instructor SSG Bobby Curnutte observes.



Basic NCO course students SGT Ashe Rawlins, left, and SGT Jonathan Kocurek perform an "eddy current test" as part of an inspection to check for cracks on spindle assemblies. Training on nondestructive testing (NDT) equipment and procedures has been consolidated and absorbed into the BNCOC for the 15D aircraft power train repairer skills training at Fort Eustis.

art system. It is designed to provide every crew member the ability to perform in the following environments and mission profiles: over-water, high altitude, hot and cold climates, desert night unaided or aided, and in clean or nuclear, biological and chemical contaminated environments.

The Air Warrior ensemble can support unit peacetime training or combat missions in an over water scenario whether they are over water or not.

Virtual Helicopter Aircrew Trainer

The VHAT will afford aviation units the opportunity to train crewmembers on crew and door gunnery skills making the best possible use of on-hand resources.

Fort Eustis is procuring a VHAT for training our 15T IET Soldiers.

This will allow the students to train on tasks and gunnery skills in dangerous and hazardous scenarios without increasing flight hours, damaging aircraft or endangering lives.

Thus, when commanders receive new 15T Soldiers in their organizations they will already be familiar with helicopter door gunnery skills.

Aviation Technical Inspector (TI) Course

USAALS has completed a revamping of the BNCOC curriculum, making the training more in-depth and relevant in regards to the technical inspector tasks and skills.

The Aviation Maintenance Officer Course, the old 66 TI course, and the 151A Maintenance Managers Course were used to develop the new TI POI.

The new POI is more hands-on and concentrates on developing a quality, trained NCO capable of effectively performing fundamental duties as a TI with the potential of assuming quality control NCOIC positions, if and when necessary.

A&P Certification Program

The Airframe and Power-plant (A&P) Certification Program is now available on the web at www.usaals.army.mil/portal.asp.

The program offers aviation mechanics the opportunity to obtain Federal Aviation Administration A&P certification at no cost to the Soldier.

It also promotes career enhancement and development through increased overall technical knowl-

edge, resulting in a more technically diverse and skilled aircraft maintenance technician, which benefits the individual and the Army.

This program allows a 15B Soldier to obtain his or her airframe certification, as well as the power plant certification.

Likewise, a 15G Soldier can obtain a power plant certification, as well as an airframe certification.

All of our aircraft TIs and maintenance officers have a critical role and must be formally registered in the program to certify our Soldiers' work.

For more information please email: a.padmistration@eustis.army.mil.

CAAS

The Common Avionics Architecture System (CAAS) is being installed in the new CH-47F and UH-60M model aircraft cockpits, as the aircraft are being built on the production lines.

USAALS's New System Training Division has identified the 15F, 15N, 15T and 15U MOS to receive this training, with new IET Soldiers to start receiving the training in their advance individual MOS training courses starting in FY 08.

Above the Best!



CSM Donald R. Sanders is the command sergeant major of the Aviation branch at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala.



U.S. Army Aviation and Missile Life-Cycle Management Command Update

By MG James H. Pillsbury

As our Army moves toward implementing and sustaining Army Force Generation – providing combatant commanders with rapidly deployable, employable and sustainable capabilities packages – the Aviation and Missile Life-Cycle Management Command is working to effect change and have immediate impact in the Army Aviation community.

In addition to our daily emphasis on meeting warfighters' needs, we stress three major mission areas to support the force: *Reset*, *Condition-Based Maintenance Plus*, and our *Aviation Center Logistics Command* at Fort Rucker, Ala. These are not the only missions in AMCOM, but in conjunction with our many other activities that stretch from the depots at Corpus Christi and Letterkenney, to the flight lines in Southwest Asia, these three assist us in providing the Army with a relevant and ready aviation force – every day.

This year brings the challenge of supporting an expanded war effort. Our Soldiers in combat require our focused efforts every day and we must maintain our level of intensity in that effort. We will never back off our commitment to doing everything in our power to support the Soldiers in combat. But, while we are doing that, we are investing considerable energy and resources in the fight to sustain our future force. I'll address each of these areas in the following paragraphs.

Reset

Reset continues to be AMCOM's most critical contribution to aviation systems' future readiness. In Iraq and Afghanistan, our Army flies aircraft four to five times the normal operational tempo. This heavy aircraft use creates a need for repairs in excess of what units can do on their own.



The Aviation Center Logistics Command at Fort Rucker plays a key role in the Army's National Maintenance Program by repairing parts, like this OH-58D Kiowa Warrior rotorhub, for the entire Army's supply program.

Since 2004, AMCOM has supported the Reset of active, Guard and Reserve aircraft at Army installations and at contractor operated facilities, returning battle-worn aircraft to a ready-to-fight status. To date, we have Reset more than 2,000 aircraft, and the improved performance of aircraft that have been Reset, over aircraft that have not, is real and measurable.

While we've done this, another activity known as PM-Preset [program manager-preset] has been applying modifications and improvements to aircraft prior to going into combat.

While both of these activities are critical missions in and of themselves, we were operating them independently of each other.

This had the effect of taking air-

craft from the units at least twice – once for Reset, and then again to apply "Preset" modifications – clearly sub-optimal when we considered the training requirements of the units. Recently, we have merged the Reset and Preset functions.

COL Tim Crosby is at the helm of the new organization, known as Project Management-Setting the Aviation Force. His mission is simple: To take away aircraft from unit commanders one time only, and during that time, to complete all required Reset and Preset work. If he's successful, we'll be able to return aircraft to units that are repaired and fully upgraded for service in the theater of operations, and provide them sooner so that their available training time is maximized.

All of that said, this is no easy task.

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Since 2004, AMCOM has supported the Reset of returning battle-worn aircraft to a ready-to-flight status. When this UH-60 Black Hawk with the 542nd Medical Company (Air Ambulance), here flying on a medical mission Sept. 10, 2006 to Tal Afar, Iraq, returns to Fort Campbell, Ky. it will undergo a similar post-deployment Reset.

AIR FORCE PHOTO BY SSGT JACOB BAILEY

We haven't been able to execute the single-touch plan to date due to lack of availability of kits for the Preset function. The funding for Preset kits (examples include engine inlet barrier filters, upgrades to communications and electronics packages, and improved aircraft protection systems) has tended to arrive late, and there are unavoidable manufacturers' lead times to get the kits. Our vision for a one-touch system is absolutely dependant on receiving funding to pre-purchase kits, before the aircraft return from theater.

COL Crosby's job, simply put, is to tie together the efforts of our resource managers, our maintainers, and our aircraft program managers (PMs) to achieve the goal of touching aircraft only once to accomplish all Reset and Preset tasks. The resource managers have to justify and secure the dollars – early. The maintainers have to develop detailed plans for repairing aircraft, by site and by unit priority, and then they must execute these plans within budget and within tight timelines. The PMs have the responsibility for the configuration of their aircraft with the Preset kits to apply the modifications.

We are not taking away the flexibility and specialization of what they do. Rather, AMCOM synchronizes and balances the entire work force to best use all capabilities. We want to ensure combat aviation brigade commanders are receiving outstanding support from an integrated team.

The outlook for executing our

Reset and Preset integration this year and next is positive and I am extremely optimistic. There are a couple of reasons for that.

First, the level of resources provided by Department of the Army is unprecedented, and we have received agreement up the chain for the need to pre-buy aircraft modification kits.

Second, I know of no organization that can take resources and turn them into contracts supporting the Soldier, better than Team Redstone.

Finally, our work force is one year more experienced in this fast-paced, high op-tempo environment forced on us by the Global War on Terror. We can, and will, make this happen.

Condition Based Maintenance (Plus)

Army Aviation is undergoing an unprecedented transformation through the Condition Based Maintenance Plus (CBM+) program, which is a predictive, proactive and reliability-centered maintenance program. I am happy to report that CBM+ is well underway.

Aircraft from all Army mission design series have been equipped and deployed with CBM+ sensors, and the data these sensors provide has been exploited on the flight line and in our engineering laboratories.

Major strides have been made, reducing the workload on our Soldiers and improving operational readiness rates across our aviation fleet. The Army's vision is to achieve CBM+ by the end of fiscal year 2015.

AMCOM is on target to have the aviation CBM+ program fully operational in 2011. Our first fully equipped and instrumented combat aviation brigade will deploy to the U.S. Central Command area of operations later this year.

CBM+ gives battlefield commanders and Soldiers the ability to support mission requirements with proactive, planned maintenance.

It enables a smaller logistics footprint and reduces time on specific maintenance tasks, such as rotor track and balance, while enhancing safety for crews and maintenance personnel. It does this by providing maintainers and flight crews with real time information on the "health" of the aircraft and its systems, by use of embedded monitoring devices and sensors. The objective of our CBM+ program is to decrease the maintenance burden on the Soldier, increase platform availability and readiness, decrease operations and support costs, and enhance safety.

We are already beginning to see substantial results in the reduction of maintenance man-hours for the affected components, and in improved systems availability on those aircraft having health usage monitoring systems (HUMS).

The elimination of inspections and increase in time-between-overhaul or TBO, is not the only benefit we are currently receiving through CBM+. A safety benefit is also being realized and this benefit will continually be assessed as the CBM+ transition pro-

gresses. However, we can extrapolate the potential safety benefits of CBM+. CBM+ enables Soldiers and leaders to plan and perform aviation maintenance at the right place and at the right time.

The AMCOM implementation of CBM+ is a three-phase process: *Maintenance, Fleet Management* and *Supply*. In phase III (supply) of the CBM+ implementation, scheduled for 2010 to 2012, we will provide our logisticians, item managers and original equipment manufacturers with information that will predict more accurately equipment requirements so that the parts are there when Soldiers need them.

When fully implemented, replacement parts will be automatically ordered when the "on wing" condition reaches a certain level. This will reduce the number of spares needed and predicatively provide longer lead times in order to produce those parts that are difficult to manufacture.

In 2011 and beyond, CBM+ will enable our aviation maintainers to plan, sequence and perform needed supply and maintenance actions with minimal impact on operations. Because CBM+ is supported by automated maintenance information systems which seamlessly integrate requirements and performance data, we predict that CBM+ will lead to more efficient maintenance practices and procedures, improved operational availability, and reduced costs associated with smaller logistics footprints.

These changes require dedicated resources and commitment, but the transition to CBM+ is a critical task in achieving the full transformation of Army Aviation.

The bottom line...the Army's CBM+ plan is well on its way in reducing the aviation logistics tail while creating more flexibility, higher operational readiness rates and more power forward to our warfighting commanders involved around the world in the Global War on Terrorism.

Aviation Center Logistics Command (ACLC)

Last year, in the convention issue of ARMY AVIATION, I briefly touched on AMCOM's efforts at Fort Rucker. Our efforts there are part of a broader Army Materiel Command (AMC) initiative called *Fleet Management*.

AH-64 Apache Exceedance Warning System

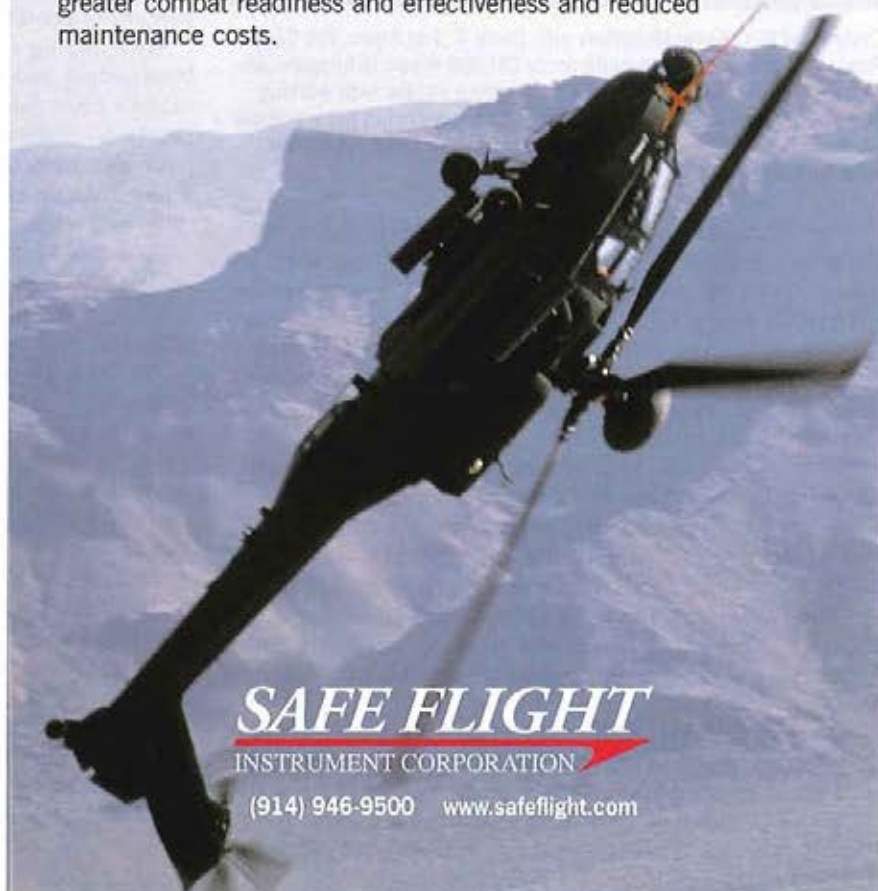
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Safe Flight's Exceedance Warning System, already flight tested and installed on the Bell/USN TH-57, features a collective shaker to give pilots a distinct tactile warning when operating limits are being approached.



The critical advantage is less wear and tear on the aircraft, resulting in less exceedance-related maintenance and component replacement. The maintenance cost savings alone will pay for the Exceedance Warning System in one year. In addition, the system is retrofittable by field maintenance teams.

The result is a win-win for the U.S. Army AH-64 Apache Program – greater combat readiness and effectiveness and reduced maintenance costs.



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Crew chief SPC Kevin McMahon with Troop C, 2nd Sqdn., 6th Cav. Regt., replaces expanding bolts on an OH-58D Kiowa helicopter Jan. 18 near Kirkuk, Iraq. AMCOM has made major strides with working condition based maintenance with the goal of reducing the workload of Soldiers and improving operational readiness rates across the aviation fleet.

Fleet Management is an agreement, between the Army's Training and Doctrine Command (TRADOC) and AMC, to allow AMC to manage supply and maintenance for TRADOC, so that TRADOC can focus on training the force.

At Fort Rucker, AMC tasked AMCOM to establish a command to manage the supply and maintenance support of the fleet of aircraft that supports training at the Aviation Center and School.

Now, under COL Al Stull, the ACLC has 100 government employees (about 45 DOD civilians and 55 military) who provide oversight and management of the aircraft maintenance mission and contractor operations across five airfields, 22 stage fields, and five aircraft fleets.

These Soldiers and civilian employees supervise more than 3,300 contractor personnel working for Army Fleet Support, who provide the necessary aircraft maintenance and supply support.

The ACLC is AMCOM's face to Fort Rucker, providing the contract oversight support necessary to accomplish the mission of keeping aircraft in the air and pilots in the seats.

As the community well knows, the training fleet at Fort Rucker operates at maximum capacity with about 500 sorties flown daily under a 24/7 operating tempo.

Fort Rucker flies roughly one-third of the active Army flight hours with one-fourth of the Army's aircraft; many of the aircraft are some of the oldest in the Army.

When the schoolhouse needs aircraft to train student

pilots and crews, it is ACLC's job to have the right number on the flight line, ready to go, every day and night.

To carry out the oversight of this significant fleet, ACLC has three divisions: *Aircraft Component Repair*, *Fleet Sustainment*, and *Materiel Management*.

All are critical to accomplishing the mission, and I'll go into some detail on how each division supports the force.

The Aircraft Component Repair Division's (ACRD) National Maintenance Program repairs worn or damaged parts and returns them to the shelf for the entire Army's supply program. Last year ACRD increased its program from 55 distinct parts (or lines) to 83 lines, and raised it from 20,000 man-hours of work to more than 60,000 man-hours.

Though increasing depot capability and supporting the National Maintenance Program is a priority, the number one goal is to support the Army training program at Fort Rucker. It is the Fleet Sustainment Division's mission to ensure that aircraft are always available to meet the needs of the schoolhouse.

Since putting the Fleet Management Initiative in place, there have been many successes including increasing readiness of the Fort Rucker fleet by 28 percent. That's a quantum leap – an amazing accomplishment.

In no uncertain terms, the ACLC fixes things right the first time. What's more, initiatives by Program Executive Officer (PEO) for Aviation's PMs under Soldier Focused Logistics, and by AMCOM's Integrated Materiel Management Center's (IMMC) parts tracker system, have reduced the not-mission-capable-supply rate by nearly 50 percent in certain fleets.

By applying *Lean* principles – better maintenance, troubleshooting and internal repair of components – the command's Fleet Sustainment division has been able to return nearly \$7 million worth of rotor blades to the Army. We have also been able to return three UH-60s to the Army – a huge bonus, especially in time of war, as we build new units and replace combat losses in our existing units.

ACLC's Materiel Management Division partners with AMCOM's IMMC, and with manufacturers, to ensure that supply chains supporting Fort Rucker are "lean", efficient, effective, and clear of bottlenecks.

As a way to lean the supply process and increase available space, four newly constructed supply warehouses have 'space savers' that condense the footprint required for parts storage. This Division's efforts compliment the other two divisions' and are critical to ensuring that aircraft fly when needed, at an optimum return on our investments.

Through its three divisions, the ACLC is able to keep helicopters flying and tomorrow's future aviators trained. The philosophy of the command inspires its employees to make the changes necessary to keep aircraft ready. Each command worker is responsible for a job and also responsible for stepping outside the box to see if there is a better way or a smarter way to achieve schoolhouse satisfaction.

By sustaining our training fleet today, we are ensuring the future of aviators for the next 50 years.



MG James "Jim" H. Pillsbury is the commanding general of the U.S. Army Aviation and Missile Life-Cycle Management Command, Redstone Arsenal, Ala.

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Support to the Soldier, Modernization and the Year Ahead

The CH-47F Chinook model build is progressing on the production line and the first unit equipped will occur later this year.



By Paul Bogosian

It has been slightly more than three years since the termination of the Cold War era-based RAH-66 Comanche program. The Army subsequently refocused its resources on modernizing aviation capabilities to operate more effectively in the contemporary operating environment.

Since that time, the acquisition workforce has aggressively pursued implementation of the aviation modernization plan. We are modernizing our fleet while maintaining and improving the execution of our primary mission – support to the warfighter.

Many of the new capabilities resulting from modernization are already in the field, and additional capabilities are in development.

Our challenge is to continue to meet the needs of Soldiers today, while executing timely, affordable modernization programs for the future. Success on both fronts is essential. Although there have been improvements in our support to the

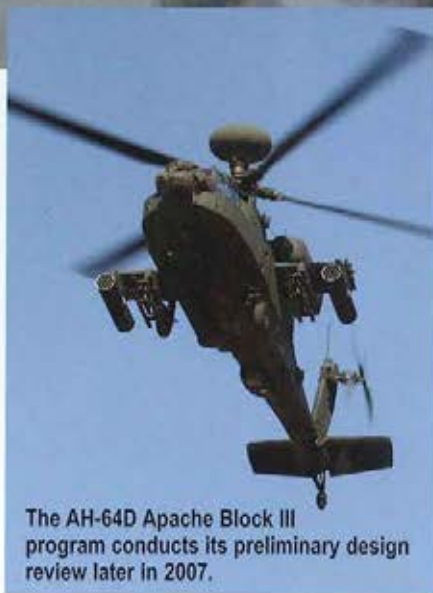
Soldier and significant progress toward implementing aviation modernization, much work remains. This article will provide an update on support to the field, the aviation modernization program, and planned activities for the year ahead.

Supporting Our Soldiers

Support to the Soldiers in the field is our top priority. Army Aviation platforms have flown over 1.5 million flight hours in support of Operation Enduring Freedom and Operation Iraqi Freedom. In the past year alone, our systems have flown over 460,000 flight hours supporting the Global War on Terrorism.

All Army Aviation systems are significantly exceeding their peacetime operational tempo while maintaining outstanding readiness rates. These statistics are primarily attributable to the aggressive, proactive maintenance accomplished by our personnel deployed world-wide.

To assist them, targeted modifications are made to their aviation systems prior to deployment to improve their mission effectiveness, survivability and safety.



The AH-64D Apache Block III program conducts its preliminary design review later in 2007.

Condition Based Maintenance (CBM) and Soldier Focused Logistics initiatives seek to further our ability to keep our aircraft in the fight, by ensuring we conduct appropriate, timely maintenance actions and by providing a means for continual process improvement.

Aviation platforms are fielded today with the ability to conduct efficient, flexible mission planning, communicate securely across the battlefield, and achieve the situational awareness necessary to perform sus-



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Above Left: The new UH-60M model Black Hawk, here undergoing operational testing, has a full rate production decision planned in May.

Top Right: The unmanned aircraft systems activities are processing rapidly with the first extended range, multi-purpose Warrior Block 0 and Block 1 systems delivered this year.

Above Right: With recent approval, the Raven B small UAS program entered full rate production and has begun initial fielding.

Left: The new UH-72A Lakota helicopter is being fielding now to a medevac unit at the National Training Center in California.

tained combat operations. Support of the Soldier has been and will continue to be our primary focus.

Aviation Modernization

The Army's aviation modernization program encompasses all aspects of Army Aviation.

Specific accomplishments during the past year include the approval of the Apache Block III program to enter system development and demonstration; the Light Utility Helicopter program's approval to enter low rate initial production; and the UH-60M Black Hawk program's successful completion of initial operation test.

The Joint Cargo Aircraft is in the final stages of source selection and is on schedule for a planned contract award later this year. These systems will bring vast improvements in capability to the field.

Unmanned aircraft systems (UAS) have achieved equally impressive accomplishments during the past year.

The Raven B Small UAS program received approval to enter full rate production and began initial fielding; the Extended Range, Multi-Purpose UAS program received approval to enter system development and

demonstration; and 25 Micro Air Vehicles were delivered to the 25th Infantry Division for an advanced concept technology demonstration in support of the Future Combat System program.

The Year Ahead

Although significant progress has been made in the execution of the aviation modernization program and in providing operational support to the warfighter, many challenges remain.

Specific planned activities in the year ahead include the UH-72A Light Utility Helicopter and the CH-47F Chinook first units equipped.

In addition, the UH-60M Black Hawk full rate production decision is planned for May, followed by a Multiyear VII contract award in July.

The Apache Block III program will conduct its preliminary design review later this year and is on schedule for its limited user test in November 2009.

Unmanned aircraft systems activities planned for the coming year include the delivery on the first Warrior Block 0 and Block 1 systems, and the Shadow Tactical Common Data Link risk reduction flight testing.

Supporting the aviator in the field

remains the top priority for the aviation acquisition workforce in the year ahead.

Focus areas include execution of Preset, Reset and CBM initiatives aimed at ensuring the warfighter has the latest technology, with the maximum capability, at the lowest possible operational and support costs.

We must realign and refocus our science and technology initiatives to meet these objectives. Specific areas of interest include aircraft flight performance improvements, aircraft survivability enhancements, and maintainability and reliability initiatives.

Future force integration activities include interoperability improvements, establishing manned and unmanned teaming capabilities, and improving airspace management for current and future Army, Joint and civil requirements.

As a final note, the work force of PEO Aviation congratulates the Army Aviation Association of America on its 50th Anniversary and thank its members for their support.

We commit our efforts to its continued success in the future.



Paul Bogosian is the Program Executive Officer for Aviation at Redstone Arsenal, Ala.

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Photo Courtesy of Sgt. 1st Class Anthony Joseph, U.S. Army

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- 9 Engineering & Design
- 8 Production-Level Kit Fabrication
- 7 Laser Wire-Marking

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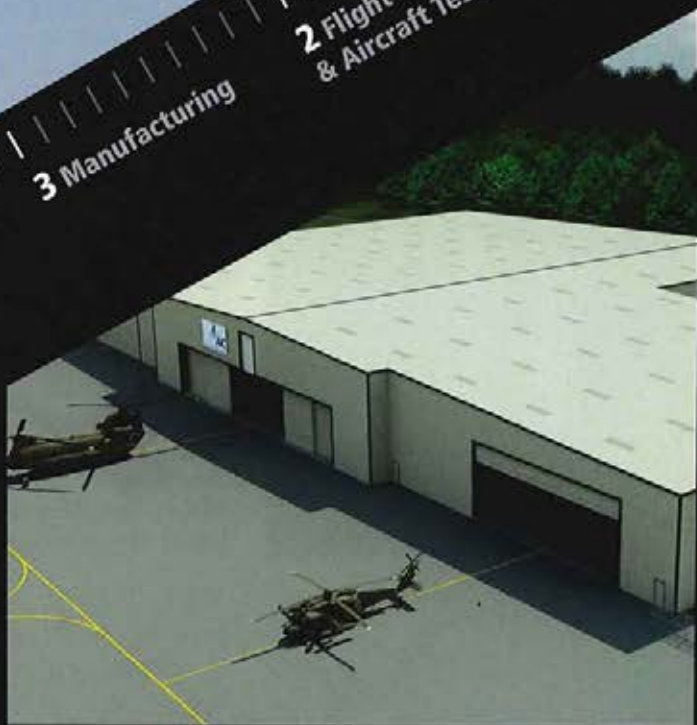
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In the Beginning (of AAAA)... Fifty Years Ago

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



In the beginning, there was no AAAA. The world was not flat, nor was it devoid of life, water or aircraft and pilots. And some thought that this was good and the way it should always be.

But Army Aviation was small, relatively unstructured and possibly unappreciated, with the future unclear and uncertain. The Air Force, Navy and Marines took to the skies in modern, sleek and sophisticated turbine powered aircraft to combat our cold war enemies.

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

In 1950, the aluminum skinned and then state-of-the-art Cessna L-19A Birdog was a thing of beauty and a Pentagon procurement bargain at less than \$30,000 per copy. Each field artillery battalion had a "robust" section of two Birddogs for artillery fire

adjustment and liaison. The Korean War was upon us and the Army had a grand total of 56 utility and observation helicopters with no cargo helicopters in its inventory.

So, how did it come to pass two short decades later, that Army Aviation became such a formidable force, moving the Soldier into the third dimension of air mobility, while compressing the fourth dimension of time for the ground commander? We know that story, as our history has been told time and again. It was a history built on the tactical successes and valor of Army crew-members in the jungles of Vietnam, on the plains of Europe, and the deserts of southwest Asia. The Army team has earned deserved praises and admiration on all continents.

At the same time, how has the Army Aviation Association of America become the premier branch related professional association in this greatest Army on earth? AAAA stands shoulder to shoulder, rotor blade to blade, skid to skid with the Army Aviation team. Over these years, AAAA has served as a cohesive force, binding the aviation community together by:

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

From Army Aviation's humble beginning in 1942, came full combat arms branch status in 1983, including an aviation brigade alongside the infantry, artillery and armor brigades of America's divisions and corps. But in those early years, a need was also



WWII era Piper Cub L-4s are the symbol of the establishment of "organic" Army Aviation on June 6, 1942.

for a professional association for communications, coordination and spirit akin to the infantry, cavalry, artillery and ordnance associations of the day. Thus AAAA was born, across a coffee bar and a kitchen table, stuffing envelopes with mimeographed letters, news of "who was where and what they were doing in Army aviation."

The Association of the U.S. Army (AUSA), the largest private, not-for-profit educational organization that today supports our total Army, was born in 1950, rising from the myriad of branch associations that existed at the time.

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

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

From a regional to Army-wide focus, AAAA was born in 1957, with two chapters and 1,407 charter members.

Included were civilians, military in every grade from NCO to general officer, and a handful of loyal industry supporters.

Their names became indelibly linked with Army aviation over the next 50 years, in peace and in war.

Many are now in the Army Aviation Hall of Fame, with most having served in senior leadership roles of both AAAA and the Army.

The founding president, BG Robert M. Leich, attended "liaison pilot" training at Fort Sill, Okla., in the "Class before Class One." Then CPT Leich was the Army's very first aviation engineering (maintenance) officer. As a major, Leich also became the first, and for a long time, the only Army aviator serving in the Pentagon during WWII.

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

In retirement, he served as a civilian aide to the Secretary of the Army for many years, as well as AAAA's awards chairman for 24 years.



BG Bogardus S. Cairns, commanding general of the U.S. Army Aviation Center, Fort Rucker, Ala., is shown handing his AAAA membership application to LTC Alexander J. Rankin, USA Aviation Board and the executive vice president of AAAA's new Alabama Region in July 1957. Also pictured here are (l to r): LTC James L. Townsend, commander of the School Regiment; COL John J. Tolson, assistant commandant of the U.S. Army Aviation School; and COL William R. Tuck, deputy assistant commandant.

After 31 years of commissioned service he personified the Army term "retired, still serving." The prestigious AAAA National "Robert M. Leich Award" is named after this distinguished Soldier and founding president.

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

In that position, then COL Williams, along with Art Kesten, carried the organization's proposal to GEN Hamilton H. Howze, then director of Army Aviation, G3, on the Army Staff.

Howze, a man of few words, simply said, "Go with it."

Williams then became AAAA's first senior vice president, and later following retirement, a national president. He was also the first ground forces officer to receive an instrument rating and the designation as a Master Army Aviator. Adding to those achievements, he later served as commanding general of the Army Aviation Center at Fort Rucker from 1962 to

1963; and the 1st Aviation Brigade in Vietnam, the largest Army aviation force ever assembled, with 20,000 troops and 2,000 aircraft.

Kesten, AAAA's first executive vice president, drafted the initial By-laws, which were taken to the Pentagon for review by Howze.

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

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

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

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

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

He recruited officers and members of the initial National Executive Board and transitioned a 4,000 subscriber magazine into a national association.

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

Thus, you have the genesis of our organization, which today hosts 70 chapters worldwide, more than 16,000 members, a magazine circulation approaching 20,000 and the most robust scholarship program of any branch activity.

The 50th Anniversary and the 2007 Annual Convention are taking place in Atlanta, Ga.; and ironically, this was the site of our first convention foray outside of Washington D.C. in 1979. Prior to 1979, all conventions were held in the D.C. area following after the AUSA National Meetings in October. But AAAA sought to be different, taking our National meeting to the field, nearer the troops and their families.



First AAAAA President COL Robert M. Leich, third from right, attends the activation of the Fort Campbell Chapter in 1960.

For almost 30 years, AAAAA has rotated these meetings on a recurring basis in Atlanta, St. Louis, Louisville, Fort Worth, Orlando, Charlotte and Nashville.

These central metro areas were in closer proximity to major aviation

unit and troop concentrations, thus less costly to our members for travel and lodging. Outside of Washington, all would have an easier opportunity to gain the professional development and camaraderie of thousands of fellow aviators and crew members and their families.

We recognized our "brightest and best" in front of peers and company mates.

All could then hear from the Army's top leaders on how we can do our job better and make our Army stronger.

There our industry and civilian friends in middle America could also visit and see the power, might and pride in the aviation force.

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

And great people they are in Army Aviation!

—AAAA—

50 YEARS ABOVE THE BEST
THE LEGACY LIVES ON - 1957-2007



Retired MG Carl H. McNair, Jr., is the first Chief of the Army Aviation Branch, a past AAAAA National President, an Army Aviation Hall of Fame member; and the chairman of the AAAAA 50th Anniversary Planning Committee.



Member of the initial AAAAA National Executive Board and first AAAAA V.P. for Public Affairs, CPT Howard E. Haugerud, left, is here briefing U.S. Vice President Hubert H. Humphrey, about his 1965 trip to Norway as Deputy Inspector General for Foreign Assistance, U.S. State Department.

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Conception for an Army Aviation Association

By LTG (Ret.)
Robert R. Williams



The author Robert Williams, then a colonel, "at the office" circa 1957, around the time AAAA was formed.

An Army aviation association, with its own magazine for wide distribution, was needed.

New missions were approved for Army Aviation, including medical evacuation.

After witnessing combat operations in Korea, the Army Surgeon General sent back a message saying, "it's lives or helicopters. Send more helicopters."

Here was an exciting mission that would get both the military and public's attention and give much support for Army aviation.

We needed a means to spread the word.

The Transportation Corps started the cargo helicopter program.

This had two significant facets; it put Army aviation in a new and very expensive field that would get a lot of attention at high levels and it brought about the establishment of the warrant officer aviator program.

Aviation warrant officers were a unique group.

They were experienced pilots, like Mike Novosel, who had served as commissioned officers in the other services during World War II to lead and teach young pilots who had just graduated from flight school.

The young pilots matured rapidly and performed magnificently.

This whole group was recognized as the true professional pilots in our Army.

With this background they needed a voice within the aviation community, an organization to push for flight pay equalization, flight pay insurance, and other issues unique to their group.

They needed an Army Aviation Association.

In order to support the new 12 battalion cargo helicopter program and the other expanding facets of Army aviation, the Transportation Corps took over the logistical support from the Air Force. This was a major step.

The Army's assumption of this responsibility generated a requirement for much greater contact and exchange of information between its aviation organizations and industry.

Flight pay had been contentious and controversial within the military services since before World War II when it was termed hazardous duty pay and was 50 percent of base pay.

Many non-aviators resented the pilots receiving this special pay.

In 1942 the introduction of Field Artillery organic aviation presented a new factor, and the mission required a pilot and an observer.

The hazard was the same for each. Should the observer be paid hazardous duty pay?

As Army aviation missions expanded, riding in airplanes as part of the job became common for all.

The entitlement pay changed from hazardous duty pay to flight pay, then

In a few short years immediately preceding the founding of the Army Aviation Association of America, several significant events occurred that presented the opportunity and requirement for our having a professional association.

Combat operations in Korea demonstrated the survivability, capabilities and maintainability of the helicopter and its potential for many Army roles.

This stimulated the imagination and enthusiasm of ground commanders and Army aviators alike for the application of the helicopter in future operations.

No longer were Army aviators perceived as just "Cub pilots," but as true professionals with exciting experiences and the technical knowledge that needed to be promulgated within the aviation community and sold to the Army.

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CW4 Michael J. Novosel Sr., the model of the professional Army aviator and a Medal of Honor recipient.

later to aviation career incentive pay. The ACIP is much less than the 50 percent provided by hazardous duty pay and was much more restrictive on who could receive it, but it remains contentious.

How much should it be, who should get it, and for what? Should a pilot receive flight pay as a skill pay because he is a pilot, or should it be paid only when he is practicing his trade in a flying position? These questions were the same for all the services.

Another problem for the pilots in all the services was what could they do to protect their income if grounded for medical or physical reasons?

The Air Force Association offered flight pay insurance.

Army aviators being dispersed among many carrier branches, such as the Field Artillery, Infantry and Transportation Corps had no similar organization to look to for this service. None of the branches were sympathetic to pilots even receiving flight pay.

Army aviators needed their own association to provide insurance.

The solution for this need and to provide the services identified above was a professional association; with a magazine carrying well-prepared articles by members of the military and advertising from industry, plus well-attended conventions and technical forums.

Life insurance without the "war

clause," not available at a reasonable price on the open market, was another service highly desired by Army aviators during the Vietnam War.

Life and flight pay insurance policies could be provided by an Army Aviation Association.

In 1954, the Army Aviation School at Fort Sill, Okla., outgrew the available airspace and the school was moved to Fort Rucker, Ala.

The Aviation Section of the Field Artillery Board was also moved to Fort Rucker and re-established as the Army Aviation Board.

The Transport Aviation Test and Support Activity and the Signal Aviation Test and Support Activity were created at Fort Rucker to work with the Aviation Board and the school command.

After combining these activities, Fort Rucker was designated the U.S. Army Aviation Center in 1955.

Now Army aviation had its first real and recognized home; but it still needed an unofficial voice outside the framework of the military.

Until 1955, as a lieutenant colonel on the Army's G-3 staff, I was the senior Army aviator in the Pentagon as the chief of the Aviation Branch.

MG James M. Gavin, a famous 82nd Airborne Div. paratrooper, and the G-3 then, wrote a well-known article entitled "Cavalry and I Don't Mean Horses," which stimulated a lot of thought about aviation at all levels of the Army.

Gavin asked me why there were so few regular Army officers in aviation.

I explained that the perception of the army leadership was that a career in aviation was a dead-end street.

To illustrate this point, I pointed out that the G-1 had a policy that West Point graduates could not apply for flight training until they had five years of service, and by that time they were over the age limit to apply.

I had previously challenged this policy and was told, "We are not going to invest four years at West Point in a man for him to become a pilot." Gavin said let's get that policy changed.

At that time, West Point graduates were required to take either ranger or airborne training on graduation.

Gavin's solution was to give them a third choice of flight training.

Over the strong objection of the G-

1, Gavin convinced the Army Chief of Staff that the option of flight training should be added.

This sent a message that encouraged all regular officers to apply, even if their superiors advised against it.

This opened the door for a large group of regular officers to enter flight training. It was too bad that we didn't have an Aviation Association at that time to be our advocate.

Gavin's next major contribution to aviation was raising the Army Aviation Branch in the G-3 to a division status and bringing in BG Hamilton H. Howze as the first director of Aviation.

This created a counterpart to the Navy's Vice Admiral and Marine's Lt. General heads of their respective aviation.

If we were going to have an aviation association, we really needed the backing of someone of the stature of the Director of Army Aviation.

Under Howze as director, aviation expanded with the procurement of the OV-1 Mohawk in 1960 and the CV-2 Caribou in 1961 for newer, highly visible fixed-wing missions.

One of the most significant developments that opened the door for an Army aviation association to be born was the selection of a group of well respected, highly qualified and seasoned combat senior officers to attend



November 1958 issue of ARMY AVIATION Magazine featuring a "Chrysler Aerial Vehicle" on the cover.

flight training and become rated aviators.

Their emergence on the scene in command and staff jobs changed the Army's perspective of aviation from a bunch of "Fly Boys," who, if not carefully monitored, might secede from the Army as the Air Force had done.

Forming an association would create a respectable group and would not be considered insurrection.

In 1957, the need for an organization to represent and serve all the many facets of Army aviation was seen by a group of World War II artillery Cub pilots, who by then had seen the problems and prospects for an aviation force from a variety of Army staff positions.

The men: Glenn Goodhand in the National Guard, Art Kesten with the Army Reserves, Bob Leich in community relations, Bryce Wilson in the helicopter industry, Joe McDonald in the fixed-wing industry, and Elmore Swenson in personnel management and myself banded together to ignite a spark.

Connected only by communications, long friendship and a dedication to Army aviation, this small group examined what would be required to form an association.

The normal procedure would be to prepare a charter and By-Laws, hire a staff to administer the association, including the publication of a magazine, contracting for services, and assisting with flight pay insurance.

We had no Aviation Branch at that time; no organization to start the action and no money to hire a staff.

Fortunately, the solution was there ahead of us. Art Kesten had formed a company four years earlier, Army Aviation Publications, Inc. (AAPI) to publish a magazine, initially for the USAR and ARNG aviators in the First Army area, which had already expanded to many subscribers throughout the Army.

Initially, the newly formed Army Aviation Association of America contracted with Art and Doty Kesten to take on the entire administration done by other paid staffs of similar associations and to do so at no cost to

the our association.

In return, they received the normal subscription fee and retained ownership of the magazine and provided complete administrative support for all AAAA programs.

This arrangement has continued to this day with the staff of AAPI and has been vetted many times during the past 50 years.

Each time it's proven to be the most efficient and effective method, and the least costly way to handle our Association affairs.

—AAAA—

50 YEARS ABOVE THE BEST
THE LEGACY LIVES ON - 1957-2007



Retired LTG Bob Williams is one of the original founders of the AAAA, a 1974 Army Aviation Hall of Fame inductee and a former chairman of the HOF selection committee, and a past AAAA National President (1976-79).

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The Birth of AAAA

By Arthur H. Kesten

In the preceding articles by MG (Ret.) Carl McNair and LTG (Ret.) Bob Williams, both alluded to the informal aspects of AAAA's birth or "underground." All too true!

We did operate for 36 years out of the basement in two successive homes in Westport, Conn., and I assure you that many AAAA invoices, meeting notices and invitations were folded and stuffed, and the magazine page paste-ups were occasionally "worked" within six feet of an upstairs refrigerator and oven.

"Why?" you might ask.

In the beginning, we absolutely could not afford any other kind of arrangement. It was that simple.

Later, as our commercial enterprise magazine "ARMY AVIATION" grew

from a distribution of 4,000-plus copies and we became responsible for the administrative support of AAAA, our staff increased from three to nine persons.

We still found that we couldn't afford to support this size of a staff *and* rent downtown commercial office space.

By then, however, the backwoods, cubby-hole existence had become an accepted way of life for all nine of us and we believe our whole crew enjoyed its close up, day-to-day intimacy.

This did not interfere with the many visits and over night stays of countless AAAA members who stopped by while on official business at nearby Sikorsky or Lycoming facilities.

In early 1957, Bob Williams indicated that flight pay insurance was indeed the "hook" on which we could all hang our association hats, and he said, "Art, let's do it."

To provide insurance, we quickly recognized that three elements were needed: an identifiable group that would be eligible for the insurance; an insurance company that would be willing to take on the insurance at a reasonable price, based on their analysis of the risks involved in the client group established; and a registered insurance agency.

First, the member group required the incorporation of the AAAA in the State of Connecticut; so the paperwork was drawn up and the association incorporated on March 11, 1957.

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ADDRESS _____ (Use the Number, Inland or Outside Address in Block)

CITY _____ STATE _____

AMOUNT OF ANNUAL FLIGHT PAY _____ (Circle from the middle \$500 and

\$1000 column a check or amount other than column in the table for the amount payable, and I desire coverage to the extent of (1) the amount hereof or (2) the greater part of my AAAA membership, (3) the full face of \$50,000, or such I state explicitly.

I certify that I am currently on flying status and entitled to receive incentive pay, and that to the best of my knowledge I am in good health, and that no action is pending to remove me from flying status for failure to meet required physical standards.

Signature of Applicant _____ DATE _____

CLASSIFICATION AND PAYMENT PLAN IN AAAA, MEMBER, GEN.

The annual premium charge is 1% of annual flight pay.

AAAAA Policy No. _____ Effective Date _____ Month _____ Year _____ or as shown on the Army Aviation Association. "Annual Issue No. of 10/1/57, 1959"

Early Flight Pay Insurance Plan for AAAA members in 1958.

A set of detailed By-Laws had been prepared at the same time and a brief announcement concerning the creation of the AAAA appeared in the March 1957 issue of ARMY AVIATION.

No details were given — just the fact that the association had been organized.

Meanwhile, we shopped the market on the advice of several local insurance brokers and selected the Credit Life Insurance Co. of Springfield, Ohio as the initial underwriting firm.

We asked CLIC to submit a proposed *Flight Pay Protection Plan* policy based on the assumption that the



The first annual meeting in 1959 featured an aviation panel with (l to r): COL Robert F. Cassidy, COL Jack L. Marinelli, BG Richard D. Meyer, BG William B. Bunker, Mr. Eugene L. Vidal, GEN Orval R. Cook, BG Frank H. Britton, BG Ernest F. Easterbrook, COL Hallett D. Edson, and COL Robert M. Leich, AAAA's first President.

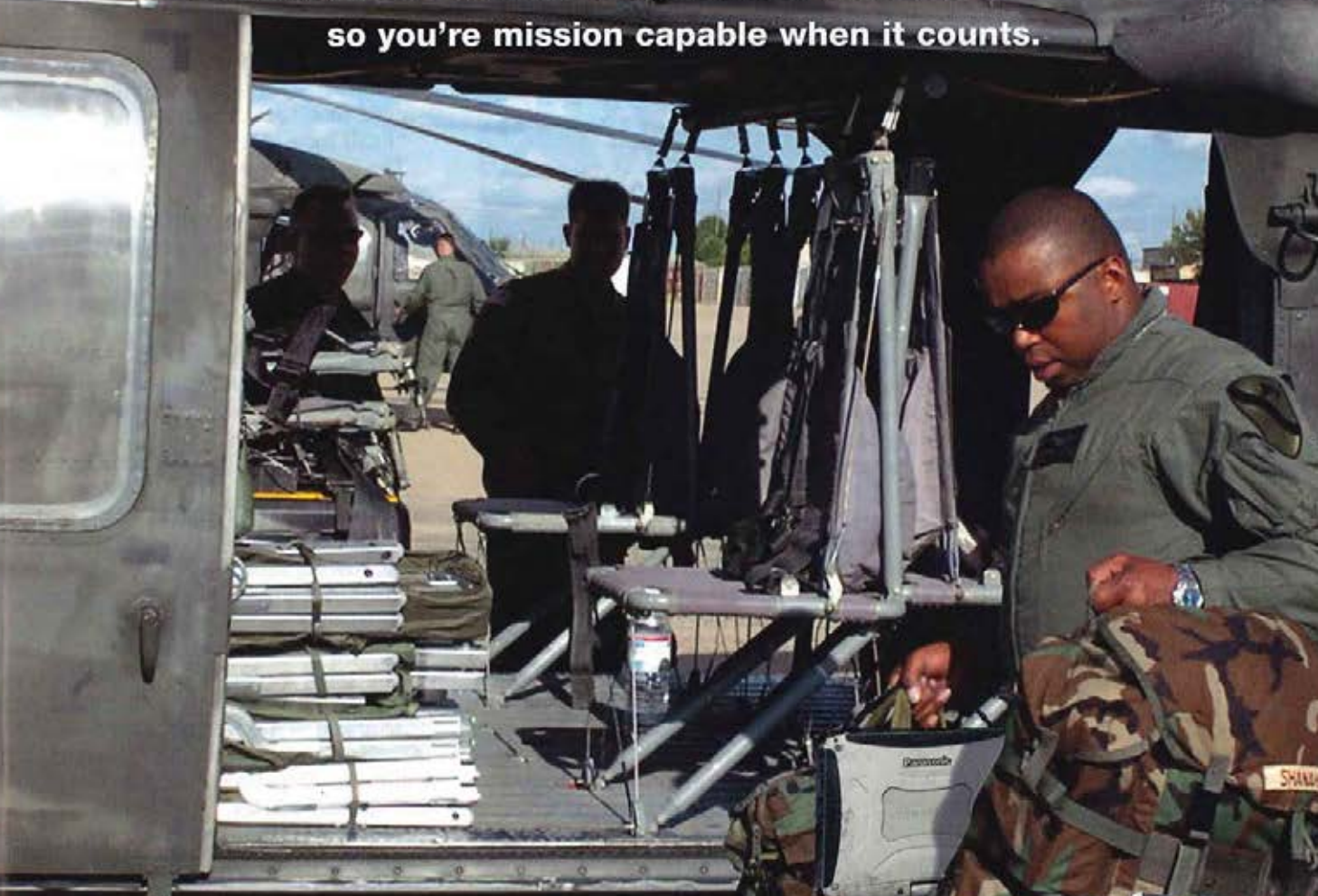
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Sen. John L. McClellan delivers the Banquet address at the first AAAA Annual Meeting on June 6, 1959 at the Shoreham Hotel, Washington, D.C. McClellan helped establish AAAA's first National Award in memory of his son, James, at this event.

insured group would be the membership of the AAAA.

In a follow-on meeting with the state insurance commissioner in Hartford, he approved AAAA as the group entity, CLIC as its underwriting firm, and the proposed FPPP policy for AAAA.

We needed association officers and quickly, too.

On tap were a handful of WWII veterans, both in and out of the service, with whom we'd been in constant contact through the magazine.

A good many of these same senior aviators are cited in Williams' previous article.

With these key leaders on board, we completed the process of putting "the round pegs into the round holes" and came up with a suggested slate of officers for AAAA's first National Executive Board.

Each NEB invitee was then contacted personally by the writer and asked to serve a one-year term in a specific office and sent a copy of the By-Laws for personal review.

Concurrently, we also contacted some 180 individuals in the active Army, Army Guard and Reserves – officers, warrants, NCOs and Department of the Army civilians – who were affiliated with industry.

They were located in 18 quite arbitrary "regions" and each invitee was asked to serve in an assigned role on their Regional Executive Board.

For the most part, these early AAAA volunteers-to-be were the very same persons whom we knew reasonably well in their having served as our voluntary magazine correspondents in the four years preceding AAAA's establishment.

All accepted...so what did we have then? On paper we had an "instant association."

In one month it was just a few documents; then a month later it was a worldwide framework for a viable organization.

It was now time for the Leaders to Lead, and that they did.

They held their first meeting in the Pentagon on April 18, 1957, the date eventually chosen as AAAA's birthday.

With members present, or present by proxy, a necessary corporate banking resolution and bank account agreement was approved; then each NEB member was directed to review the existing By-Laws for additions and deletions and to present such changes at the next NEB meeting scheduled for June 6 at Fort Rucker, Ala.

"Let's get organized and take all of the fun out of things," exclaimed one of the new NEB members!

It might seem like this thought prevailed, but not so...there were a great many decisions made at the second and later quarterly meetings.

Everything was debated, including the AAAA's winged foot emblem.

"Looks like a foot in a foot bath," said one.

"Can't think of a better way to symbolize flying soldiers than a winged foot," said another.

"I call for a vote," said a third.

The vote taken, we wound up with the footbath.

Nothing was overlooked; we debated important items and we debated minutiae.

The Toddler Stage

Although AAAA was still a relative toddler at age one-and-a-half, the urgency to move on, out, and up took hold early.

At its September 1958 meeting, the board thinking way ahead voted to schedule its first annual convention (nec Membership Meeting) on the following June 6, 1959.

Planned were the whole ten yards: distinguished guests, speakers, panels, and AAAA discussions.

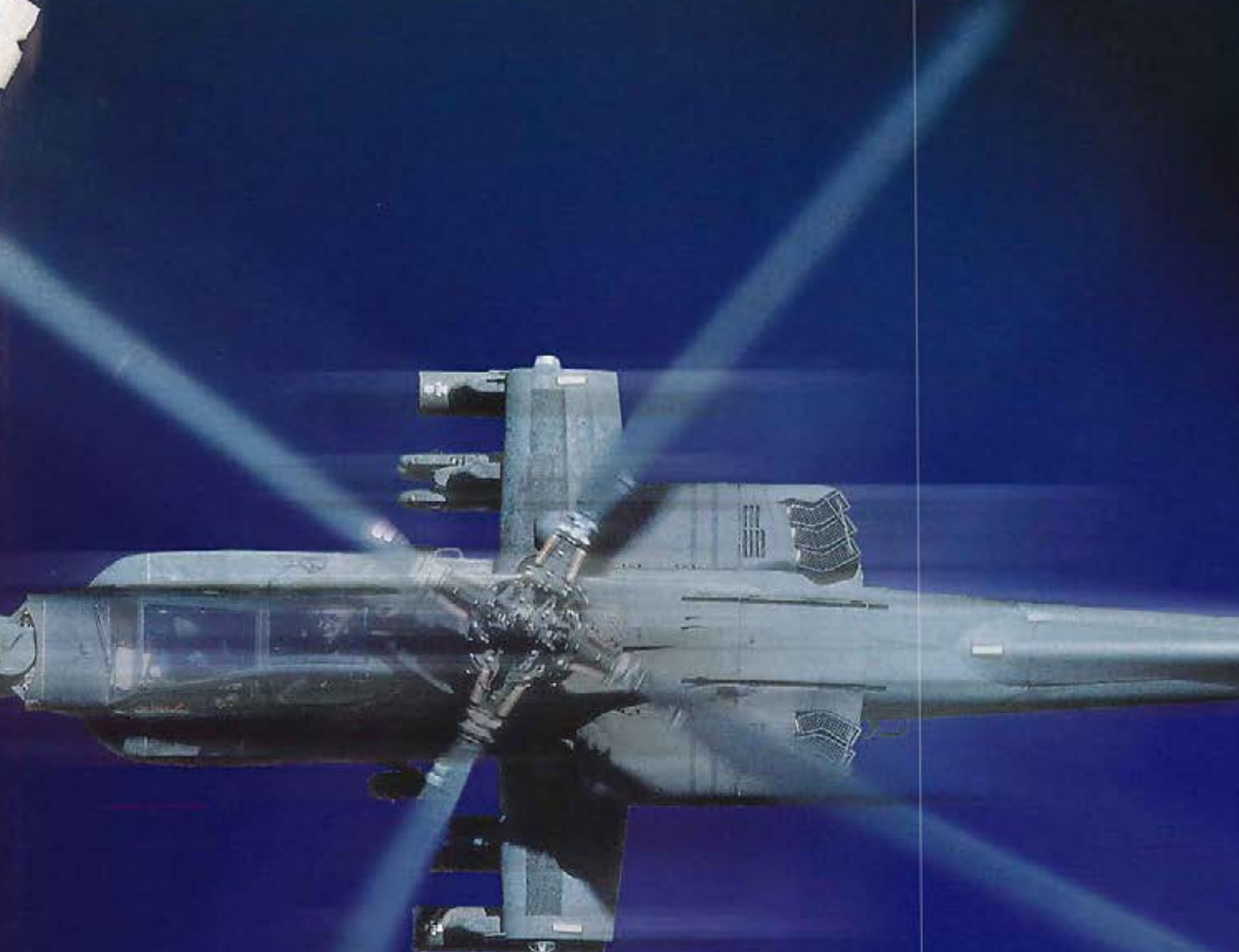
This made sense, for AAAA really was growing very rapidly in membership and new programs, as well as in broad acceptance and prestige within the Department of the Army and industry circles.

A Dec. 1, 1958 progress report indicated that we had 3,010 members aboard, and that our five worldwide regions and 17 chapters were pursuing membership meeting activities on a quarterly basis.

Nine months later at age 2-1/2, we topped out at 4,633 members and 27 active chapters, two gains that measured in excess of 50 percent.

It was apparent that virtually all of the magazine's subscribers had transferred over to an AAAA membership and that "new blood" was joining them.

In early 1959, the NEB accepted Sen. John L. McClellan's (D-Ark.) offer to provide an annual award in memory of his son James H. "Jimmy" McClellan, an Army aviator who had died in a 1958 civilian airplane accident.



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CPT Arthur H. Kesten



MAJ Curtis J. Herrick, Jr., left, commander, and 1SG Eldon R. Alexander of Co. B, 227th Avn. Bn., 1st Cav. Div., Fort Hood, Texas, accept the Outstanding Aviation Unit Award in the Fifth U.S. Army area from Fifth Army Commander LTG George P. Seneff, Jr. during AAAA Region Awards Dinner. Herrick retired as a colonel and is now AAAA's representative to The Military Coalition.

That same year, AAAA, on its own, initiated an "Army Aviator of the Year Award."

Had we bitten off more than we could chew?

Not really, for the vehicle for the presentation of these two awards had been approved by the NEB ten months earlier.

These were the first of what would eventually total 11 national awards.

Our first convention gathering in 1959 turned out to be a huge, well-supported success.

It started on June 5 with a classified panel session at Fort McNair, Va., moderated by retired Air Force Gen. Orval R. Cook, president of the Aerospace Industries Association of America.

Six key military leaders and three aircraft corporation presidents served as panelists.

That evening, more than 600 attendees enjoyed the convention's pre-anniversary reception and unlike today, that function was hosted by AAAA's 24 industry member firms.

On the next day, a symbolic June 6, additional unclassified military, industry and AAAA morning and afternoon sessions were held.

The 17th Anniversary of Army Aviation luncheon that day marked

the initial presentation of the "Aviator of the Year Award."

That evening's black tie affair, AAAA's first annual awards banquet, was attended by well over 650 persons.

The highlight was the initial presentation of the "James H. McClellan Aviation Safety Award" by Sen. McClellan.

In the audience that night were seven other U.S. Senators and five Congressmen and their spouses.

Their presence sparked the attendance of many other top Department of the Army leaders.

So there you have it - from AAAA's birth to toddler stage.

Suffice it to say that even at this early two year point in time, you wouldn't be wrong if you said... "You've come a long way, baby!"

-AAAA-

50 YEARS ABOVE THE BEST
THE LEGACY LIVES ON - 1957-2007



Art Kesten is a past AAAA Executive Vice President and a charter member, a member of the National Executive Board, founder and editor of ARMY AVIATION magazine, and an Army Aviation Hall of Fame inductee with his wife Dorothy.

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Moving Out: Taking the AAAA National Conventions to the Members

By LTG (Ret.)
Harry W.O. Kinnard

During AAAA's October 1972 annual meeting held at the Sheraton-Park Hotel in Washington, D.C., I served as your national president. For the record, this was AAAA's 14th successive meeting held in the D.C. and our seventh at the Sheraton-Park Hotel.

Maybe the old saw, "Familiarity breeds contempt" applied here, or the hotel took umbrage over our occasional booking with the Shoreham Hotel across the street. But in 1972 their registration desk clerks would not honor the reservations of the entire 30-member Fort Rucker contingent.

Moreover, the French Embassy phoned saying their director of army aviation had been turned away and that they were sending him back to France.

Dorothy "Dotty" Kesten and I then did some severe desk-pounding citing our status as faithful Sheraton-Park customers. The situation was righted, but not without our having some serious misgivings about their actions.

During the 1973 to 1978 period, we continued to use Washington,



Newly elected AAAA President LTG Harry W. O. Kinnard, Ret., addresses the National Executive Board at the close of the 1970 convention.

D.C. area hotels with three of our last four conventions being held in Arlington, Va. The urge to quit the D.C. scene grew stronger after our 20th straight gathering in the capital and the undercurrent finally took over in 1978.

Following the adjournment of the National Executive Board's Feb. 18, 1978 meeting, those NEB members interested in the "convention site issue" were asked to attend a tack-on meeting.

At AAAA President LTG Bob Williams' request, two five-member groups were asked to address the issue as separate *Red* and *Blue* Teams.

LTG Jack Wright and I were chosen by Williams as the respective team chairmen. Our teams each studied the issue in detail, reconvened at Bob's call, and Jack and I then presented our "team positions."

The following informal, point-by-point summary was published in the March, 1978 magazine.

My *Blue* Team position was "Move the 1979 National Convention out of the Washington area."

Among the "Pro" move points were:

- Some perennials have attended all past national conventions, but moving out means a new, enlarged audience.
- Let's show the chapters and the regions that we're a part of them, and that we're one organization by going

"TO" them.

- "Will it play in Peoria?" Yes, it will be BIG news in Peoria. It was noted that the Mayor of Savannah, Ga., has declared the First Region's convention week there as "Army Aviation Week."

We never got any publicity in Washington, and we had held 20 consecutive D.C. area conventions.

- Let's try a move out of Washington once and we'll know. The decision would be for 1979 only and not forever. The regional meetings have been successful; we should assume that a non-D.C. National Convention would be more so.

- High-level people like to get out of D.C. and they have a need to go out to the field.

We'd also have attending mayors, governors and senators at a non-DC National Convention.

Moreover, we could get the attendance support of the area industry and subcontractors who never seem to make it to DC.

- "Cut the cord." and end our lock-step, back-to-back tie to the Association of the U.S. Army's annual meeting.

A move out of D.C. would give AAAA complete latitude as to the place and season as long as the center of gravity was Army aviation.

- The National Office could run the convention and the region and chapter members would be free to support

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VIPs at the 1967 Convention Banquet pose for the camera. (l to r) Standing, LTC Don Luce and Congressman John Young. Seated, MAJ Bob Cox, MAJ Billy Nunnelee, Mr. Cliff Kalista, Mr. Barc Resler, Mrs. Hetty Cox, BG Bob Losey, Mr. Garth Slater, and Mr. Ray Sale.

the convention with attendance alone.

It would also give the selected region, if it so chose to do so, a breather in that it could conduct such a gathering as part of the national convention.

Wright's Red Team position was "Keep the Convention in Washington."

Back then, Wright cited the 1971 minutes indicating that the NEB had rejected a well-developed plan to move the 1972 national convention from Washington, D.C. to St. Louis.

Among the Red Team's points were:

- A convention out of D.C. will not attract many young Soldiers. They are attracted first by chapter meetings, then by regional gatherings, and last by national events.

- "Why be great in Peoria?" Will our members go to a Peoria-like site? Don't change your form in a winning game; there's no reason to change if you're winning.

Make the change when you are failing. Also, a meeting outside of Washington will weaken the regional concept we've pursued.

- Support our chapters and regions and help them to succeed, of course, but don't usurp their activities.

- There's more of a benefit to the young members if they come to D.C. (they visit assignment managers and check records, etc.)

- Why "Cut the cord with AUSA?"

The back-to-back AUSA-AAAA conventions save transportation costs, etc.

- We may *not* be able to get the key people to attend.

- The Warrant Officers Association has held two meetings outside of Washington, and neither was as successful as the ones held in D.C.

- Other facts to consider included:
 - The Hall of Fame inductions had been non-D.C. events and they hadn't helped the Army Aviation Center chapter's overall membership.

- Selecting the site will probably alienate more people than the number you'd get to support a non-D.C. convention.

- Those organizations that have moved their national conventions around do not have regional structures.

After studying the situation, the two teams made their presentations to the NEB. Williams instructed the attending NEB members to avoid compromise. He added that AAAA could not afford a repeat of the NEB's turn-about from 1972, and that the board's decision would be final.

The NEB disapproved a motion by Wright to delay the decision until the May 1978 Board meeting, and then approved a motion in a 21 to 5 vote to conduct the '79 National Convention at a site other than one in the Washington, D.C.

Williams then appointed me to serve as the chairman of a committee

to select the date and site of the 1979 National Convention. I was to select my committee members and then submit our recommendations during the May 1978 NEB meeting.

We bite the bullet!

The task of recommending a site for the first non-D.C. meeting was challenging and critical to the successful execution of our committee's mandate.

We decided that the criteria for selection would be that the site must have suitable, available facilities; be located where we could expect support by an interested Army activity; and be easily and economically reachable by commercial air.

As far as easy to get to by air, people on the East Coast used to say, "If you are going to go by air it doesn't matter if you are going to heaven or hell, you have to go through Atlanta, Ga."

Atlanta emerged as the best location. The facilities there were available and reasonable in price.

The U.S. Army Forces Command was nearby and commanded by GEN Bob Shoemaker, our only four-star general officer Master Army Aviator.

Shoemaker had been my G3 in the 11th Air Assault Div. and commanded, in turn, an airborne infantry battalion and the air cavalry squadron while I commanded the 1st Cav. Div. in Vietnam. I knew if we could get him involved, the meeting would be a success. So we recommended Atlanta.

Art Kesten, AAAA's executive vice president, and his staff at Army Aviation Publications, Inc. then made the detailed search for facilities and then the on-site arrangements. It was a much bigger job than they had in Washington, but it took place in a friendlier atmosphere.

When Shoemaker accepted the position as chairman of the Presentations Committee and GEN Bernard Rogers, the Army Chief of Staff, committed to being the banquet speaker - I felt that curiosity, interest and enthusiasm in our Atlanta convention would increase substantially in our military, civilian and aviation communities. The end results were rewarding.

The commanding general of the U.S. Army Aviation Center, and the head aviators on the Army General Staff were there, as were the presi-

persistent strike

persistent strike



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The 1969 AAAA Annual Meeting Honors Luncheon, with (l to r): GEN Hamilton Howze, President AAAA; MAJ Patrick Brady, recipient of the Outstanding Aviation Unit of the Year award; the Honorable Thaddeus R. Beal, Under Secretary of the Army; and MG John L. Klingenhagen, director of Army Aviation. Brady later received the Medal of Honor for his actions on Jan. 8, 1968 and retired as a major general.

dents of every one of the major aviation companies. The latter group not only attended the meetings, but participated in an industry member panel that set a precedent for later AAAA conventions.

The four original 1957 National Executive Board members were also present and included: Past AAAA President Bob Leich, Senior V.P. Bob Williams, Treasurer Glenn Goodhand and Exec. Sec. Art Kesten.

Did we draw the attendance of many who had never been to AAAA national gathering? You bet we did!

Professionalism prevailed in the daytime, and camaraderie and a lot of fun were shared in the evenings by all. As with our 20 earlier D.C. meetings, our spouses joined us en masse. The chapter receptions were not the stuffy affairs we once knew in Washington, but were very lively costume parties of great imagination.

So what was the bottom line? This first convention was a good start for our out-of capital area gatherings that took "National" on the road to St. Louis, Fort Worth, Charlotte, Nashville, Orlando and Louisville.

The decision to bring AAAA to the field was a great one!

—AAAA—

50 YEARS ABOVE THE BEST
THE LEGACY LIVES ON – 1957-2007



Retired LTG Harry W. O. Kinnard is a past AAAA National President (1970-72), a 1974 Army Aviation Hall of Fame inductee, and a gold award recipient of the Honorable Order of St. Michael.

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The Army Aviation Hall of Fame 33 Years of Preserving Our Heritage and History

By MG (Ret.)
Benjamin L. Harrison

As historians began to document the many battles of the Vietnam War, it became known as the "Helicopter War." From the first significant involvement of the U.S. military in 1961, to the departure of U.S. forces in 1973, battlefield operations became heavily dependent upon Army aviation and especially the helicopter.

Acts of bravery, flying skill and battle leadership became commonplace, but by no means ordinary.

Of course there were awards and decorations, but the leadership of the Army Aviation Association, at the recommendation of COL Ted Crozier, concluded in 1973 that a AAAA-sponsored Army Aviation Hall of Fame should be established to honor those persons who have made an outstanding contribution over an extended period, or a truly exceptional achievement, and to record those



LTG George P. Seneff, right, receives his original portrait that hung in the old Army Aviation Museum in the initial Army Aviation Hall of Fame at Fort Rucker. Seneff was inducted in the first ceremonies conducted on June 6, 1974.

individuals and acts for posterity.

But it was not just for flying heroes of the Vietnam War.

The Army Aviation Hall of Fame (AAHOF) honors commissioned, warrant and non-commissioned officers and Soldiers, and civilians from government and industry who have contributed in all areas of Army aviation.

To launch the AAHOF, the Association decided to honor individual contributions from the very beginning. Back in 1971, retired BG Robert M. Leich, the chairman of the Awards Committee, appointed AAAA founder Arthur "Art" Kesten to chair a sub-committee for the AAHOF. Kesten's committee labeled the periodic history of Army aviation as the *Prior to 1942 Period*, the *1942-1949 Period*, the *1950-1959 Period* and the *1960-1969 Period*.

This committee declared that anyone could nominate an individual for the AAHOF for any of these periods. The committee evaluated the nominees, about 60, and selected two candidates for the *Prior to 1942 Period* and five candidates for each of the other three periods. The AAHOF committee ruled that AAAA members with at least five years of mem-

bership could vote for one of the two candidates in the *Prior to 1942 Period* and for two of the five candidates in each of the other three periods.

During the first inductions in 1974, the following people were selected:

Prior to 1942: Igor I. Sikorsky.

1942-1949: LTG Robert R. Williams and Frank N. Piasecki.

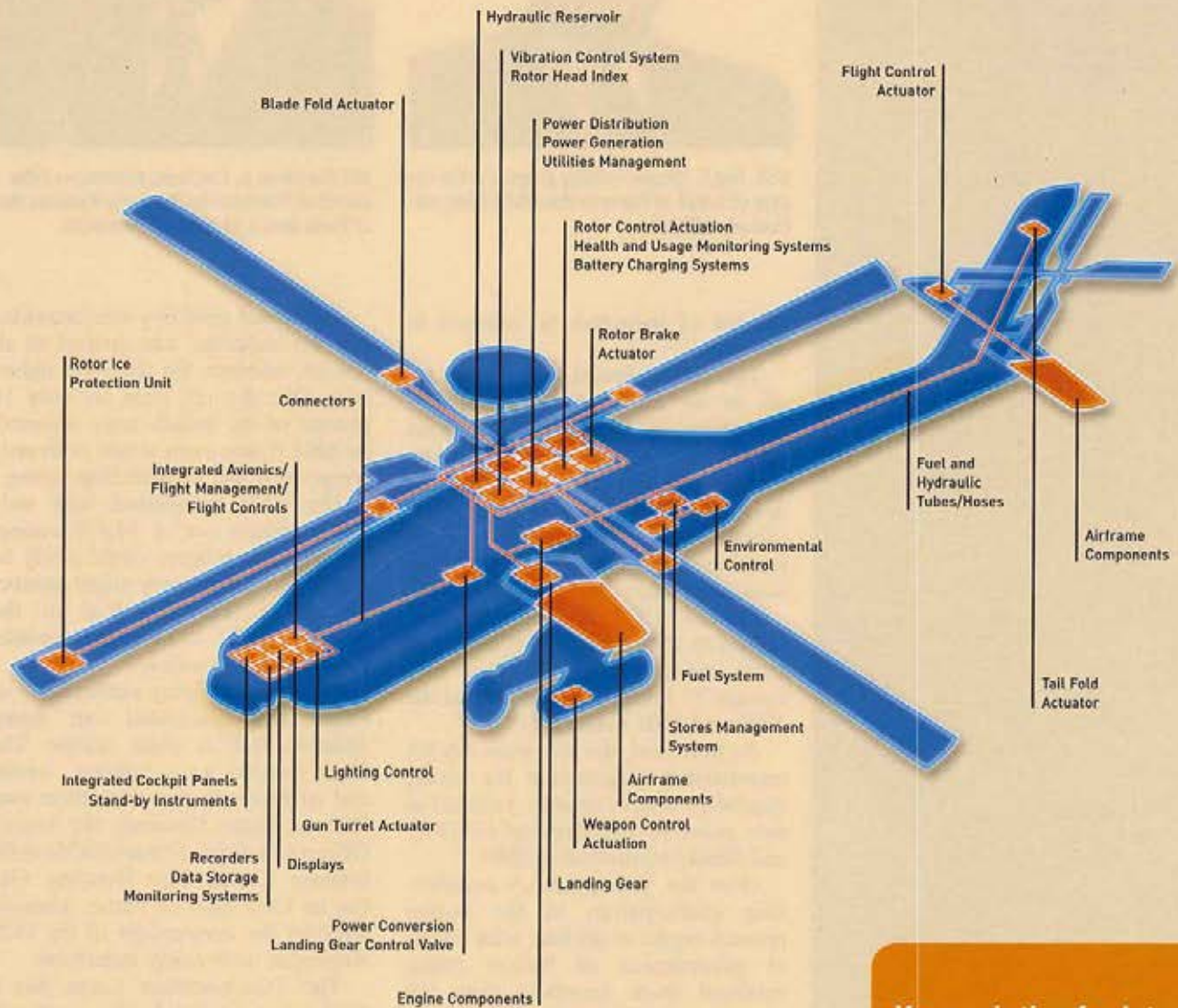
1950-1959: LTG George P. Seneff and LTG William B. Bunker.

1960-1969: GEN Hamilton H. Howze and LTG Harry W. O. Kinnard.

The same procedures were followed in 1975 and 1976 by the selection committee chaired by COL Rudolph D. Descoteau, except that in 1975, Arthur and Dorothy Kesten were inducted as a team for the *1950-1959 period*.

On July 17, 1976 the National Executive Board (NEB) created the AAHOF Board of Trustees (BOT), with retired GEN Hamilton H. Howze as chairman, to "have the responsibility for making the year-to-year selection of inductees. No attempt will be made henceforth to select inductees according to the time period, nor will any predetermined

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HALL OF FAME

1974 Fort Rucker, Ala.

BG William B. Bunker
GEN Hamilton H. Howze
LTG Harry W. O. Kinnard
Frank N. Plasecki
COL George P. Seneff
Igor I. Sikorsky
COL Robert R. Williams

1975 Fort Rucker, Ala.

COL William W. Ford
MAJ O. Glenn Goodhand
MAJ Charles L. Kelly
Arthur and Dorothy Kesten
CW4 Michael J. Novosel, Sr.
MAJ J. Elmore Swenson
COL John J. Tolson, III

1976 Fort Rucker, Ala.

MAJ Delbert L. Bristol
COL William J. Maddox, Jr.
COL Jack L. Marinelli
LTC Spurgeon Neel
MAJ John W. Oswald
William T. Piper, Sr.
MG James C. Smith

1977 Fort Rucker, Ala.

CSM Lawrence E. Kennedy
BG Robert M. Leich
COL Robert H. Nevens, Jr.
LTG John Norton
CW4 Johnnie R. Sandidge
COL Claude L. Shepard, Jr.
COL Jay D. Vanderpool

1980 Atlanta, Ga.

LTG Arthur W. Barr
LTG Allen M. Burdett, Jr.
CW4 E. M. Cook
Joseph P. Cribbins
COL John W. Marr
MG George W. Putnam, Jr.
LTC Robert L. Runkle

1983 Atlanta, Ga.

CW2 Jerome R. Daly
CW3 Frederick E. Ferguson
COL E. Pearce Fleming, Jr.
MAJ Marion J. Fortner
MG James F. Hamlet
COL Robert F. Little, Jr.
COL A. T. Pumphrey
GEN Robert M. Shoemaker
COL John J. Stanko, Jr.
CW2 Ronald L. Tusi

1986 Fort Rucker, Ala.

Lawrence D. Bell
GEN Frank S. Besson, Jr.
CW4 Robert L. Hamilton
CW4 Donald R. Joyce
MG Story C. Stevens
LTG John M. Wright, Jr.
SFC Rodney J. T. Yano

1989 Atlanta, Ga.

CW4 James T. Burnette
COL Ted A. Crozier
COL John C. Geary
Stanley Hiller, Jr.
COL Richard L. Long
MG Robert F. Mollinelli
LTC Joseph M. Watson

1990 Fort Rucker, Ala.

MAJ William E. Adams
MG Patrick H. Brady
SP4 Gary G. Wetzel

1992 Atlanta, Ga.

MG George S. Beatty, Jr.
CPT William P. Brake
MG Benjamin L. Harrison
COL Frank L. Henry
CW3 Jon A. Iseminger
CPT James T. Kerr
LTG Jack V. Mackmull
COL Nelson A. Mahone, Jr.
LTG James H. Merryman
MAJ Marie T. Rossi-Cayton

1995 Atlanta, Ga.

BG Charles E. Canedy
CW4 Raymond A. Frank
MSG Gary I. Gordon
Bartram Kelley
LTG Ellis D. Parker
SFC Randall D. Shughart
CW4 Clifford P. Wolcott

1998 Charlotte, N.C.

COL Robert F. Cassidy
CW4 William T. Hargrove, Sr.
CW5 Randolph W. Jones
PFC Garfield M. Langhorn
SPC Joseph G. LaPointe
LTC Donald F. Luce
SFC Louis R. Rocco
BG Joseph B. Starker
CW5 Benjamin A. VanEltan, Jr.

2001 Charlotte, N.C.

MSG John H. Bae
BG John N. Dailey
CW4 Bill J. Fulbright
1LT Gerald D. Green
LTC William A. Howell
MG Richard D. Kenyon
Dr. Hal Kushner
LTC George L. O'Grady
Dr. S. Harry Robertson
MG Richard Stephenson
CW4 Cleveland Valrey
CSM Willy Wilson

2004 Nashville, Tenn.

LTG Teddy G. Allen
MSG Roy P. Benavidez
LTC Bruce Crandall
MAJ Ed W. Freeman
SP5 Dennis M. Fujii
LTC Michael C. Grimm
MG Carl H. McNair, Jr.
CW4 Jerry R. Riley
John Shipley
CPT Jon E. Swanson
CPT Hugh Thompson
COL Harry Townsend



COL Ted A. Crozier initially proposed the concept of a Hall of Fame to the AAAA National Executive Board.



MG Benjamin L. Harrison, chairman of the Board of Trustees for the Army Aviation Hall of Fame and a past AAAA President.

number of inductees be selected in any year."

This BOT selected seven individuals to be honored with AAHOF induction in June 1977 at Fort Rucker, Ala.; and decided to select on a three-year cycle and conduct the induction ceremonies during future annual AAAA conventions. Seven people were inducted in 1980 and ten were selected in 1983.

Retired LTG Robert Williams served as chairman for the 1992 and 1995 inductions and retired MG George W. Putnam, Jr., conducted the 1998 and 2001 inductions.

As time past, the five-year AAAA membership requirement for voting eligibility was eventually reduced to two years of membership in 1992, and finally eliminated in 2001.

Over the years, AAAA membership participation in the voting process began to decline, with smaller percentages of ballots being returned from members than the number of ballots mailed out.

The NEB called for a comprehensive review of the Hall of Fame selection process in 1999. The review committee was chaired by retired BG Rod Wolfe, who was not a AAHOF inductee at the time. The committee concluded several key factors, including: the significance of AAHOF was not widely understood; the process for selection was not widely known or understood; the AAHOF was perceived to be only for more senior people; and that there was a reluctance to prepare nominations.

Additional publicity was provided and the balloting was opened to all AAAA members for the 2001 induction. This did not help, as only 16 percent of the ballots were returned. In 2004 it was even worse with only 6 percent of the membership voting.

The NEB recognized with only 821 members out of 14,879 voting, the selection process could easily be skewed by a relatively small number of voters. This resulted in the AAHOF BOT conducting another comprehensive review.

We looked at Army's other Halls of Fame and concluded our Army Aviation Hall is quite unique. The other combat arms—Infantry, Armor and Artillery—do not have their own Halls of Fame. However, the Army's Officer Candidate School (OCS) at the Infantry Center, Fort Benning, Ga., has an OCS Hall of Fame, administered by the commander of the OCS Regiment, with yearly inductions.

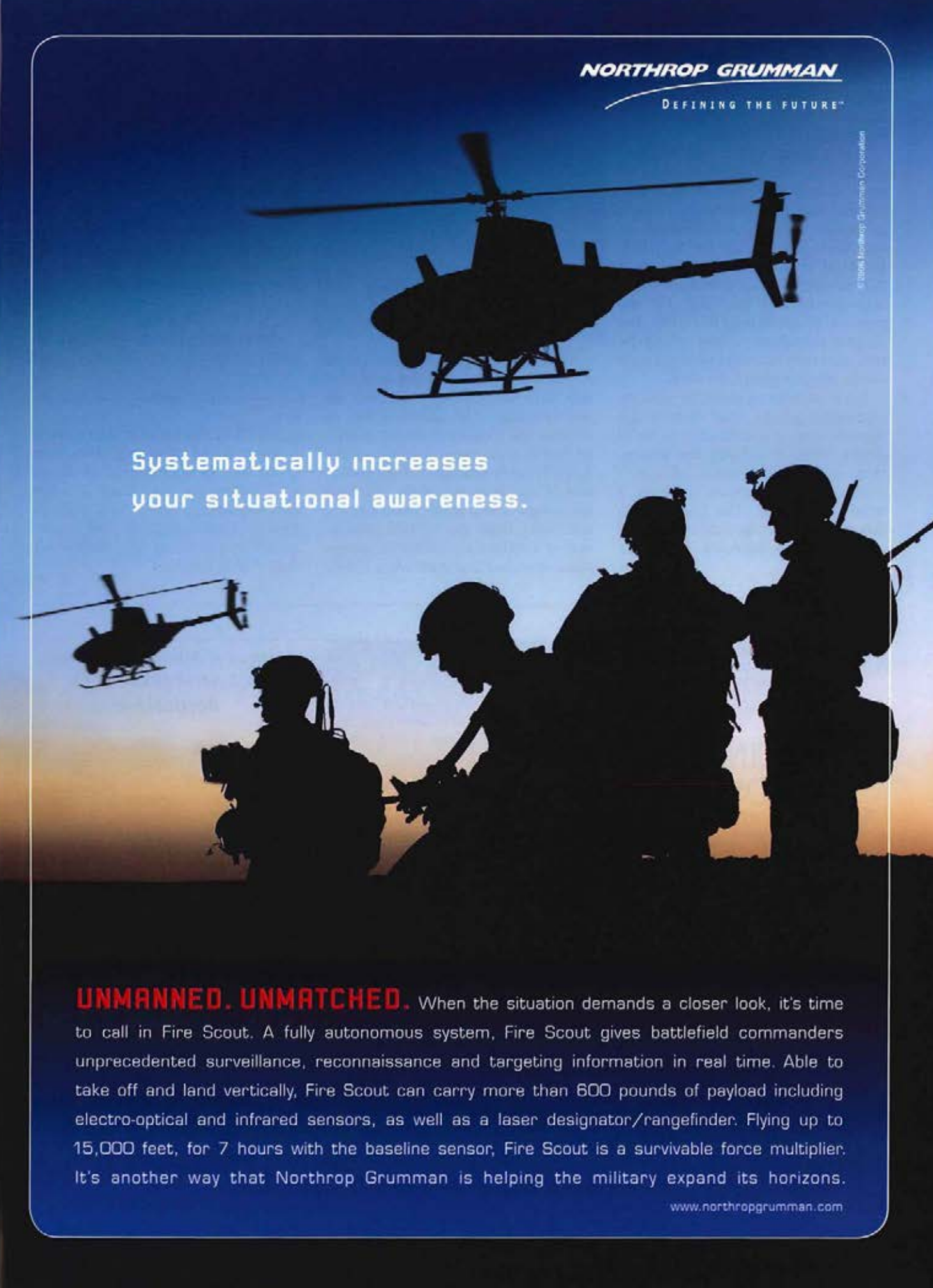
The Transportation Corps has a HOF administered by the commandant of the Transportation School at Fort Eustis, Va., and also conducts yearly inductions. The Military Intelligence branch also has yearly inductions for its Hall of Fame and is administered by the MI branch chief. The Combined Arms Center has a Fort Leavenworth Memorial HOF in Kansas, with a Board of Governors making recommendations to the CAC commander.

For the 2007 induction, the selection and induction process was significantly different. It involved all 68 AAAA

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chapter presidents and the 45 members of the National Executive Board carefully evaluating the nominees, not just voting for their top six choices out of a ballot of 20 to 25 nominees.

The National Office was asked to compile the resulting three order of merit lists (OML), which were distributed back with one for the chapter presidents, one for the members of the NEB, and another for the HOF Board of Trustees. It was recognized that several chapter presidents were also members of the NEB. For the purpose of developing the OML, the chapter presidents voting would be tabulated only once and be listed only on the chapter presidents OML.

Each member of the three separate evaluating groups rated each of the nominations on a scale of zero to 10 points, with zero being the lowest, then additional "center of mass" instructions were given to insure a valid distribution. The final results this year showed an excellent degree of correlation between the three groups.

We are pleased to announce the 12 Hall of Fame inductees for 2007:

- COL James C. Adamson
- MG Ronald K. Andreson
- BG John C. Bahnsen, Jr.
- COL Norman M. Bissell
- CW5 Robert Ray Fladry
- MG Joseph N. Jagers, Jr.
- CW5 Stephen T. Knowles, II
- MG James H. Patterson
- SGM Kenneth G. Rich
- CW5 Mary Cara Smalley
- BG Robert L. Stewart
- BG Rodney D. Wolfe

Going forward, the AAHOF Board of Trustees has decided that induction into the AAHOF will become an annual event. The intent is not to increase the number of people inducted, but to focus more attention on the AAHOF each year and on the induction of the three selectees. This will encourage more, better nominations, especially from our current generation of warfighters; allows for acceptance speeches (not done since 1989);

and provides an opportunity for pictures and videos of the inductees.

The current members of the Board of Trustees—CW5 Randolph W. Jones, CW4 Donald R. Joyce, COL (Dr.) Hal Kushner, COL John W. Marr, LTG Ellis D. Parker, MG George W. Putnam, Dr. Harry S. Robertson, MG Richard E. Stephenson and CSM Willy Wilson—join me in expressing our most sincere appreciation for the unflinching support from the AAAA National Executive Board.

—AAAA—

50 YEARS ABOVE THE BEST
THE LEGACY LIVES ON – 1957-2007



Retired MG Benjamin L. Harrison is a past AAAA National President (1992-95), the chairman of the Board of Trustees for the Army Aviation Hall of Fame, a 1992 Army Aviation Hall of Fame inductee, and a gold award recipient of the Honorable Order of St. Michael.

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Your Scholarship Foundation

By BG (Ret.)
James M. Hesson, with
research assistance
by Arthur "Art" H. Kesten

How It Began

In 1963, only six years after the founding of AAAAA, a pioneer group met to establish the AAAAA Scholarship Foundation, Inc. (AASFI). The foundation was established as a non-profit, tax-exempt corporation in the State of Connecticut to render financial assistance for the college-level education of members of the Army Aviation Association of America, Inc. (AAAA) and their children.

Currently, in addition to eligibility for members and their unmarried children, eligibility also includes spouses, unmarried siblings, and unmarried grandchildren of current and deceased AAAAA members.

In 1992, AASFI established the "set aside scholarships" for spouses of members and upperclassmen and these special scholarships are given only to the designated type recipient.

In 1993, other special scholarships were designated for warrant officers and graduate students, and in 1994 company grade officers and enlisted Soldiers were also added to this set-aside program. In addition to the scholarship grants, a four-year interest-free loan program was started in 1990.



Miss Barbara Daughtry, an Army civilian at the U.S. Army Aviation School, receives a donation from CPT Richard C. Anglin during the Fort Rucker Chapter's marathon sale of the Army Aviation Song on a 45-rpm record. The song was written by James Van Heusen, with lyrics by Sammy Cahn. The recording was made by Mitch Miller and the Sing Along Gang. The proceeds from the sales of the records were donated by the artists to the AAAAA Scholarship Foundation.

A Donation "Kick-Start"

The first scholarship awarded was the result of a donation by the Ryan Aeronautical Company of San Diego, Calif. No written record exists as to why AAAAA wished to start a scholarship foundation, but it was motivated by the Ryan Aeronautical donation.

On Dec. 6, 1963, the Certificate of Incorporation was signed and the "AAAA Scholarship Foundation, Inc." was established in the State of Connecticut. This corporation, separate from, but in support of the AAAAA (which is also a Connecticut chartered organization), was based on the following original purposes and standards to:

- Render financial assistance to the college-level education of selected children or members of AAAAA.
- Conduct fund-raising activities for the purposes of supporting the activities of the corporation.
- Do all and everything necessary, suitable and proper for the accomplishment of the purposes of the corporation whether alone or in association with other corporations, firms or individuals

Fund Raising Start-Up

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

the Douglas Aircraft Company.

It became apparent that if the foundation were to grow, direct solicitation from industry, AAAAA chapters and individuals was required. A more aggressive "marketing" effort was initiated, but early progress was slow.

Early Scholarship Awards

From 1963 until 1985 our awards (monetary grants) never exceeded 20 in number and a total of \$10,000 in value per year. Early scholarships ranged from \$100 to \$500 and from 1964 until 1985, certificates of achievement or merit award plaques were presented to highly qualified applicants for whom no scholarship funds were available to award.

Some funds received during the year were awarded that same year and the base scholarship fund remained low. In 1986 at a meeting at Westport, Conn., a proposal was made that the foundation would establish a goal of \$1,000,000 of financial assets in ten years (by 1996). At the beginning of 1992, that goal was reached, beating the target date by four years.


The First \$1,000 Award

In 1972, the first \$1,000 scholarship, designated the "LTG William B. Bunker Memorial Scholarship" in honor of one of the pioneers in Army aviation logistics and acquisition, was awarded along side the regular

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LTC Frederick C. Goodwin, president of the Jimmie L. Hilton Chapter, Fort Sill, presents a \$100 honorarium to Roger Moseley, a 1964 AAAA Scholarship winner. Moseley was accepted to the tuition-free U.S. Air Force Academy and forfeited a \$500 AAAA Scholarship for the \$100 honorarium.

award grants of \$150 to \$500.

In 1985, the Bunker scholarship was increased to \$1,500, a first at that level. The Bunker award was again increased to \$4,000 in 1986, then to \$5,000 in 1990, \$10,000 in 1991, \$14,000 in 1997, and \$15,000 by 1998. More recent awards of the Bunker and other scholarships have been based on availability of funds earned by the Foundation investment portfolio.

Scholarship Program Growth

The AASFI program is supported today by an investment portfolio of approximately \$2.5 million dollars.

The earnings from the portfolio and the annual donations from our chapters, individuals and industry donors—where funds are received and expended in the same year—comprise the bulk of our annual awards.

Starting with that single \$1500 scholarship awarded in 1963, the program has grown dramatically.

In 2006, we awarded 148 scholarship grants and loans worth \$239,000, bringing the total awards during the life of the program to \$3,103,625 in grants and loans.

Industry Support

This growth could not have occurred without the outstanding support of AAAA's industry members. Their strong financial participation "jump-started" the establishment of endowments to allow earnings from investments to become the prin-

cipal source of annual grants and loans. A number of the industry members contributed \$50,000 which, in recent years, has been augmented by a \$15,000 "matching" contribution from the AAAA general fund.

Chapter Matching Scholarships

In 1969, the "Cub Club," an organization of "senior" Army aviators awarded Liaison Pilot wings, was the first recorded organization affiliated with AAAA that donated money to the scholarship fund to underwrite a scholarship. In 1983, the Lindbergh Chapter of St. Louis underwrote a \$500 scholarship. The Washington, D.C. and Fort Monmouth chapters joined in 1984; and in 1987 they were joined by other such chapters as the Checkpoint Charlie in Berlin, Germany; the

Colonial Virginia of Fort Eustis, the Phantom Corps of Fort Hood, Texas; the Morning Calm in Korea, and the Southern California chapter.

In 2006, 14 chapter matching scholarships were awarded. This program matches individual chapter donations up to \$5,000 per chapter, per year from the AASFI general fund (based on fund availability) and are generally awarded the year the funds are provided.

In most cases, the scholarship award goes right back to a local chapter member's dependant in that chapter, unless they are awarded a more valuable grant.

Heritage Program

In 2000, the Heritage Organization Matching Fund (HOMF) program was established. The AASFI 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.

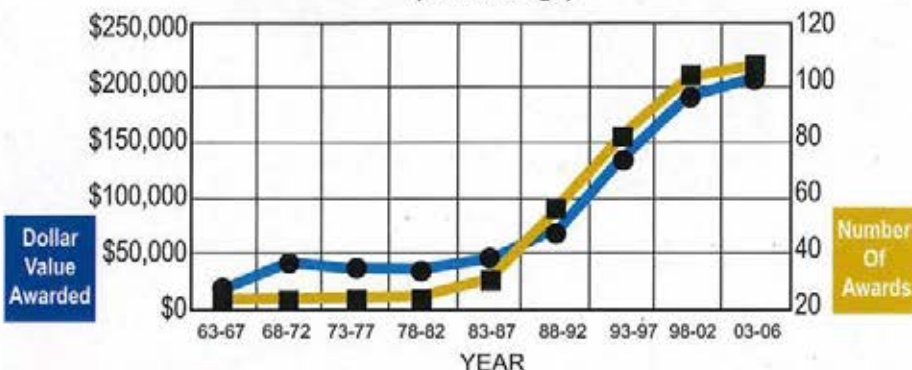
They were also organizations that did not have any new and younger members to continue the organization into perpetuity and over time would be only remembered.

The concept was straightforward—the organization would provide the funds to AASFI to manage, and the applicant or the sponsoring person must be a member of AAAA. As earnings accrued, a minimum of a \$1000 scholarship would be awarded. Priority would go the children and grandchildren of the HOMF member.

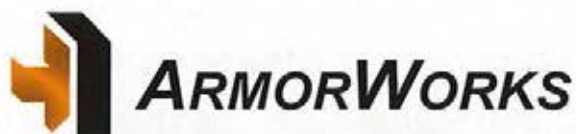
The first organization was the Vietnam Helicopter Pilots Association (VHPA) which provided funds

Growth of the AAAA Scholarship Program

(Year Average)



The AAAA Scholarship program has grown in annual awards from one awards of \$1,500 in 1963 to over 148 awards totaling \$239,000 in 2006.



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BG John J. Tolson, center right, congratulates Robert Spears, son of LTC Leroy C. Spears, outside left, on his award of a \$500 AAAA Scholarship in 1963. Tolson was visiting Atlanta to address the Atlanta Chapter membership.

for an award in 2001. They were subsequently followed by the Dust-Off Association and their "CW4 Michael J. Novosel, Sr. Scholarship"; the 114th Avn. Co. (Potomac Knights) Assoc., the 7th Sdqn., 17th Cav. Regt. (Ruthless Riders) Assoc., and the Otter-Caribou Association.

Together, these organizations have approximately \$135,000 in assets earning funds for scholarships. As with the chapter and industry matching program, the AASFI provides a match for the first \$15,000 in funds donated.

Grant/Loan Award Policies

Since inception, the scholarship award program has been based on individual merit. Applications are screened by the AAAA National Office to determine eligibility and if the applicant is a member or a direct relative of a parent or grandparent member. The application is "sanitized" where all references to names, rank of applicant or sponsor, and where appropriate, location, are removed from all documentation.

After an initial sorting by the National Office in each category - undergraduate, upperclassman, graduate, etc., the application packages are presented to a selection board consisting of AAAA and Heritage program members, and representatives of all ranks from the active Army, Army National Guard, Army Reserve, retirees, Department of the Army civilians and industry. This board meets annually in July in the national capitol region where the files are scored by multiple evaluators, much like a military promotion board.

The composite scores are tallied and an order of merit list (OML) which rank orders the applicant categories is established. The highest-ranking applicants are awarded the most valuable grants. Only after the OML awards are made are the individual awardee names revealed.

For those who are not awarded grants, but have indicated they would like an interest free loan, they are also ranked and informed that a \$1,000 loan for each of the 4 years of undergraduate study is available.

Loans are self-perpetuating and the loan repayment starts after a student graduates, with a minimum payment of \$50 per month with no interest charges. The repayment goes into the general fund and becomes available for new loans. Currently, 10 loans are authorized annually.

Financial Award Policies

Our policies related to how much we award annually have varied over the years. In the early years as money was received, we gave it out. For example, in 1963 we received \$1,500 and awarded it.

Early Foundation Board of Governors recognized that AASFI needed to develop a source of funds that would allow us to grow and use earnings on the investments as the source of funds for the scholarship grants. To make the transition without stopping awards, in some years we gave grants in excess of earnings.

In 2001, with the stock market reversal following the Sept. 11th terrorist attacks, all AASFI assets were cashed out from the managing stock-

broker and a detailed look to our future was conducted. In addition, all of the laws, policies and procedures for management of our assets were reviewed. The Uniform Management of Institutional Funds Act, or UMIFA, requires that we not invade the endowed principal of a funded scholarship without the express approval of the donor.

Review of all endowed funds was completed, funds reinvested and a new policy established — a "spend rate" of 3.5 percent of the endowed funds is the current annual limit.

This allows the funds to grow over time and reduces the risk of invading the original principle amount without the sponsor's approval. This also brings us in line with the managers of other endowed programs.

The Bottom Line

The Army Aviation Scholarship Foundation has had a great beginning and more is to come. In 44 years of growth from a \$1500 donation to \$2.5 million in assets, the foundation has focused on our AAAA members and the support of our Soldiers and their families. The foundation is fiscally sound with aggressive ongoing marketing efforts to raise additional funds.

Management of the funds is handled by a well-qualified financial institution to ensure assets are protected and long-term growth occurs.

After the more than \$3 million in awards, AAAA members recognize that the scholarship program is a significant membership benefit.

They also understand that the award process is fair and equitable as rank and position of the applicant and AAAA member parent are removed from the files. It is all about merit in awarding the most money to the most qualified students.

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

—AAAA—

50 YEARS ABOVE THE BEST
THE LEGACY LIVES ON - 1957-2007



BG (Ret.) James M. Hesson is a past AAAA National President (1989-91), a gold award recipient of the Honorable Order of St. Michael, and a past President of the AAAA Scholarship Foundation, Inc. Thanks to Art Kesten for providing research assistance for this article.

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Army National Guard Aviation, AAAA and the Total Force Policy

By Dr. Michael D. Doubler

Since 1636, the National Guard has provided a wide range of capabilities in support of the nation's defenses. This has never been truer than with the development of the Army National Guard (ARNG) aviation force.

An important aspect of that story has been the close ties between AAAA and ARNG aviation. This relationship has flourished under the Total Force Policy, a Department of Defense program that relies upon citizen-Soldiers just as much as active duty personnel to defend the country.

A number of key personalities have forged strong ties between the Guard and AAAA, all under the protective umbrella of the Total Force Policy.

The ARNG aviation program was born in 1948, almost a full decade before the start of AAAA in 1957. The same year AAAA was organized; ARNG aviation included only 1,154 qualified pilots with an inventory of 640 fixed wing aircraft and 107 observation helicopters.

A Guard Aviation Pioneer

No one has been more responsible



Co. B, 1st Bn., 171st Avn. Regt., Florida Army National Guard, responded to Hurricane Katrina victims in 2005. Whether disaster relief, or combat operations, our reserve component aircrews are there 24/7. In 2006, AAAA was the first organization to pass a resolution for full Aviation Career Incentive Pay for our RC crews.

for the development of ARNG aviation than retired COL John J. Stanko.

A member of the Army Air Corps in World War II, he became a light aircraft pilot in the Pennsylvania National Guard in 1954.

Since the day he volunteered, Stanko loved serving with the Guard until his civilian retirement in 1993 as chief of the ARNG Aviation Division.

Stanko was an advocate of the Total Force Policy with one important qualification; active duty Soldiers, Guardsmen and Reservists have their own unique characteristics and should not be treated as one.

Instead, the Army should seek to exploit the strengths of its three components, minimize their weaknesses, and draw out the best traits in each.

Stanko first came to the National Guard Bureau (NGB) in 1966, and by the time of his retirement, ARNG aviation was arguably the largest, separate military aviation force in the world, consisting of 2,800 helicopters, 150 fixed wing aircraft, and 6,800 aviators.

He is most satisfied with his role in the creation of ARNG aviation logistics, maintenance and training organizations and infrastructure. Stanko is proudest of the outstanding safety record Guard pilots have established; in 1990 the ARNG achieved a zero percent accident rate, an unheard of accomplishment.

In early recognition of his many

accomplishments, Stanko was induct— Stanko is quick to point out that one unique aspect of AAAA's founding is that of the 45 original members, 13 were Guard state aviation officers. When the NGB urged its pilots to join AAAA, he believed they should organize their own local chapters where they could participate more fully in activities.

For more than seven years Stanko served as AAAA's secretary-treasurer and is one of only two members of the National Executive Board ever to earn the title "member emeritus" with permanent voting privileges.

Another Torch Bearer

MG Raymond F. Rees, the current Adjutant General of Oregon, personified the close cooperation between ARNG aviation and AAAA in the 1980s and 1990s.

Following a combat tour in Vietnam, he became rated in the OH-58 and AH-1 during a tour of duty with the 82nd Airborne Division.

In 1973, Rees left active duty and joined the Oregon National Guard where he flew the UH-1.

"There were senior warrant officer aviators in the Oregon Guard who had been pilots in World War II," Rees recalled, and he was in awe of their experience and skills and their willingness to share both with younger pilots.

In addition to multiple tours as the

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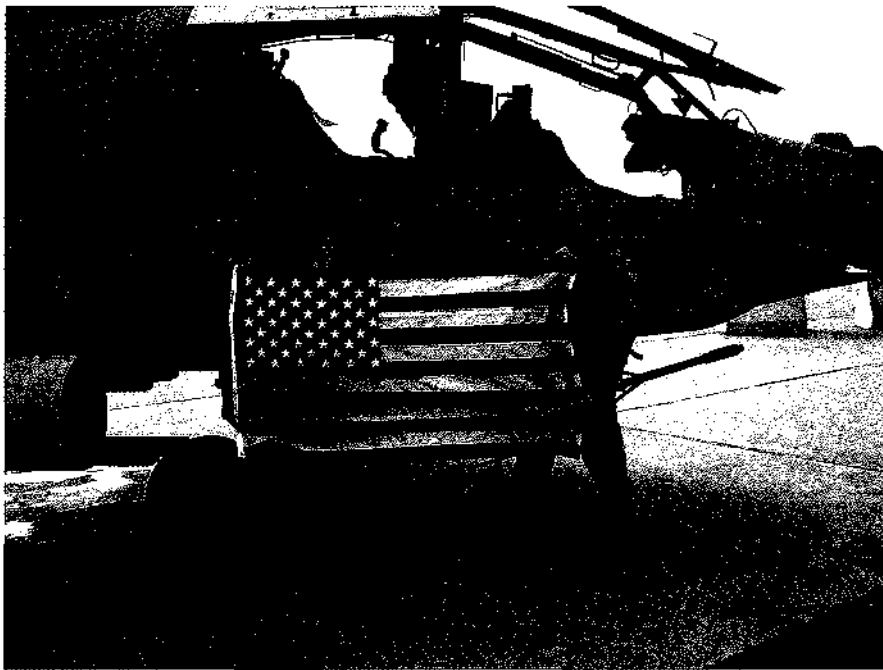
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Army National Guard aviation personnel are deployed around the world supporting the Global War on Terrorism. Here MAJ J. Ray Davis, left, and CPT Jay McElveen, two South Carolina ARNG AH-64A pilots, display "Old Glory" after a long mission to provide aerial security for 40 polling sites around Mosul, Iraq for the Iraqi national elections on Jan. 31, 2005.

Adjutant General of Oregon, Rees' most recent senior assignments included director of the Army National Guard; vice chief of the NGB; and chief of staff for the U.S. North American Aerospace Defense Command and U.S. Northern Command. All through these key assignments, Rees has advocated the important role of AAAA to ARNG aviation.

"AAAA is very helpful and supportive for the Total Force Policy, not just superficial things, but real substance," he observed. He has been a AAAA member since the 1970s, and since 1998, he has served on its National Executive Board.

When the Army began the planning and execution of the Army Aviation Modernization Plan in the 1990s, Rees served as the chairman of a Guard task force to consider the program. As a result, AAAA proved helpful in insuring that Guard aviation assets were equally distributed across the country.

As Oregon's Adjutant General, Rees has seen the positive benefits of ARNG aviation for state missions and the War on Terror.

Aviation is one of the essential capabilities that governors require in every state and territory. For home-

land security missions, only aviation has the ability to get to a scene quickly, make accurate assessments, and rapidly transport key personnel and resources to the crisis point.

Rees is proud to note that Oregon aviators have served with distinction in Afghanistan and Iraq, while flying UH-60, CH-47D and C-23 aircraft on every conceivable type of mission.

He believes the most dramatic example of the Total Force Policy at work today in the aviation community is the deployment in August 2006 of the 36th Combat Aviation Brigade.

Consisting of 2,700 Guard aviators drawn from as many as 44 states, the 36th CAB is the first of the ARNG's transformed combat aviation brigades mobilized for the war in Iraq.

Citizen-Soldier Aviator

In recent years, retired COL Robert E. Godwin has come to the forefront as a citizen-Soldier aviator who has strengthened the ties between the Guard and AAAA while advancing the Total Force Policy.

His assignments include command of the 1st Bn., 111th Avn. Regt., an attack helicopter battalion in the Florida Guard, and as the senior Guard advisor to Fort Rucker.

Retired from the Guard in 1999,

Godwin, now a Department of the Army civilian, currently serves as the NGB's deputy chief of the Aviation and Safety Division. Under Godwin's leadership, ARNG aviation and AAAA have collaborated to promote simulations technologies for all of Army aviation. The best example is the Aviation Combined Arms Tactical Trainer or AVCATT. Originally conceived as a simulator for Guard aviators, the AVCATT has become an Army-wide asset.

Another clear example of the Total Force Policy in action came with the cancellation of the RAH-66 Comanche program, when the Guard and AAAA worked together to provide funding for recognized ARNG shortfalls. Godwin also constantly promotes AAAA membership, and today as many as 20 AAAA chapters have a majority membership of Guard aviators.

Guard Aviation and AAAA

With the War on Terror, the ARNG aviation community can clearly declare... "We are there!" The Total Force Policy is alive and well within the Army aviation community, due in no small part to the close cooperation between the ARNG and AAAA, which has allowed citizen-Soldier aviators to receive the resources necessary to permit them to serve as a full partner in the War on Terror.

Whether flying high altitude missions in Afghanistan's eastern mountains, conducting combat and support missions over Iraq's urban centers, or rescuing American citizens from Hurricane Katrina's floodwaters, ARNG aviation has indeed proven that it is a full partner in the Total Force.

If the last 50 years are an indicator, ARNG aviation and AAAA will certainly enjoy a supportive and mutually beneficial relationship in the decades to come.

—AAAA—

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Dr. Michael D. Doubler is a historian and the author of "Civilian in Peace, Soldier in War: The Army National Guard, 1636-2000" and several other books. He resides in Alexandria, Va.



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AAAA and The Military Coalition Take On Capitol Hill

By COL (Ret.)
Sylvester "Sy" Berdux and
LTC (Ret.) JoAnn Eberle

During a 1992 National Executive Board meeting, a motion was brought forward and approved for AAAA to join the other 20 veteran service organizations (VSO) of The Military Coalition (TMC).

Since that day fifteen years ago, AAAA has been represented by MG (Ret.) Charles "Chuck" Drenz from 1992 to 1994, COL (Ret.) Sylvester "Sy" Berdux from 1995 through 2005, LTC (Ret.) JoAnn Eberle from Jan. to Oct. 2006, and COL (Ret.) Curt Herrick from Nov. 2006 to present.

These dedicated AAAA members have lent their time, talents and efforts to improving the recruiting, retention and readiness of the Armed Forces, in conjunction with the other organizations in petitioning the departments of Defense and Veteran's Affairs, and the Congress for military compensation and benefits packages commensurate with the "extraordinary demands and sacrifices associated with military service."

Throughout its history, AAAA has been dedicated to bettering the lives of America's fighting forces, as well as their families.



AAAA President BG Tom Konitzer, top left, joins 30 other leaders of the organizations that make up the 5.5 million members of The Military Coalition during their annual 2005 gathering at the NGAUS Headquarters in Washington, D.C.

Over the last 25 years as part of the TMC with AAAA members assistance – through letters, cards, e-mails and visits to Capitol Hill – AAAA has played a decisive role in winning enactment of virtually every significant legislative initiative affecting compensation and benefits for active, Reserve and Guard, and retired service members.

Mike Higgins, a professional staff member who works on the House Armed Services Military Personnel Subcommittee, believes the coalition's grassroots support helped carry such issues as TRICARE for Life (TFL) and concurrent receipt.

In fact, during the fight to win concurrent receipt, coalition members sent 25,000 communications to Congress in two days. "The postcards and phone calls we receive make a huge difference," Higgins said. Many of the letters, e-mails and phone calls were from AAAA members.

Twelve military veteran's service organizations realized the value of speaking with one voice when they banded together 21 years ago to form TMC in 1985. At the time, the coalition's primary focus was to repeal the Gramm-Rudman-Hollings deficit reduction law, which would have imposed a 22.5 percent reduction in

military retired pay value for a seven-year period.

The law was repealed the following year, and the fledgling TMC was recognized as a force to be reckoned with and has continued to be so.

In 1996, TMC incorporated as a nonprofit, tax-exempt organization in Virginia. TMC is comprised of 36 military and veterans' organizations and represents more than 5.5 million active duty, National Guard, Reserve, retirees and veterans of the uniformed services, as well as their families and survivors.

Many of AAAA goals are similar to the coalition, which include:

- Maintaining a strong national defense provided by dedicated, skilled and highly capable personnel in the seven uniformed services.
- Maintaining military service compensation and entitlements at levels sufficient to attract and retain our professional service members in careers to support the nation.
- Representing the interests of all uniformed services, including members' families and survivors, and responding to actions detrimental to compensation and entitlements earned by members of that community through years of dedicated service.
- Educating the public on the extraor-

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inary demands and sacrifices associated with a military career, and the need to maintain a similarly unique system of compensation and benefits sufficient to attract and retain the number of high-quality personnel needed to meet the nation's short- and long-term defense requirements.

TMC's philosophy is "by working together on issues of mutual agreement, the participating organizations can harness the grassroots support of more than 5.5 million members, plus their families, and accomplish far more than by working on these initiatives separately."

When one or more of the coalition organizations is invited to testify before Congress, we frequently coordinate the testimony with the other TMC associations and present it on behalf of the entire coalition. This lends greater weight and unanimity to the testimony than if it were presented by any individual association.

20 Years of TMC Achievements

Working together, some of TMC's key victories during the past 20 years include:

1986 - Repealed Gramm-Rudman-Hollings deficit reduction law that caused a 22.5 percent curtailment of military retired pay cost of living allowances (COLA) for seven years.

1989 - Won premium reduction and open-enrollment season for the Survivor Benefit Plan (SBP) after a four-year effort.

1992 - Achieved temporary early retirement authority to facilitate equitable force draw downs.

1994-1996 - Restored COLA equity by repealing military-specific COLA delays the Defense Department and Congress attempted to curtail.

1995-1996 - The Aviation Career Incentive Pay (ACIP) and Aviation Career Continuation Pay Act of 1974 was brought to the attention of Congress, revised, updated and passed in 1996. This act provides additional pay for aviation service in order to attract and retain officer volunteers in military aviation.

1998 - Won 30-year paid-up SBP coverage (effective 2008) following five to six years of effort.

1999 - Repealed REDUX system that cut post-1986 entrants' retirement benefits by 22 percent.

1999-2003 - Repealed statutory

military pay-raise caps.

2001 - Won TFL and TRICARE Senior Pharmacy programs. AAAA and TMC pursued this effort for over 12 years and finally accomplished it with the strong assistance of a number of dedicated Congressional members and staff. Based on grass roots feedback, this probably is the single most important achievement in TMC's history. Additionally, achieved nearly a 50 percent increase in active duty GI Bill benefits.

2003 - Won concurrent receipt for combat-disabled service members and those with 50-plus percent disability ratings.

2004 - Phased out the age 62 SBP "widows tax." When retiring service members signed up for the SBP in the 1970s, '80s and '90s, they were told that after a sponsor dies the spouse would receive 55 percent of the retired pay for the rest of their life. Instead, SBP annuity dropped to 35 percent when the spouse turned 62 and began collecting Social Security, causing them to lose more than \$400 a month. In the 1990s, AAAA and TMC took up the issue and battled for more than a decade to end this inequity. A couple of years ago, persistence paid off when Congress passed legislation that phases out the age 62 SBP Social Security offset by April 1, 2008.

2004 - Won premium-based TRICARE Reserve Select coverage for mobilized members (and their families) of the Selected Reserve who have been mobilized at least 90 days since Sept. 11, 2001, and continue to serve in the Reserve.

2005 - Won a 3.5 percent pay raise for active Army, Guard and Reserve members; and doubling the survivor education benefit eligibility period to 20 years following a service member's death while on active duty. Won permanent ID cards at age 75 for spouses and survivors of military retirees.

2006 - Prohibited increases to TRICARE prime and standard, pharmacy co-pays, and Reserve Select premiums in FY 2007. Increased end strength by 30,000 for the Army and 17,000 for the Army Guard over the President's original budget request; won eligibility for all drilling reserve members for TRICARE coverage at the lowest current premium (28 percent of cost);

Authorized permanent ID cards for permanently disabled dependents of retirees; provided \$400,000 free life insurance coverage for members assigned to Iraq and Afghanistan; restricted unscrupulous lending practices by imposing a 36 percent annual interest rate cap on loans to servicemembers; and adopted a 2.2 percent pay raise, with additional targeted increases for warrant officers and senior enlisted grades.

Indexed military death gratuity to increase annually by same percentage as basic pay raise and increased the maximum VA home loan guarantee amount to \$333,700.

Strength in Numbers

There's a multiplier effect that comes from working with other organizations that share the same goals," said retired Navy Master Chief Joe Barnes, TMC's co-chair and national executive secretary for the Fleet Reserve Association. "You create significant synergy, which results in a win-win for all members of the coalition," he said.

AAAA will continue working in the future with TMC and to build on our legislative successes. We are dedicated to bettering the lives of America's fighting forces, as well as their families.

AAAA with TMC's assistance will continue to introduce and seek significant legislative initiatives affecting compensation and benefits for our active, Reserve and Guard, and retired service members.

We ask each AAAA member to stay abreast of the issues that affect his or her quality-of-life, and bring issues to the attention of their chapter leadership and the National Executive Board.

Always keep in mind..." what Congress gives, Congress can take away."

—AAAA—

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Retired COL Sylvester "Sy" Berdux and retired LTC JoAnn Eberle are immediate past AAAA TMC representatives and the authors of numerous Legislative Reports featured in past issues of ARMY AVIATION Magazine. Retired COL Curt Herrick is the current AAAA representative to TMC.

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Remembrances of Garmisch and AAAA's European Conventions

By MG (Ret.)
Rudolph Ostovich III

The mere thought brings a smile to my face. Snow piled high on A-framed lodges; skiers making their way down the slopes with varying degrees of skill; friends, family and fellow warriors assembling from all over Europe to enjoy a few days together amongst the brotherhood free from the cares and toil of daily responsibility. These are my remembrances of the annual U.S. Army, Europe (USAREUR) AAAA Conventions in Garmisch, Germany.

We were at the height of the Cold War with more than 130,000 U.S. Soldiers assigned to USAREUR as part of the grand NATO alliance. On the other side of the "Iron Curtain" stood the Group of Soviet Forces-Germany and its Warsaw Pact allies.

We were two forces equipped with the most modern and lethal weapons systems, each faced off against the other and ready at a moments notice to do battle.

Army Aviation was well represented within the U.S. force with large aviation battalions in each of the four divisions, the air cavalry troops of two armored cavalry regiments, aviation groups supporting two corps, and a long list of other aviation, air traffic control, aerial exploitation, and maintenance units all trained, organized and equipped for high end conventional warfare.



AAAA Stuttgart Chapter members gather in Garmisch for the October 1958 European Convention.

From these units and local chapters came the leadership that governed AAAA in the USAREUR region, and this regional AAAA organization was the one that planned and executed the annual aviation conventions in Garmisch, which were second in size only to the annual AAAA National Conventions held in the United States. The exhibit floor was filled with the latest weapons systems and flying machines at no small cost to industry that must absorb the added expense for deploying their exhibits across the Atlantic.

Continuing education and professional development programs fine-tuned to address contemporary issues; the newest tactics, techniques and procedures; and the latest developments in Army aviation. Senior leaders from across the Army came to address our aviation audience.

It was here in 1984 that MG Bobby "Bo" J. Maddox, commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala., announced the formation of our new Aviation branch.

Of particular value is the unique contribution made by our NATO allies who came to the convention and contributed to the program with as much enthusiasm as our U.S. forces.

Though there was more than sufficient professional development scheduled during the convention to justify permissive temporary duty, our Soldiers also came to Garmisch to spend time with their families, walk the streets of lovely Bavarian towns like Oberammergau, visit the beer halls of Munich or climb the

Zugspitze for a spectacular view of the valley below.

Skiing was a big draw, and why not? Garmisch sits at the base of the Alps with easy access to Austria and Switzerland. To our great advantage, the Army assumed ownership of some of the nicest guest houses in the area following the defeat of Nazi Germany. Places like the Von Stueben Hotel, the lodge at Eibsee, and Berchtesgarden next to Hitler's famous "Eagle's Nest" redoubt; all offered comfortable accommodations to enjoy the conference and time together with family and friends.

As the Iron Curtain crumbled, the Soviet Union dissolved, and our military presence in Europe was reduced, the AAAA USAREUR Convention came to an end in.

Remembrances of a time gone by when aviation Soldiers and their families came to Garmisch to learn, play and revel in each others company are all that remain.

It reminds me that then, as now, the AAAA plays an important role in supporting our aviation Soldiers and their families.

—AAAA—

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Retired MG Rudolph "Rudy" Ostovich III is an AAAA vice president on the National Executive Board and the president of the Washington-Potomac Chapter, a former USAREUR Region AAAA president, and served as the fourth Chief of the Army Aviation Branch (1989-1991).

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The founders of Army Aviation Publications, Inc., Ari and Doty Kesten at the 1970 AAAA Convention.

awards like the "Aircraft Survivability Award" in 1980, the program expanded to over 30 awards today.

Since the establishment of the first AAAA award — the "James H. McClellan Safety Award" in 1959 — recognition of excellence had always been a big part of the AAAA mission.

The program recognizes all aspect of the Army aviation community, to include the new "Crew Chief of the Year," the "Flight Medic of the Year" and the "Fixed Wing Unit of the Year," to the new "Unmanned Aviation Systems Operator and Unit of the Year" awards.

In 1989, one of the most popular programs that AAAA has ever supported was established. This is the *Honorable Order of Saint Michael* program which paralleled the Order of Saint George and Order of Saint Barbara for our sister combat arms branches. As the executive agent for the Aviation Branch, the AAAA National Executive Board donated \$20,000 in escrow to kick it off. Since then, more than 5,500 OSM awards have been presented to outstanding Soldiers and civilians over the years.

A similar national program, the *Honorable Order of Our Lady of Loreto* was established in 2004 at the suggestion of COL Tony Crutchfield, president of AAAA's North Country Chapter at Fort Drum, N.Y.

The OOLL award recognizes spouses and others in the local community who support our aviation Soldiers. Over 175 of these awards have been presented just in the last three years.

Most recently, the AAAA has expanded its Distinguished Graduate award program. For decades, the AAAA just underwrote the cost of the Distinguished Graduate's wings and

provided a suitable plaque or memento to all aviator classes at Fort Rucker; Fort Eustis, Va.; and at the Eastern and Western Army National Guard Aviation Training Sites.

Now in our 50th anniversary year, the AAAA is moving to provide *all* aviator and crew chief wings to *all* graduates of *all* our classes throughout the system.

Another real key to AAAA's success has been the advocacy for our members. In fact, association advocacy began as soon as AAAA was born. Simultaneous with AAAA's birth in the Spring of 1957, an issue was raised concerning the disparage of Army Guard and Reserve aviators being denied 36 paid drills per year that had been granted to the Air Force Reserve. I recently discovered a letter, dated Aug. 3, 1959, from AAAA President Bryce Wilson (1959-1961) to the Honorable William Brucker, Secretary of the Army, addressing inequities in the flight status and training that dated back to that time as well.

Perhaps the most significant AAAA event during these years was the continuation of political advocacy, especially in defense of our warrant officer members. On Jan. 19, 1980, the AAAA NEB directed President retired MG George Beatty (1979-1981) to forward a letter to the Secretary of Defense calling for "Flight Pay Equalization for warrant officers with commissioned officers."

Moreover, the Board directed that the AAAA be prepared to go to Congress to support it directly if the SECDEF did not come on board.

This action was the final step in a long battle, which began in 1973 with a strong letter from the AAAA leadership to the Hon. Howard H.

Callaway, then Secretary of the Army, convincing him to change the Army position and support equalization of flight pay.

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Specifically, Saint challenged the AAAA leadership to develop a program using non-aviator, three and four star retired general officers to carry the Army Aviation message.

Thus the AAAA Senior Executive Associates was born, first chaired by retired GEN William "Bill" R. Richardson, the former TRADOC commander, and now by GEN John "Jack" M. Keane, the former Army Vice Chief of Staff.

It includes a dozen other outstanding retired leaders like generals Wayne A. Downing, Paul J. Kern, William F. Kernan, Barry R. McCaffrey, William G.T. Tuttle, Jr., (including Keane, Richardson and Saint); and lieutenant generals Joseph E. DeFrancisco, Harold T. Fields, Jr.; Jay M. Garner, John M. McDuffie, Max W. Noah, Roger C. Schultz and Michael F. Spigelmirre. All have donated their time and energy as true believers in Army Aviation and your capabilities.

These volunteers operate at the highest decision making levels of the government and civilian worlds in their retirements. The impact of their efforts on our behalf cannot be overstated.

All this, in conjunction with specific efforts—like the recent AAAA Board resolution to require the Army to pay full Aviation Career Incentive Pay to the Army National Guard and U.S. Army Reserve aviators and crew chiefs—has proven to our membership that we are serious about representing their needs. In fact, AAAA was the first organization to take up this fight.

Together with our membership in The Military Coalition (See article by retired colonels Sy Berdux and JoAnn Eberle), there is no doubt AAAA is the "Voice" of the Army Aviation community.

Today, your association is over 15,500 members strong, with 66 chapters around the world, with programs ranging from: local chapter Soldier of the Month support, member appreciation nights, professional

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The founders of Army Aviation Publications, Inc., Art and Dotty Kesten at the 1970 AAAA Convention.

awards like the "Aircraft Survivability Award" in 1980, the program expanded to over 30 awards today.

Since the establishment of the first AAAA award – the "James H. McClellan Safety Award" in 1959 – recognition of excellence had always been a big part of the AAAA mission.

The program recognizes all aspect of the Army aviation community, to include the new "Crew Chief of the Year," the "Flight Medic of the Year" and the "Fixed Wing Unit of the Year," to the new "Unmanned Aviation Systems Operator and Unit of the Year" awards.

In 1989, one of the most popular programs that AAAA has ever supported was established. This is the *Honorable Order of Saint Michael* program which paralleled the Order of Saint George and Order of Saint Barbara for our sister combat arms branches. As the executive agent for the Aviation Branch, the AAAA National Executive Board donated \$20,000 in escrow to kick it off. Since then, more than 5,500 OSM awards have been presented to outstanding Soldiers and civilians over the years.

A similar national program, the *Honorable Order of Our Lady of Loreto* was established in 2004 at the suggestion of COL Tony Crutchfield, president of AAAA's North Country Chapter at Fort Drum, N.Y.

The OOLL award recognizes spouses and others in the local community who support our aviation Soldiers. Over 175 of these awards have been presented just in the last three years.

Most recently, the AAAA has expanded its Distinguished Graduate award program. For decades, the AAAA just underwrote the cost of the Distinguished Graduate's wings and

provided a suitable plaque or memento to all aviator classes at Fort Rucker; Fort Eustis, Va.; and at the Eastern and Western Army National Guard Aviation Training Sites.

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development meetings, golf tournament fundraisers for the Scholarship Foundation, *Welcome Home* ceremonies for the troops returning from the Global War on Terrorism, and the Army Aviation Hall of Fame. The following articles in this publication will highlight many of these programs.

Thanks to the support of our AAAA Industry members, our annual convention exhibit revenue has provided hundreds of thousands of dollars in recent years to worthy causes.

This has allowed the AAAA to underwrite our chapters' efforts like the *Welcome Home* celebrations, scholarships, and family readiness groups, and to make other substantial donations from the AAAA each year to the Army Aviation Museum at Fort Rucker, Ala.; the Army Aviation Hall of Fame, the Wings of Liberty Museum at Fort Campbell, Ky., and the Army Museum. In one recent case, we were even there in a pinch on casualty assistance support with rental vans when Army lawyers refused to allow units to transport the families of our fallen to and from the airport to their own loved ones' memorial services at Fort Campbell.

All of this is captured in the new

AAAA mission statement "AAAA: Supporting the U.S. Army Aviation Soldier and Family," established by our President Tom Konitzer in 2005.

I assure you that everything the AAAA Board does on your behalf, every program we start, and every dollar we spend, is measured against this standard. We at the National Office are very proud of all our members in and out of uniform.

I came to work for AAPI in 1987 as the managing editor of the magazine and then editor a year later. In 1995, I was appointed as the acting executive director and then three years later to executive director in 1998. After 16 years with the company, I purchased AAPI in 2003 from Lynn Coakley; and I'm working hard to make sure we are totally focused on you, our members.

Many of our employees have more than 20 years of dedicated service to the Army Aviation family. It is truly a team effort and we couldn't do what we do without the support and mentorship of all our AAAA presidents over my 20 years with AAAA.

I would also like to recognize some unsung heroes such as retired colonels John Marr, Harry Townsend

and John Stanko, who have done so much for the association decade after decade after decade.

Finally, nothing we—your national office staff—can do could adequately repay our AAAA members and your families for what you do for this country every day. Thanks to you all from all of us at the AAAA National Office: Janis, Juli, Deb, Debbie, Riki, Erika, Anne, Bob, Mike S., Mike F., Joe, James, Joan, Diane and myself; and especially from our long-serving retired staff members Mary Ann and Jill.

Let us know what we can do to serve you better. AAAA has been there for you for 50 years, yet we have only just begun.

—AAAA—

50 YEARS ABOVE THE BEST
THE LEGACY LIVES ON - 1957-2007



William "Bill" R. Harris, Jr. became the executive director of AAAA in 1998, after serving in various positions with AAAA and Army Aviation Publications, Inc. since 1987. Today he is the owner of AAPI, and also the publisher and editor-in-chief of ARMY AVIATION magazine.

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The Future of the AAAA

By BG (Ret.)
Thomas J. Konitzer

That great American philosopher, Yogi Berra once said, "The future ain't what it used to be." I am sure that 50 years later the founding fathers of the Army Aviation Association of America are saying the same thing. AAAA certainly ain't what it used to be today, nor will it be another 50 years from now.

For the past 12 months the 50th Anniversary Committee has produced articles in this section of the magazine intended to provide insights into our formative years and programs that evolved over time. My article is the last in the series, and I'm not going to crystal ball what the Army or Army Aviation will look like in another 50 years.

Technology will drive the changes in manned and unmanned systems that break friction with the ground in the third tier of mobility and do the unimaginable. What I will predict is that there are at least two things that will not change.

First and foremost, the *Soldier is the Army* and there will always be a need for 'boots on the ground,' and thus an Army Aviation to support the troops. Second, as long as there is Army Aviation there is no doubt that the AAAA will be there. Why do I say that? Because we serve a need that no other organization can match... *Supporting the U.S. Army Aviation Soldier and Family*. We are the only association that eats, drinks, sleeps and breathes Army Aviation. As you have seen in these pages, we were founded

by visionary aviation leaders who would not take "no" for an answer and developed AAAA into the premier branch association in the Army.

As we stand on their shoulders, what do we see in the future? We see even more advocacy for you and your families at the highest levels of government in the Pentagon and on Capitol Hill, making sure your needs and concerns are addressed. We see a greater emphasis on National Guard and Reserve Army Aviation needs being met. We see a fresh effort to make sure that our junior enlisted and warrant officer members feel that this is their home too, and that we stand and fight for their issues.

Our Compensation Committee is only addressing the tip of the iceberg of many more issues with the resolution to abandon the 1/30th rule on Aviation Career Incentive Pay.

We see incremental growth in our scholarship program that will easily be awarding over a million dollars a year. We see a business model that is strategically focused and robustly supported by our industry partners that will provide even greater resources to support our Soldiers and families.

AAAA PAST PRESIDENTS 1957-2007



1957-1959
BG Robert Leich



1959-1961
LTC Bryce Wilson



1961-1962
LTC Joseph McDonald, Jr.



1962-1963
James N. Davis



1963-1964
LTC Darwin P. Gerard



1964-1967
BG O. Glenn Goodhand



1967-1969
GEN Hamilton H. Howze



1969-1970
COL Richard L. Long



1970-1972
LTG Harry W.O. Kinnard



1972-1973
MG Delk O. Oden



1973-1974
COL Edward L. Nielson



1974-1976
LTG John M. Wright, Jr.



1976-1979
LTG Robert R. Williams



1979-1981
MG George S. Beatty, Jr.



1981-1983
COL John M. Marr



1983-1985
MG James C. Smith



1985-1987
MG George W. Putnam, Jr.



1987-1989
MG Story C. Stevens



1989-1991
BG James M. Hesson



1991-1993
MG Charles F. Drenz



1993-1995
MG Benjamin L. Harrison



1995-1997
MG Richard E. Stephenson



1997-1999
MG John D. Robinson



1999-2001
MG Carl H. McNair, Jr.



2001-2003
LTG Ellis D. Parker



2003-2005
MG Ronald K. Anderson



2005-2007
BG Thomas J. Konitzer

In short we see the emergence of the AAAA as the *VOICE* of the ENTIRE Army Aviation community: active duty and reserve component, Department of the Army civilians, retired, and industry alike.

We will build on our past successes and sponsor new areas of professional development to address issues and provide solutions for our warfighters.

We will make new efforts to educate the public at large, the Department of Defense and Congress to really know and understand Army Aviation's capabilities and potential.

We will be successful when Army Aviation is not taken for granted, but fully integrated into plans, operations and budgets. In other words, adequately resourced for the long haul for the next 50 years.

We are seeing today the "Next Greatest Generation" perform heroically in the Global War on Terrorism and in the many other conflicts that demand U.S. Army presence. This has also transcended Army Aviation from an afterthought to an essential capability in the minds of every combatant commander. Now we have to make sure that this message is received in the halls of Congress and at the highest decision making levels – so that never again do we acquire aircraft without adequate survivability equipment, or neglect your needs that are paid for in blood.

That is our charter and our mission...to speak when you can't, where you can't, and say what you can't in order to ensure that you have the tools to answer the call.

Some of you younger souls who read this will be attending our 100th Anniversary. You are our legacy.

History will capture your experiences and how well our Army was led during the next 50 years, but rest assured that the Army Aviation Association of America will be there for you throughout...*Supporting the U.S. Army Aviation Soldier and Family.*

—AAAA—

50 YEARS ABOVE THE BEST
THE LEGACY LIVES ON – 1957-2007



Retired BG Thomas "Tom" J. Konitzer is the AAAA National President and a gold award recipient of the Honorable Order of St. Michael.

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Continued from page 6

that will help focus the Aviation Community on this critical area.

The ARMY AVIATION Magazine is another forum that tries to address your needs. The recent upgrades to the layout, adding the Mission Statement to the cover, and the addition of the Spouse Corner are features that provide continuous improvement.

Army Aviation is a ubiquitous, powerful, and essential force in GWOT, Homeland Defense, the training base, and the Home Front. You need to share your experiences and lessons learned with the rest of the community. Go to www.quad-a.org and click on the left side menu tab "Magazine-ARMYAVIATION" for instructions on submitting articles for publication.

It's your turn to tell the Army Aviation story.

Goal 4: Facilitate Communication of Army Aviation initiatives with Senior Leaders.

The Senior Executive Associates program was suggested by GEN (Ret.) "Butch" Saint almost 10 years ago. It is based on the philosophy that the most effective spokesperson for Army Aviation is someone who does not wear wings.

This distinguished group of four and three-star general officers meets at least three times a year to address key Army Aviation issues at the strategic level. These issues are prioritized and action plans are developed to help educate key U.S. government officials.

I want to personally thank GEN (Ret.) Jack Keane for hosting six meetings over the past two years.

We are in the process of establishing a parallel group of Industry Associates to address Army Aviation issues.

Goal 5: Establish/expand professional relationships with other branches and military/civilian Aviation oriented associations.

There's been a full court press to get AAAA in front of other branch professional organizations as well as other aviation organizations of mutual interest.

This included attending the Infantry and Armor conferences, the Vietnam Helicopter Pilots Association convention, the American Helicopter Society symposium, the Mohawk

Reunion, and the Helicopter Association International's HELI-EXPO.

The leaders of these organizations have been invited to attend the AAAA Convention and some will have a booth to introduce you to their programs.

Goal 6: Grow the AAAA Membership.

As of April 1, AAAA membership is at a 12-year high numbering almost 16,000. The individual membership dues have been kept purposefully low. In fact the fees are considered a loss leader in that they do not cover the cost of the magazine, much less the administrative support at the headquarters.

Membership is based on the philosophy that "Professionals belong to their professional organization." AAAA represents Army Aviation and is dedicated to supporting its Soldiers and families. Past, current and future contributors to this great profession should be members. We also believe that our actions should speak louder than words to establish credibility and thus stimulate membership growth.

Mike Burke and the Compensation Committee are working hard to demonstrate to the Reserve Component (RC) community that we are dead serious about our commitment to achieving full aviation career incentive pay (ACIP) for the Total Army.

The RC represents 50 percent of Army Aviation and the U.S. Army cannot meet its operational requirements without full and seamless participation of the Guard and Reserve.

Congratulations to our newest ARNG Chapter that formed at state level in Kentucky – the Bluegrass Chapter.

Joe Bergantz, chairman of the Membership Committee, is working an initiative with the Warrant Officer Association that could result in a cooperative membership agreement where reduced dues could benefit both organizations.

Goal 7: Review Selected Programs

This goal has been met over the past two years through outstanding leadership and committee participation.

Harry Bendorf led the restructuring of the Senior Executive Associates

program that has provided invaluable strategic level support for AAAA.

Ben Harrison, chairman of the Army Aviation Hall of Fame Committee and his team implemented a new selection process and moved inductions from every three years to annually.

Dave Robinson chaired a sub-committee that redefined the nomination and election process.

Jim Snider chaired a sub-committee resulting in By-Law changes that codified our purpose and functionally aligned our vice presidents.

Finally, Executive Director Bill Harris is upgrading the IT systems at National in order to provide modern and efficient administrative support.

Summary

This concludes the *Annual Report* that updates you on activities and initiatives of your organization. I believe it is worthwhile to note that the Executive Director is the only paid position on the National AAAA Board. This means that AAAA is an organization run by a group of dedicated volunteers.

I want to extend my personal thanks to all the committee chairs and their members, as well as to Curt Herrick, our TMC representative, all have contributed their time and talent to making this organization what it is today.

A special thanks also goes to the 50th Anniversary Committee so ably chaired by Carl McNair and our industry partners who graciously contributed over \$215,000 to make this a truly memorable event.

This is my last article as your AAAA President. It has been a great ride for the past two years and I have been truly honored to serve this outstanding organization.

The leadership of your association will be in solid hands as I pass the gavel to Jim Snider on the last day of the convention.

The legacy will continue to live on as the National Board and Chapters continue to meet the mission of Supporting the U.S. Army Aviation Soldier and Family.

God Bless!

Tom Konitzer
AAAA President
president@quad-a.org

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TUESDAY MAY 8

- 0815 AAAA Greater Atlanta Chapter Golf Tournament
Stone Mountain Golf Club
- 1000-1700 Family Day at Stone Mountain
Stone Mountain Memorial Park
- 1300-1700 AAAA Registration Center Open
Building C Lobby, GWCC
- 1700-1800 National Awardees Briefing
C306 GWCC

WEDNESDAY MAY 9

- 0800-1900 AAAA Registration Center Open
Building C Lobby, GWCC
- 1000-1230 AAAA Scholarship Foundation Board Meeting
C306 GWCC
- 1230-1400 National Executive Board Luncheon
C308 GWCC
- 1300-1700 Press Room Open (Sponsored by UH-72A
Industry Team)
C103 GWCC
- 1400-1630 AAAA National Executive Board Meeting
C306 GWCC
- 1700-1900 Early Bird Reception & Opening of Exhibits
"C" Exhibit Hall GWCC

THURSDAY MAY 10

- 0700-1600 AAAA Registration Center Open
Building C Lobby, GWCC
- 0700-0800 Eye Opener Coffee
Georgia Ballroom, Level 3, Bldg C GWCC
- 0700-0800 Speakers Breakfast
C308 GWCC
- 0730-1700 Press Room Open (Sponsored by UH-72A Industry Team)
C103 GWCC
- 0800-1100 Professional Session Opening
Georgia Ballroom, Level 3, BldgC GWCC
- 0800-0830 50th Anniversary Welcome, Colors, Salute to Fallen
Soldiers, Collin Raye – A Soldiers Prayer, and Special
Recognitions.
BG Thomas J. Konitzer, Ret., AAAA President
- 0830-0900 Aviation Branch Opening Remarks
MG Virgil L. Packett II, Aviation Branch Chief, CG,
U.S. Army Aviation Warfighting Center & Fort Rucker
- 0900-1030 Keynote Address & Presentation of Individual Awards
GEN Richard A. Cody, Army Vice Chief of Staff,
U.S. Army
- 1030-1100 BG William H. Forrester, Jr., CG, U.S. Army
Combat Readiness Center/Director of Army Safety
- 1130-1630 Spouse Tour – Lunch at City Grille & Tour of Georgia
Aquarium "Presenting Atlanta"
Desk C Lobby, GWCC
- 1130-1230 Professional Session Breakouts
- 1130-1230 Session I Breakout
C301 GWCC
Warrant Officer Update: CW5 Randy Gant,
Chief Warrant Officer of the Branch
- 1130-1230 Session II Breakout
C302 GWCC
Enlisted Update: CSM Donald R. Sanders,
Aviation Branch Command Sergeant Major
- 1100-1600 U.S. Army HRC Career Guidance
Exhibit Hall Booth # 1162
- 1100-1600 Exhibits Open
"C" Exhibit Hall GWCC
- 1100-1600 PM Briefings
Exhibit Hall Booth # 224
(AGSE, Apache, ASE, AVN Sys, Cargo, CATT, JUAS/COE,
Scout/Attack, UAS, Utility)
- 1400-1500 AAAA NEB & Chapter Presidents Session
C306 GWCC
- 1800-2000 AAAA Charter Members & Cub Club Dinner
Salon A, Imperial Ballroom Marriott (Invitation Only)

FRIDAY MAY 11

- 0700-0800 Eye Opener Coffee
Georgia Ballroom, Level 3, Bldg C GWCC
- 0730-0800 Speakers Breakfast
C308 GWCC
- 0730-1600 Press Room Open
(Sponsored by UH-72A Industry Team)
C103 GWCC
- 0700-1600 AAAA Registration Center Open
Building C Lobby, GWCC
- 0745-1200 Professional Sessions:
Georgia Ballroom, Level 3, BldgC GWCC
- 0745-0800 Freedom Team Salute to Veterans
- 0800-0900 GEN Bryan D. Brown, Commander, U.S. SOCOM
and presentation of Unit of the Year Awards
- 0900-0945 Warfighters Panel
Chairman:
LTG Thomas F. Metz, DCG, U.S. Army TRADOC
Panelists:
MG Virgil L. Packett II, CG, USAAWC,
CSM Don Sanders, CSM USAAWC
COL Don MacWillie, CDR, 4th CAB, 4th ID,
CSM Kenneth Patton, CSM, 4th CAB, 4th ID
COL Kevin Mangum, CDR, 160th SOAR(A)
CSM Jake Elliott, CSM, 160th SOAR(A)
COL Mike Rose, CDR, 10th CAB, 10th MTN DIV
CSM Jeff Sturdevant, CSM, 10th CAB, 10th MTN DIV
COL Mark Burke, CDR, 42nd CAB, 42nd ID
COL Barry Keeling, CDR, 204th TAOG
CSM Donald Everett, CSM, 204th TAOG
- 0945-1030 Company Commander & First Sergeant Panel
Chairman:
COL Walter M. Golden, Chief of Staff, USAAWC
Panelists:
CPT Jake Miller, B Co, 7-101st/CH-47
CPT Matt Baldwin, A/5-101st/UH-60
CPT Connie Lane, B/6-101st/CH-47
1SG Gerald Sallila, A Trp/2-17 CAV/KW
1SG James Synder, A/96 ASB
CPT Corey James, D/1-4/AH-64D
1SG Douglas Howell, D/3-4/UH-60
1SG James Litteral, B/7-101 Avn
- 1030-1045 ARNG Update, LTG Clyde A. Vaughn, Director
Army National Guard
- 1045-1100 USAR Update, LTG Jack C. Stultz, Jr., Chief,
Army Reserve
- 1100-1200 Senior Leaders' Panel
Chairman:
GEN Richard A. Cody, VCSA
- 1000-1500 Spouse Tour – Simply Southern (Atlanta History
Center) & Lunch
Marriott Motor Lobby, Courtland St.
- 1130-1600 U.S. Army HRC Career Guidance
Exhibit Hall Booth # 1162
- 1130-1600 Exhibits Open
"C" Exhibit Hall GWCC
- 1130-1600 PM Briefings
Exhibit Hall Booth # 224
(AGSE, Apache, ASE, AVN Sys, Cargo, CATT, JUAS/COE,
Scout/Attack, UAS, Utility)
- 1300-1500 Professional Session Breakout
C302 GWCC
FBCB2/BFT AVN Commanders' Information Update &
Operational Capabilities Requirements Discussion:
AI A. Abejon, Director, US Army, PMO FBCB2/BFT
- 1500-1700 Cub Club Reception (Members/Invitation Only)
Marriott Suite 4630
- 1730-1900 Hall of Fame Ticket Pick Up
Imperial Ballroom Foyer, Marriott
- 1800-2100 Hall of Fame Reception & Dinner
Imperial Ballroom, Marriott
- 2100-0100 AAAA Chapter Receptions
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2007 **Schedule of Events****SATURDAY MAY 12**

- 0730-0845 **First Light Breakfast** (Invitation only)
Georgia Ballroom Section 1, GWCC
- Speaker: Hon. Claude M. Bolton Jr.,
Asst. Secretary of the Army for Acquisition, Logistics, and
Technology
- 0730-0900 **Eye Opener Coffee**
Georgia Ballroom, Level 3, Bldg C GWCC
- 0730-1500 **AAAA Registration Center Open**
Building C Lobby, GWCC
- 0730-1600 **Press Room Open**
(Sponsored by UH-72A Industry Team) C103 GWCC
- 0900-1115 **Professional Sessions**
Georgia Ballroom, Level 3, Bldg C GWCC
- 0900-0930 **Presentation of Industry Donations to:**
AAAA Scholarship Foundation, and Army Aviation
Museum Foundation, Fort Rucker, AL
- 0930-1000 **MG James H. Pillsbury,**
CG, U.S. Army Aviation and Missile Command
- 1000-1030 **Mr. Paul Bogosian, PEO Aviation**
- 1030-1045 **Future Combat System (Brigade Combat Team)**
- 1045-1115 **BG Stephen D. Mundt, Director, Army Aviation,**
ODCS, G-3/5/7
- 0930-1100 **Family Readiness Panel** C303 GWCC
Supporting the Army Aviation Soldier and Family
- Chairman: **Judy Konitzer,**
- Panelists: **Delores F. Johnson, Director, Family Programs,**
Family and MWR Command
Supporting our Soldiers and their Families
Dick Forbes, Military One Source,

- COL Elspeth C. Ritchie MD Director, Proponency of
Behavioral Health, Psychiatry Consultant to the U.S.
Army Surgeon General
*Psychological Effects of War: From the Home
Front to the Battle Front and Back Again*
**Marge Connelly, Deployment Issues: Children and
Adolescents**
- 1130-1300 **Trish Matia, Legislative Updates**
AAAA Annual Meeting Luncheon
Georgia Ballroom Section 1, GWCC
- Speaker: **LTG James D. Thurman, CG, V Corps**
- 1200-1600 **U.S. Army HRC Career Guidance**
- 1200-1600 **Exhibits Open** "C" Exhibit Hall GWCC
- 1200-1600 **PM Briefings** Exhibit Hall Booth # 224
(AGSE, Apache, ASE, AVN Sys, Cargo, CATT, JUAS/COE,
Scout/Attack, UAS, Utility)
- 1800-1845 **AAAA Banquet VIP Head Table Assembly**
Hanover Hall C-D-E Hyatt
- 1800-1845 **AAAA Banquet Reception**
Centennial Ballroom Foyer Hyatt
- AAAA 50th Anniversary Banquet and Entertainment**
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- Darryl Worley, Country Music recording artist**
- 2200-0100 **50th Anniversary Legacy Bash**
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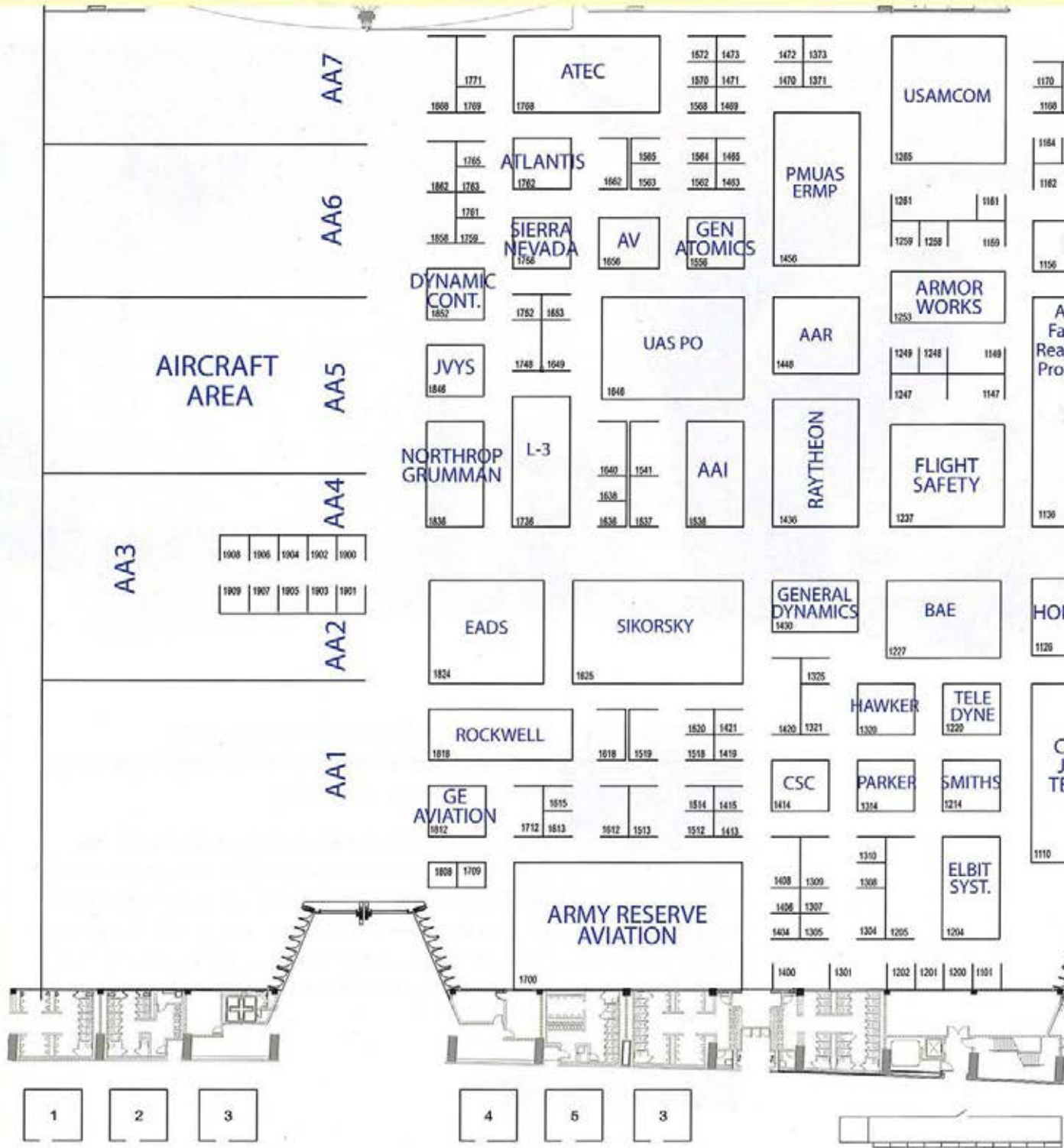
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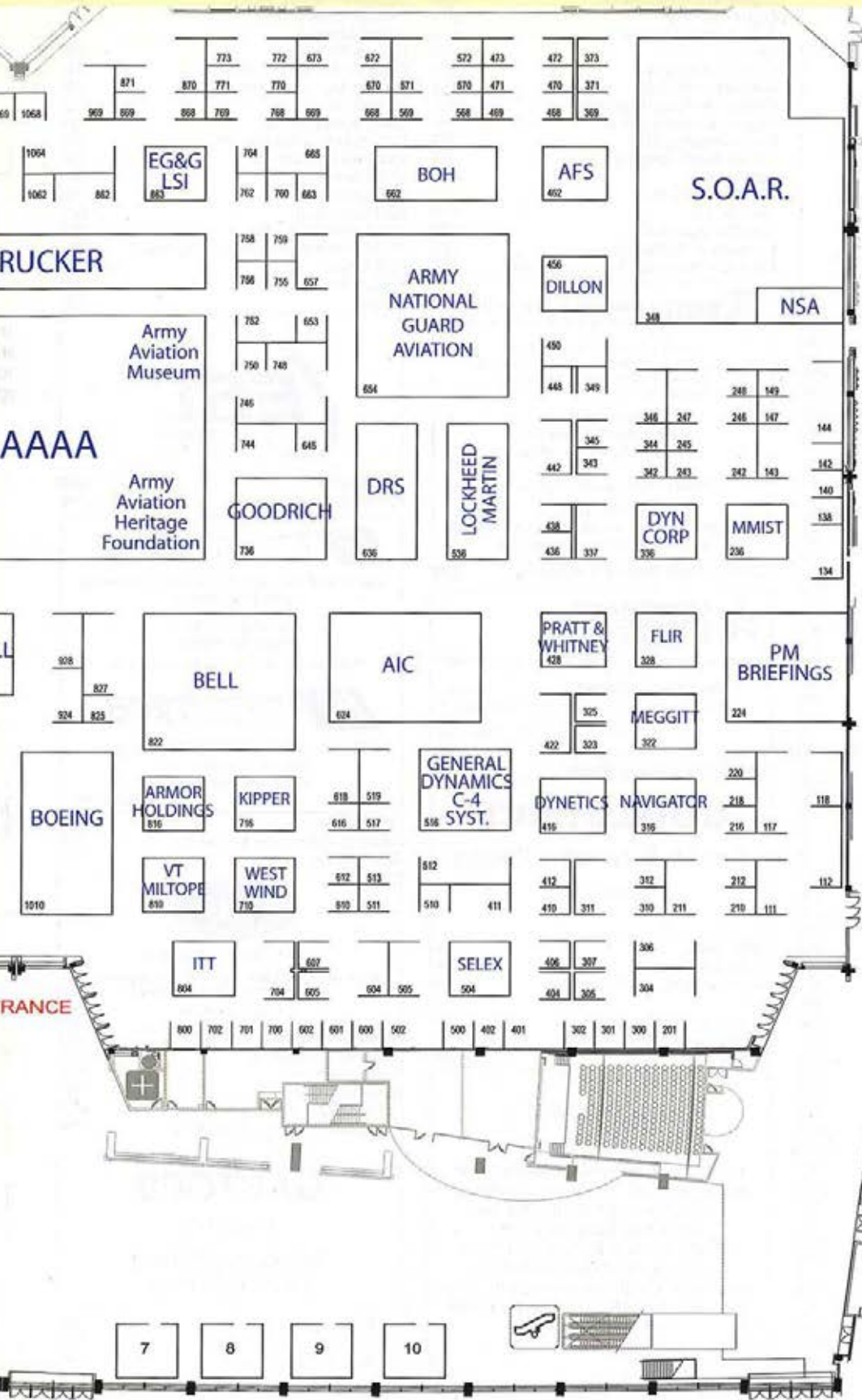


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Wednesday, May 9

Early Bird Reception
Opening of Exhibits
5:00 PM - 7:00 PM

Thursday, May 10

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Friday, May 11

11:30 AM - 5:00 PM

Saturday, May 12

12:00 PM - 4:00 PM



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Acme Worldwide Enterprises Inc.	468
ACROHELIPRO Global Services Inc.	1404
ADEPT Technologies	1512
Advanced Simulation Technology Inc.	342
Advanced Torque Products	1752
Aerial Machine & Tool Corporation	247
Aero Gear	755
Aerosonic Corporation	1307
AIC (A Subsidiary of MTC Technologies, Inc.)	624
Aerospace Filtration Systems, Inc.	462
AeroVironment SUAV Products Division	1656
Air Methods Corp. Int'l.	1709
All-System Aerospace Intl Inc/Heli-Sysco	653
American Competitiveness Institute	216
Applied Industrial Technologies	300
Aqua Lung America, Inc.	245
ARINC Engineering Services LLC	665
Armed Forces Insurance	469
Armed Services Mutual Benefit Assoc.	607

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ArmorWorks, LLC	1253
Armour of America	1900
Army & Air Force Mutual Aid Assn.	1413
Army Aviation Heritage Foundation	1136
Aspen Systems, Inc.	871
Association of the U.S. Army (AUSA)	212
Athena Technologies, Inc.	1649
ATK Missile Systems Company	138
Atlantis Systems America	1762
Aurora Flight Sciences	1541
AVALEX Technologies Corporation	1415
Aviell, Inc.	670
AVIATRIX, Inc.	1465
Avion Manufacturing, Inc.	450
Avite Systems	1808
BAE SYSTEMS	1227
Ball Aerospace & Technologies Corp.	1248
BarcoView, LLC	1147
Barnes Aerospace	1325
Battelle	1472
BCF Designs Limited	220
Bell Aerospace Services, Inc.	618
Bell Helicopter Textron Inc.	822
Bobcat Company	1304
The Boeing Company	1010
Boh Environmental, LLC	662
Boston Dynamics Inc.	769

Breeze-Eastern	1613
Brigade Quartermasters, Ltd.	1258
Bristow Academy	1159
C-27 Spartan JCA Team	1110
CAE	346
Camber Corporation	1537
CamelBak - SW Motor	349
Carleton Life Support Systems Inc.	1419
Carmanah Technologies Inc.	369
CAST Navigation, LLC	1769
Cessna Aircraft Company	612
Chelton Inc.	1408
Chemring Group PLC	143
Club Car, Inc.	1308
CMC Electronics Inc.	1309
Commuter Air Technology, Inc.	1473
Composite Technology, Inc./Keystone Hel.	310

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COOLSPACE	663
Cooper Interconnect	569
Crestwood Technology Group	800
CSC	1414
Cubic Defense Applications	924
CV International & CVB Company	243
Dallas Avionics, Inc.	218

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Defense News Media Group 1259

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DESCHAMPS Mats Systems	142
DRS Technologies Inc.	638
DuPont Company	511
Dynamic Control Inc.	1852
Dynamics Research Corporation	1149
DynCorp International LLC	336
Dynetics, Inc.	416
EADS North America	1824
Eagle Industries Unlimited, Inc.	242
East/West Industries, Inc.	1858
ECS Composites	645
EDN Aviation	768
EDO Corporation	1612
Elbit Systems of America	1204
EG&G Technical Services/Lear Siegler Inc	863
EMS Satcom	1470
EMTEQ, Inc.	610
Equipto	210

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Booth: 601

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GasTOPS Ltd.	601
GE-Aviation	1812
GE Inspection Technologies	1168
General Atomics Aeronautical Systems Inc	1556



General Dynamics C-4 Systems	516	Panasonic Computer Solutions Company	928	Telephonics Corporation	1420
General Dynamics Armament and Tech Prod.	1430	Parker Aerospace	1314	TenCare	301
GENTEX Corporation	1200	Pelican Products, Inc.	825	Terma A/S	1310
Gerber Legendary Blades	211	Phantom Products Inc.	248	THALES - Aerospace Division	436
Goodrich Corporation	736	PIC Wire & Cable	750	Time Domain Corporation	1469
Hamilton Sundstrand, A United Technologies Company	325	Plastek LLC	1909	Times Microwave Systems	1249
Harris Corporation	704	Port-A-Cool, LLC	412	Timken Bearing Inspection, Inc.	1771
Hawker Beechcraft	1320	Power Hawk Technologies, Inc.	312	Transfield Inc.	744
Helicomb International Inc.	1562	Pratt & Whitney	428	Triumph Group Inc.	1408
Helicopter Association International	773	Precision Lift Inc.	1514	Turbomeca USA	1618
Helispec LLC	1901	The Purdy Corporation	1519	Unique Handmade Creations, Inc.	1905
The Hertz Corporation	Reg Area	Raydon Corporation	1101	Uniled Protective Technologies LLC	572
Honeywell	1126	Raytheon Company	1438	Uniltron	1662
Hontek Corporation	345	Red Barn Machine, Inc.	323	Universal Avionics Systems Corporation	410
Howell Instruments, Inc.	448	Reliance Aerotech Services	1371	USAA	1636
Hupp Aerospace/Defense	402	Robertson Aviation, L.L.C.	827	WestWind Technologies Inc. (WWTI)	710
IHS	602	Robinson Foundry, Inc.	668	Wiley X Eyewear	149
Innovative Concepts, Inc.	1640	Rockwell Collins, Inc.	1818	W.L. Gore & Associates, Inc.	404
Integrated Technology Solutions, Inc.	305	Rolin Industries, Inc.	373	Wyle Laboratories, Inc.	1570
Intelligent Automation Corporation	519	Rolls-Royce	1205	Z Microsystems Inc.	672
Inter-Coastal Electronics, Inc.	505	Rotor & Wing Magazine	700	3M Aerospace - Aircraft Maintenance Dept	1765
Interface Displays & Controls, Inc.	868	S & S Precision Machine Corporation	213		
Inventory Locator Service, LLC	760	Saab AB	1763		
Isodyne, Inc.	371	Safe Flight Instrument Corporation	1247		
ITT	804	SAGEM Avionics, Inc.	1712		

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K-Max Aircraft (Kaman Aerospace)	AA-4
Kamatiks Corporation	1170
Kipper Tool Company	716
Knowledge Based Systems, Inc.	343
Korry Electronics Company	748
L-3 Communications	1736
Lektro, Inc.	870
LifePort Interiors	344
LifePort, Inc.	344
LifeWave NanoCommunications, LLC	134
Link Tools International (USA) Inc.	604
Little Giant Ladder - Wing Enterprises, Inc.	605
Lockheed Martin Corporation	538
Martin-Baker Aircraft Company, Ltd.	1615
MBDA Missile Systems	1400
McNally Industries - A-M CPT-	669
Meggitt Defense Systems	322
Micro-Coax, Inc.	1463
Micro-Surface Finishing Products, Inc.	1638
Miltec Corporation, A Ducommun Co.	752
VT Millipe Corporation	810
MMIST	236
The Military Officers Association of America	1161
Monode Pryor Traceability	600
MOOG	337
Mustang Survival, Inc.	147
NAT Seattle	1903
Navigator Development Group, Inc.	318
The NORDAM Group	616
Northrop Grumman Corporation	1836
Northstar Aerospace	500
O'Neil & Assoc.	302
Ontario Knife Company	1565
Orbit International	756
Oregon Aero, Inc.	1305

Schiebel Technology, Inc.	869
Science Applications International Corp. (SAIC)	411
SCOTTY Tele-Transport Corp.	1563
Seabird Aviation America, Inc.	701

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Seitz Scientific Industries, Inc.	1201
SELEX Sensors & Airborne Systems	504
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The Shephard Group	568
Shield Technologies Corporation	770
Sierra Nevada Corporation	1756
Sikorsky Aircraft, A United Technologies Company	1625
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SKF Aerospace	1202
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Smiths Aerospace	1214
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Standard Aero	1902
Stanley-Proto	307
Stanley Vidmar	673
Superfeet Worldwide, Inc.	1471
Survival Systems USA Inc.	442
Symetrics Industries, Inc.	438
System Studies & Simulation, Inc.	1164
Talla-Com / Talla-Tech	762
TEAC Aerospace Technologies, Inc.	1321
Technology Research Consultants, Inc.	1421
Teledyne Brown Engineering	1220
Teledyne Reynolds	1220
Teledyne Continental Motors	1220

GOVERNMENT EXHIBITORS BOOTH

Army Aviation Museum Foundation, Inc.	1136
AAAA/USAWOA	1904
Aerospace Center of Innovation	308
Air Force Research Lab - Sensors Dir.	1062
AMCOM G3 CBM AH-64 COSSI	1067
AMCOM Corrosion Program Office	201
America's Huey 091 Education Project	1906
Army Fisher Houses	1136
Army Reprogramming Analysis Team (ARAT)	969
U.S. Army Test & Evaluation Command	1768
ARNG Aviation & Safety Division	654
Arnold Engineering Development Ctr USAF	862
The Big Crow Program Office	118
Cargo Helicopters Project Office	AA-6
CBM Office G3 AMCOM	1069
Combat Helicopter Pilots Association	759
Corpus Christi Army Depot (CCAD)	657
DARPA, A160T Hummingbird	AA-3
Defense Acquisition University	472
Defense Supply Center Richmond (DLA)	1373
Freedom Team Salute (USA-ASA,M&RA)	1136
GSA (General Services Administration)	401
Human Resources Command, Aviation Branch	1162
Joint Aircraft Survivability Prg Ofc (JASPO)	470
Joint Council On Aging Aircraft (JCAA)	571
National Military Family Association	1136
NAVAIR Test & Evaluation	112
NAVAIR PMA 209 GPWS/TAWS	111
NTSA/NDIA	771
Program Director, ASE/PM, IRCM	117
U.S. Army PEO STRI	1888
PEO STRI-PM CATT	AA-7
Project Manager, Aerial Common Sensors	1068
Product Manager, Air Warrior	1064
PM Apache	AA-5
Redstone Tech. Test Ctr. Dept of Defense	1572
Regional Collaboration of Corr. of Excel	1759
Still Serving Veterans	1136
Test Week 2007	1761
Tobyhanna Army Depot	764
UAS Project Office - PEO Aviation	1646
PM UAS ERMP Air Vehicle/One Sys Grnd Ctl	1456
USAARL	473
U.S. Army Combat Readiness Center	1261
USAF TH-IH Team	AA-2
U.S. Army LOGSA	304
U.S. Army Operational Test Command, ATD,	1768
Army Reserve Aviation-11th Theater Av Cd	1700
Army Reserve Aviation-11th Theater Avn Cmd	1700
U.S. Army Aviation Warfighting Center	1156
U.S. Army Avn & Missile Life Cycle Mgmt Cmd	1265
Utility Helicopters Project Office	AA-1
160th SOAR	348
21st Cavalry Brigade (Air Combat)	1065



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**Roy P. Oler, Corpus Christi Army
Depot, Corpus Christi, Texas**



Roy Oler

Retired COL Roy P. "Pat" Oler has served with distinction since joining the Corpus Christi Army Depot in January 2004 as the deputy to the commander. Drawing on his 27 years of military and civilian aviation industry knowledge and experiences, notably from service in the high op-tempo Army Staff logistics offices under the mentorship of Joe Cribbins himself, Oler has proven himself invaluable to both Army and Joint Services aviation. With an approach that is personal and direct, Oler has been the catalyst for significant improvements with measurable results for the aviation warfighter in the field. Under Oler's leadership, the Corpus Christi Depot received certification to both the *ISO 9001:2000* standard and the aviation industry-specific *AS 9100* standard. Achieving these certifications ensures CCAD maintains its status as the premiere repair facility for battle-damaged aircraft and component parts during the continuing Global War on Terrorism. Throughout 2006, Oler implemented the strategic vision for an across-the-board business model for the depot. Combining *Lean Six Sigma* and *Partnering-with-Industry*, Oler's leadership helped CCAD achieve quantum advances in repair turn-around time and time-on-wing improvements, vastly benefiting the military warfighters in Iraq and Afghanistan. DAC Oler's dedication in civil service makes him AAAA's excellent choice for the Joseph P. Cribbins Department of the Army Civilian of the Year award.

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**CW5 Mark W. Grapin, 63rd Theater
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CW5 Mark Grapin

CW5 Mark Grapin distinguished himself through exceptionally meritorious service while serving as the aviation safety officer for the Udairi Army Airfield in Kuwait, the 63rd Aviation Group, and for the Coalition Forces Land Component Command. Grapin was responsible for all aspects of a broad and proactive aviation safety program at the airfield, group and theater level. He developed new and innovative aviation and ground safety programs, including accident prevention, safety promotion and education, and accident reporting tools. Grapin developed or assisted in developing airfield, country-specific, and theater policies, regulations and procedures pertaining to all areas of safety management. He was also the principle author or co-author on five separate theater-level inter-service safety and standardization publications for the CFLCC; all of which were first-of-their-kind publications for this combative command supporting operations in Afghanistan and Iraq. Without a doubt, Grapin enhanced not only the safety posture of Army aviation in the U.S. Central Command area of responsibility, but also that of other service flight safety programs in theater. Being a master of his trade, CW5 Grapin's demonstrated vision, leadership and technical skills shaped safety doctrine at various complex levels spanning two continents and earning him the honor of being the 2006 James H. McClellan Aviation Safety Award recipient.

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Campbell, Ky.**



SSG Jeremy David

SSG Jeremy David expertly serves as a fully mission qualified MH-60K crew chief and flight instructor with the elite 160th Special Operations Aviation Regiment, ready for worldwide deployments on short notice to conduct special operations aviation missions in high-risk conditions. David's expertise contributed greatly to the success of the Night Stalkers in combat. During 2006 David accumulated 250 combat flight hours and took part in over 50 direct action missions in support of the National Command Authority's objectives. On one classified mission he was directly responsible for defending and saving the lives of the ground force in a hot landing zone under direct enemy contact. For his heroic actions on the objective, David earned the Distinguished Flying Cross. He was awarded two Air Medals and an Air Medal for Valor for other missions. David also serves as a company flight instructor on the M-134 mini-gun system, forward arming and refueling point and aerial refueling operations, aircraft load out and over-water operations, and fast rope insertion and extraction system operations. When the tough missions are required, David is the first NCO requested on every flight. It is for selfless service, impeccable military bearing, and his technical and tactical expertise that this Night Stalker is honored as the AAAA Crew Chief of the Year.



Aviation Soldier of the Year Award

Sponsored by Bell Helicopter Textron

SPC Kristofer D. Holden, Company B, 277th Aviation Support Battalion, Fort Drum, N.Y.



SPC Kristofer Holden

SPC Kristofer Holden's service as a 15T UH-60 A/L aircraft mechanic in Afghanistan was nothing short of remarkable while deployed as part of Task Force Liberty in support of Operation Enduring Freedom

VII. This is due in part to the fact that he was not a 15T, but a 15S OH-58D mechanic. Due to his incredible mechanical aptitude, Holden quickly cross-trained as a 15T and excelled; eventually assuming shift leader duties and responsibilities. His demonstrated capabilities also led to his leading a UH-60 preventive maintenance phase inspection, completing it in just eight days, half the Army standard. Holden also served on the downed aircraft recovery team, participating in two combat aircraft recoveries. The second recovery occurred in Afghanistan's most hostile area. Holden's work ethic and charisma inspired the team to accomplish the recovery in under 12 hours, denying the enemy the ability to exploit the situation. During his time at Kandahar Airfield, Holden was selected as Soldier of the Month an unrivaled four times between task forces Liberty and Knighthawk, and was also named as the Task Force Maintainer of the Month out of a field of six competitors. SPC Holden's remarkable versatility, competency and perseverance directly contributed to the successes of Task Force Falcon's aviation intermediate maintenance company and earned him the 2006 Aviation Soldier of the Year Award.

Non-Commissioned Officer of the Year Award

Sponsored by Lockheed Martin Corp.

SGT Domingos Fernandes, Company A, 2nd Battalion, 10th Aviation Regiment, Fort Drum, N.Y.



SGT Domingos Fernandes

SGT Domingos Fernandes served with great distinction as the Task Force Knighthawk's non-rated crew-member standardization instructor. He amassed over 500 flight hours and participated in over 35 deliberate-

operation missions, many conducted in low-illumination under night vision goggles, landing in close proximity to enemy forces. His skills as a combat life saver helped save the life of a severely injured Apache copilot/gunner. Observing the AH-64A crash, Fernandes directed his pilots to land near the aircraft, then grabbed an aid bag and ran to assist. With help from another arriving medic, Fernandes quickly stopped the bleeding of the copilot who had lost most of his arm below the elbow, and then rendered aid to the other disoriented pilot. The young aviator might have died if not for the quick actions of Fernandes. Leading by example, Fernandes flew the most difficult combat mission profiles while instructing and developing door gunners, crew chiefs and subordinate flight instructors. His efforts were instrumental in completing 14 readiness level progressions, six under NVGs, despite the high combat optempo. His talent and dedication resulted in his crewmembers being recognized as the best in Afghanistan by the Army Aviation Center's Directorate of Evaluation and Standardization during their August 2006 inspection visit. SGT Fernandes professionalism truly makes him deserving of the AAAA NCO of the Year Award.

Army Aviator of the Year Award

Sponsored by Sikorsky Aircraft Corp.

CW2 Philip A. Learn, Company B, 3rd Battalion, 159th Aviation Regiment, Illiesheim, Germany



CW2 Philip Learn

CW2 Philip Learn distinguished himself with gallantry and heroism in action while deployed in support of Task Force Storm during Operation Enduring Freedom VI in Afghanistan. Learn served as an AH-

64D Longbow pilot-in command and an air mission commander with Co. C, 2nd Sqdn., 6th Cav. Regt, participating in over 120 successful combat aviation engagements against Taliban and Al-Qaeda forces. On one occasion, for which Learn received the Distinguished Flying Cross, he provided close combat attack support to 34 Soldiers cut off and pinned down by a relentless enemy. Undaunted by rocket propelled grenades and smalls arm fire direct at his aircraft, Learn made multiple passes to attack and deny the enemy any chance to overrun friendly forces. On another mission, earning him the Air Medal for Valor, Learn flew quick reaction force escort support for two CH-47s inserting forces into blocking positions. From his cockpit he observed multiple groups of enemy fighters moving in the vicinity of the landing zones. Flying at 200 feet above the ground, Learn made numerous gun runs to engage with 2.75 inch rockets and 30mm chain-gun fire, killing and suppressing the enemy. He flew 8.2 hours in support, with over 6 hours directly over enemy forces, eventually landing 16 hours after first responding that morning. For his selfless service Learn earned five Air Medals, two for Valor, while deployed. CW2 Learn's powerful example of the warrior's ethos has earned him the distinction of being the 2006 Army Aviator of the Year.



Robert M. Leich Award

Sponsored by Northrop Grumman Corporation ESSS

101st Combat Aviation Brigade, 101st Airborne Division (Air Assault), Fort Campbell, Ky.



COL James Richardson



CSM Tod Glidewell

The 101st Cbt. Avn. Bde. is possibly the highest accomplished aviation brigade in the U.S. Army today. Deploying in September 2005 in support of Operation Iraqi Freedom for a second time, this iteration as a fully transformed combat aviation brigade, the "Wings of Destiny" brigade was able to significantly increase its ability to operate in support of five brigade combat teams and multiple joint and combined units for an indefinite period of time. The brigade's deeds include the execution of over 8,280 reconnaissance and surveillance missions; 327 air assaults, and 1,423 aeromedical evacuation missions transporting more than 1,560 patients to combat support hospitals. In addition, the brigade moved 67,594 personnel and over 4,100 tons of cargo. Aircrews identified and destroyed 228 improvised explosive device sites, found 175 weapons caches, and interdicted 41 infrastructure attacks; while flying in excess of 110,280 combat hours; the highest recorded operational tempo to be achieved by an Army aviation brigade or equivalent task force. The brigade's maintainers completed over 136 phases and sustained a mission capable rate average of 89 percent for CH-47, 89 percent for AH-64, 90 percent for OH-58D and 92 percent for UH-60 aircraft, despite geographically dispersed battalions, and new equipment and modification fieldings. The presentation of the Robert M. Leich Award to the 101st Cbt. Avn. Bde. is a fitting tribute to what our transforming aviation force structure can accomplish.

USAR Aviation Unit of the Year Award

Sponsored by Honeywell

Company B, 7th Battalion, 158th Aviation Regiment, United States Army Reserve, New Century, Kan.



LTC Walter Bradley



1SG Russell Reese

The Soldiers of Co. B, 7th Bn., 158th Avn. Regt., a CH-47D Chinook unit, distinguished themselves with superior performance and selfless service while deployed in 2006. On the second day of their mobilization for Operation Enduring Freedom, they received a presidential directive to divert from Afghanistan to Pakistan following the devastating Oct. 8, 2005 earthquake to support Operation Lifeline. Just 19 days after receiving the change of mission, the "Spartans" deployed their aircraft, supplies and Soldiers half way around the world and were conducting relief operations in Pakistan, helping save thousands of lives. Between operations in Pakistan and support to OEF, Co. B flew 7,728 accident free hours, conducted 65 combat missions, delivered over 25 million pounds of supplies, rescued over 4,000 refugees and evacuated 300 casualties. Spartan maintainers sustained an operational readiness rate of over 80 percent and never cancelled a mission due to maintenance. They conducted simultaneous 24/7 combat and humanitarian relief operations from four locations in two countries. Co. B directly supported two major division offensives in Afghanistan, Operation Mountain Thrust in Tarin Kowt for six weeks and Operation Mountain Fury in Salerno for four weeks. These Army Reserve freedom fighters gave their all to provide the Pakistani and Afghanistan people the freedom we cherish as Americans. The successes of the Spartans have earned them the distinction of being AAAA's Reserve Aviation Unit of the Year.

ARNG Aviation Unit of the Year Award

Sponsored by Honeywell

2nd Battalion, 224th Aviation Regiment, Virginia Army National Guard, Sandston, Va.



LTC Robert McMillin



CSM Susan Bentley

The 2nd Bn., 224th Avn. Regt., a newly transformed air assault battalion, deployed 400 National Guardsmen, 30 UH-60A/L helicopters, and associated support equipment to Operation Iraqi Freedom 05-07 from Aug. 2005 to Feb. 2007. Their Company C deployed to Balad from Nov. 2005 to Nov. 2006, under the operational command of the 159th Cbt. Avn. Bde. With a primary mission to support senior officials and dignitaries, Co. C quickly became the premier unit for the air movement of key diplomats and military leaders throughout the Iraq area of responsibility. The remaining five companies of 2-224th Avn. deployed to the volatile Al Anbar Province under the operational control of the I Marine Expeditionary Force (Forward). Here, they conducted split-based, full spectrum operations under a joint command. The 2-224th Avn. became the lead air assault and air movement unit for heliborne operations in Multi-National Forces-West from Feb. 2006 to Feb. 2007. During calendar year 2006, the 2-224th Avn. executed over 18,000 flight hours supporting the full spectrum of aviation operations with a mission execution rate exceeding 99.9 percent of the operational taskings. Despite the high optempo, the Soldiers of the 2nd Bn., 224th Avn. Regt. persevered in mission execution, battle tracking and aircraft maintenance, earning the citizen-Soldiers of Virginia the distinction of being the Army National Guard Aviation Unit of the Year.

2007 AAAA National Award Winners



Active Aviation Unit of the Year Award

Sponsored by the L-3 Company
5th Battalion, 101st Aviation
Regiment, Fort Campbell, Ky.



LTC Thomas
Stauss



CSM Chester
Westergart

The 5th Bn., 101st Avn. Regt. is a premier assault helicopter battalion and is arguably the most respected assault battalion in the world. The 5-101st Avn. was the only assault helicopter battalion supporting the five brigade combat teams of Task Force Band of Brothers during Operation Iraqi Freedom 05-07, and was responsible for conducting general support aviation operations throughout the entire task force area of responsibility. The "Eagle Assault" battalion supported TF BoB with 30 UH-60L Black Hawk helicopters and 20 M-1114 Humvees from Oct. 2005 to Aug. 2006. During their deployment these air warriors executed over 100 deliberate and 190 hasty air assault operations, assisting in the killing or capture of over 2,500 insurgents. They also conducted over 1,050 combat battlefield circulation missions, 120 combat ground reconnaissance and surveillance patrols, 11 common user land transport security missions, and 12 emergency casualty evacuation missions. The 5-101st Avn. pioneered the highly effective counter-IED (improvised explosive device) and the hasty air assault raid concept, called "Eagle Watch," conducting 107 missions from Dec. 2005 to Aug. 2006. Additionally, the Eagle Assault Soldiers conducted 53 UH-60L preventive maintenance phase inspections, distributed over one million gallons of fuel, transported over 40,000 coalition forces and logged over 21,000 combat flight hours in their eleven-month period. These impressive accomplishments truly mark the 5th Bn., 101st Avn. Regt. as AAAA's Active Aviation Unit of the Year.

Outstanding Aviation Unit of the Year Award

Sponsored by the Boeing Company
Combat Aviation Brigade, 4th Infantry
Division (Mechanized), Fort Hood,
Texas



COL Donald
MacWillie



CSM Kenneth
Patton

The 4th Inf. Div.'s Cbt. Avn. Bde. distinguished itself as a world class combat aviation force while deployed in support of the Multi-National Division-Baghdad during Operation Iraqi Freedom 05-07. Operating from Taji, the brigade's warfighters flew in excess of 80,000 combat hours, while firing 125 Hellfire missiles, 6,416 rockets, over 90,300 rounds of 30mm and 20,500 rounds of 7.62mm ammunition to destroy or suppress enemy efforts. Its tactical unmanned aircraft systems flew 19,880 hours of reconnaissance and surveillance support for coalition operations. And its three forward arming and refueling points provided 14.1 million gallons of fuel. The 1st and 4th Battalions (attack-recon) provided security for a multitude of convoys and Iraqi religious celebrations, the International "Green" Zone and the Baghdad International Airport; supporting 955 troops-in-contact calls, escorting all ground medical evacuations, and reconnoitered 349 IED, rocket and mortar fire locations. The 3rd Bn. (assault) executed 94 assault operations, 106 tactical air movements, 477 aerial re-supply missions and all Iraqi High Tribunal movements. Its Black Hawks and Chinooks circulated 204,169 passengers throughout the battlefield. The General Spt. Avn. Bn. executed 878 special dignitary movements and 114 movements of Iraqi and MND officials; while moving 12,437 tons of cargo which kept 11,124 Soldiers and 4,392 vehicles off dangerous roads. The MEDEVAC company airlifted 4,094 patients, 379 being "urgent" evacuations. The 404th Avn. Spt. Bn. completed 191

Top Chapter of the Year Award

Sponsored by AAAA National
Tennessee Valley Chapter
Huntsville, Ala.

The Tennessee Valley Chapter is recognized as AAAA's Top Chapter for 2006 for its continued support of Army Aviation Soldiers, their families, the Association and the Army. The TVC reached a new plateau by surpassing its 1600 member mark for the first time in history, with 1683 members, exceeding its annual goal. Financially, the TVC provided monetary support to the AAAA National Scholarships program (raising more than \$16,000) and to the annual convention, to Soldier and NCO recognition programs, Army Emergency Relief, the Combined Federal Campaign, and other local charities. The TVC again hosted the 32nd annual Joseph P. Cribbins Aviation Product Symposium in March. It also hosted a variety of annual social activities to promote camaraderie with events like the Jack Daniels Distillery barbeque, spring and fall bass fishing tournaments, Christmas social and golf tournament. It continues to publish a quarterly newsletter to keep its members informed, highlight and promote chapter activities, and recognize local award winners. The chapter recognizes the Redstone Arsenal and AMCOM Soldiers and NCOs of the quarter and year with a paid AAAA membership and cash awards. And it expanded their Aviation Challenge Scholarship program with the U.S. Space and Rocket Center with two recipients. The Tennessee Valley Chapter's generosity, focus, determination, and unbounded energy throughout the year were unequalled by other chapters.

Outstanding Aviation Unit continued

helicopter phase maintenance inspections and 25 tactical UAVs; sustaining the brigade's remarkable average operational readiness rate of 89 percent for aircraft and 86 percent for UAVs. The brigade also achieved the lowest accident rate in Iraq for 2006 as it executed 101,228 total manned and unmanned flight hours. The accomplishments of the "Iron Eagles" truly mark them as the Outstanding Aviation Unit of the Year.



**Colonel
James C. Adamson,
Ret.**

Retired COL James C. Adamson's career spans nearly four decades of aviation and space related service from Army officer to astronaut, to chief executive officer, but first and foremost as an Army aviator. A 1969 graduate of the U.S. Military Academy, he also completed pilot and paratrooper training, the Command and General Staff School.

During Vietnam, he flew as a scout pilot, team leader and an air mission commander with Troop C, 16th Air Cavalry. After Vietnam Adamson returned to Fort Bliss, Texas to command a Hawk Battery while still maintaining his flight proficiency. He then joined the faculty at USMA, earned his Masters of Science in Aerospace Engineering from Princeton, and returned to Military Academy to develop and teach their new Aerodynamics concentration, including courses in fluid mechanics, aircraft performance, and stability and control; and completed his certification as a licensed professional engineer. Following West Point, Adamson attended the Navy Test Pilot School at Patuxent River.

Later he was recruited by NASA's Johnson Space Flight Center as a research test pilot and aerodynamics officer. In 1984, Adamson was selected for the astronaut program and became qualified for mission assignments on Space Shuttle flights. He was one of eleven astronauts selected to hold management positions within NASA including assistant manager for Engineering Integration. Adamson flew on two highly successful shuttle missions, one with Columbia (STS-28) in August 1989, and on Atlantis (STS-43) in August 1991.

During his 23-year Army career, he commanded tactical units in Europe, Vietnam and the United States, as well as the Army's Space Flight Detachment at JSFC. He has logged over 3,000 hours of flight time in over 30 types of aircraft, as well as the Space Shuttle.

After retirement, Adamson continued excelling in the Aerospace field serving as president of Honeywell Technology Solutions, Inc.; the chief operating officer of United Space Alliance; president & chief executive officer of Lockheed Engineering & Sciences Co.; and as an active board member and consultant to the NASA Administrator.

Adamson's awards include two Distinguished Flying Crosses, 18 Air Medals, and three Vietnamese Crosses of Gallantry for valor.



**Major General
Ronald K. Anderson,
Ret.**

Retired MG Ronald K. "Andy" Anderson, a master Army aviator, shaped the future modernization of Army aviation through dedicated application of visionary leadership and management skills.

His two tours in Vietnam included command of the 162nd Assault Helicopter Company and numerous awards and decorations.

Subsequently, Anderson commanded the 13th Combat Avn. Bn. and later served as deputy brigade commander for Logistics of the 6th Cavalry Brigade (Air Combat).

This operational experience set a solid foundation for future distinguished service, including key acquisition management positions in the Advanced Attack Helicopter Program Office and at Headquarters, Department of the Army.

His most senior assignments included program manager of the UH-60 Black Hawk and RAH-66 Comanche helicopter programs; and deputy commanding general for Research and Development with the Aviation Systems Command.

Anderson's superb leadership resulted in the near flawless fielding of the Black Hawk.

Influenced by his outstanding performance, Congress approved the Black Hawk for award of the first multi-year procurement contract for any DoD program, saving the Army more than \$100 million.

Subsequently, he led the highly successful transition of the Comanche through concept exploration into the development phase.

His selection as the best program manager in the Army and later recognition with the Secretary of Defense Superior Management Award provide clear evidence of Anderson's distinctive leadership and management skills.

His service as a program manager on major aviation systems for eleven years is significantly longer than any other PM in the history of the Defense Department.

He stands alone as the acquisition manager who had the greatest positive, profound and enduring impact on Army aviation modernization to this date.

Anderson's sustained selfless dedication and exemplary performance of duty resulted in the award of the Distinguished Service Medal.



**Brigadier General
John C. Bahnsen, Jr.
Ret.**

Retired BG John C. "Doc" Bahnsen Jr. graduated from the U.S. Military Academy with a commission in the Armor branch in 1956.

Following airborne training and his basic Armor officer course, he became an Army aviator in 1957.

In due course, Bahnsen became rated in both fixed wing and rotary wing aircraft, culminating in his transition into the new AH-1G Cobra gunship in 1968.

The combination of Bahnsen with the Cobra became one of the most lethal weapons systems of the Vietnam War.

He had the uncanny ability to be where the enemy least expected him to be, finding and killing them, then looking for more.

Bahnsen exploited that instinctive sixth sense with a combat effectiveness that knew no peers.

He did multiple combat tours where his 24/7 presence and leadership carved out new thresholds of aviation combat effectiveness, almost beyond emulation or replication by his peers in combat.

His awards and decorations included the Distinguished Service Cross, five Silver Stars, four Legions of Merit, three Distinguished Flying Crosses, the Bronze Star Medal with three Valor devices, two Purple Hearts, the Meritorious Service Medal; 50 Air Medals, three with Valor devices; and the three Army Commendation Medals, one for Valor.

He had his own mortality reminders and left several Cobra helicopters for recovery with extensive combat damage.

A warfighter with the warrior ethos, Bahnsen was always, always on the attack-attack-attack.

His tactics, techniques, practices and procedures literally re-wrote the book on the fly for future Army aviators to seize and surge to even higher levels of combat effectiveness.

No citation can really capture the incredible career of "Doc" Bahnsen, and his way-out-there stretching of one's career possibilities in Army aviation.



**Colonel
Norman M. Bissell,
Ret.**

Retired COL Norman M. "Mike" Bissell made unique contributions to Army Aviation during his military career and after retirement in the service of his country.

Graduating from the Virginia Military Institute, he became a parachutist, Ranger and an Army aviator before serving two combat tours in Vietnam as a helicopter pilot.

Bissell later graduated from the Command and General Staff College, the Army War College, and was selected as a Senior Army Fellow at Harvard University.

As the director of Flight Training at Fort Rucker, he organized the directorate into a brigade to enhance the career opportunities of the instructor pilots.

While commanding the 17th Avn. Bde. in Korea, he redesigned the buffer zone flight procedures along the demilitarized zone, and created and commanded the U.S. Army and Korean Army Combined Aviation Command.

He was also an executive officer to the Assistant Secretary of the Army and the J3 for the Joint Chiefs of Staff.

In 1968, Bissell was nominated for the Medal of Honor for rescuing a severely wounded American advisor, extracting him from a landing zone after three attempts.

During his second approach to the LZ his aircraft received heavy enemy machine gun fire, killing his door gunner, and wounding him in the neck.

For his heroism, Bissell received the Distinguished Service Cross.

His other awards include the Distinguished Service Medal, the Defense Superior Service Medal, and three Legions of Merit.

In 1987, he became the program manager for joint Boeing/Sikorsky Team vying for the future RAH-66 Comanche helicopter.

When his team won the contract, Bissell returned to VMI to serve as the commandant.

Later he became the commandant of the Virginia Women's Institute for Leadership, the only all female cadet corps in the world.

In 2004, Bissell received the Gold award of the Order of St. Michael for his distinguished Aviation service.



**Chief Warrant
Officer 5
Robert R. Fladry,
Ret.**

Retired CW5 Robert Ray Fladry's career envelops the entire litany of Army combat operations from two tours in Vietnam, to Grenada, the Persian Gulf crisis, Panama, and then Operation Gothic Serpent in Somalia, the famed Black Hawk Down conflict in 1993.

Fladry's indisputable heroism as an Army aviator garnered awards of the Silver Star, the Distinguished Flying Cross, multiple Air Medals, and as a recipient of the prestigious singular accolade, the American Legion's National Valor Award in 1990.

Selected for promotion on the Army's first CW5 promotion board, Fladry's more than 38-year career of instructor pilot service to the Army spans more than 26 years of active duty and 12 years of retired involvement as a Special Operations Aviation (SOA) civilian mission instructor.

Since retirement, Fladry has trained and qualified 136 SOA pilots and 26 SOA instructor pilots.

Fladry accumulated 12,472 total flight hours, 806 hours in combat, 4,312 under night vision goggles, and 6,297 hours as an instructor pilot.

His singular efforts, leadership and valor have projected Army and Special Operations Aviation to the pinnacle of success and garnered him status as an "epitome standard" for other Army aviators to emulate.

Fladry's dedication, valor and leadership in pioneering the advent of current SOA principles, doctrine and execution are selfless accolades to the success of the Army and the Special Operations Aviation communities, and make him a worthy inductee.



**Major General
Joseph N. Jagers Jr.,
Ret.**

Retired MG Joseph N. "Jim" Jagers Jr. played a key role in fostering Army aviation as a combat commander, developing tactical doctrine, fielding the Cobra gunship and in the procurement of the Advanced Attack Helicopter.

After commanding a rifle company in the Korean War, Jagers earned his wings in 1957 and then organized and commanded the Army's first experimental Aerial Reconnaissance and Security Troop at Fort Benning, Ga.

In Vietnam, he commanded the 68th Aviation Company (later re-designated as the 197th Avn. Co.), which evolved from the legendary Utility Tactical Transport Hel. Co. Never content to relegate the most difficult and dangerous combat tasks to subordinate commanders, Jagers always set the example through sustained and consistent acts of personal bravery. His near-single-handed orchestration of a major airmobile operation in the Hau Nghia province, near the village of Duc Hoa, resulted in the 197th Avn. Co. being recognized for conspicuous bravery and was awarded the first Presidential Unit Citation of the Vietnam War in May 1965. He developed "cardinal rules" for armed helicopter tactical employment, the basis for a then new Army field manual.

Between Vietnam tours, Jagers was the Army Staff's special staff officer for the fielding of the AH-1G Cobra helicopter. Back to Vietnam, he commanded the 3rd Bn., 506th Infantry Regt. operating in the Central Highlands, and made a brilliant combat assault into Cambodia.

Jagers was assigned to Project MASSTER (mobile army sensor systems test, evaluation and review), where he directed key developmental tests involving aerial scouts with the intelligence devices. He then commanded the 3rd Brigade of the 1st Cav. Division and later after promotion to brigadier general, Jagers became the assistant division commander.

His courage in combat earned him two Silver Stars, five Distinguished Flying Crosses and 45 Air Medals.

Jagers served as chairman of the Advanced Attack Helicopter Source Selection Board and then the chairman of the target acquisition designation sight and pilot night vision (TADS/PNVS) system source selection board, resulting in the development and procurement of the AH-64 attack helicopter.

With over 5,000 flight hours, 1,600 hours flown in combat, Jagers' leadership and contributions to Army aviation have been inspirational.





**Chief Warrant Officer 5
Stephen T. Knowles II,
Ret.**

Retired CW5 Stephen T. Knowles II completed flight school in 1970 and was assigned as a UH-1C pilot, armament officer and fire team leader with the 48th Assault Helicopter Company in the Republic of Vietnam, where he participated in the famous incursion into Laos in Operation LAM SONG 719.

At Fort Hood, Texas as the standardization instructor pilot (SIP) with Troop A, 7th Sqdn., 17th Cav. Regt. of the 6th Cav. Brigade, Knowles was instrumental in the development of Joint Air Attack Team doctrine.

During a break in service, Knowles worked as a TH-55A primary flight instructor with Doss Aviation at Fort Rucker while pursuing his Bachelor of Applied Science Degree in Operations Management from Troy State University, graduating Cum Laude.

He rejoined the Army serving as an SIP with the 1st Bn., 14th Avn. Regt. and then with the Directorate of Evaluation and Standardization at the U.S. Army Aviation Center, and deployed to combat as an SIP during Operation Desert Shield and Desert Storm.

A great Warfighter who always led from the front, Knowles was selected as the first Chief Warrant Officer of the Aviation Branch in 2003, taking the guidon and moving the branch warrant officers into the 21st Century.

He established the charter for the CWOAB, which delineated the duties and responsibilities for both the CWOAB and for the CWO of the Army Aviation Center.

As the CWOAB, he worked to revise and improve the Aviation Warrant Officer Intermediate and Advanced courses and provided numerous briefings and presentations on WO issues, policies and programs to senior leaders in the Pre-command and Division Commander's courses, and to senior Army officials.

A master Army aviator, Knowles accrued over 5,550 flight hours with 846 combat flight hours during his cumulative 28-year career.

Among his numerous military awards and decorations are the Distinguished Flying Cross, the Legion of Merit, the Bronze Star, three Meritorious Service Medals, 28 Air Medals including two for Valor, the Vietnam Cross of Gallantry with Gold Star, and the Broken Wing Award.



**Major General
James H. Patterson,
Ret.**

Retired MG James "Jim" H. Patterson served his nation and Army aviation for over 28 years in uniform, and then continued to serve in key defense industry leadership positions after retirement.

Patterson served as the assistant division commander of the 1st Cavalry Division, Fort Hood, Texas; then deputy commanding general at the Army Aviation School and Center, Fort Rucker, Ala., where approximately one half of his tenure was spent as the acting commanding general; as the director of Battlefield System Integration for the Army; and commanded the 6th Air Cav. Brigade.

Patterson's career included a unique blend of cavalry-armor and aviation assignments which gave him a unique vision of cavalry and aviation's potential on the modern battlefield.

During the 1975 October FORSCOM-TRADOC Conference II, he helped demonstrate employment concepts for the III Corps and TRADOC commanders, and to a gathering of all division commanders and the branch chiefs of the Army.

This exercise clearly demonstrated the viability and decisiveness of air cavalry and Army aviation on the modern battlefield.

Patterson not only demonstrated a vision which substantially changed the employment techniques of cavalry and aviation, but was a brave and decisive leader at all levels of command as evidenced by his awards and decorations.

He was awarded the Distinguished Service Cross, the Distinguished Service Medal, the Distinguished Flying Cross, two Legions of Merit, two Bronze Stars for Valor, 21 Air Medals and the Purple Heart.

From 1987 to 1992, Patterson was the vice president for Perceptronics, Inc., and helped to field the AIRNET and SIMNET, both highly successful collective training systems developed by Defense Advanced Research Projects Agency and the aviation defense industry.

Patterson knew aviation and air cavalry inside and out, making him a brave visionary leader ahead of his time, and enabled him to leave an indelible imprint on how Army aviation fights and survives on the modern battlefield.



**Sergeant Major
Kenneth G. Rich,
Ret.**

Retired SGM Kenneth G. Rich is an exceptional Soldier whose outstanding accomplishments and selfless service as an aviation maintainer and trainer have contributed significantly to the success of the Army aviation branch.

Enlisting in May 1976, he completed basic training at Fort Jackson, S.C. and advanced individual training at Fort Eustis, Va., and became a mechanic and crew chief on AH-1G Cobra gunships at Fort Hood, Texas.

His unparalleled leadership skills enabled him to serve successfully in leadership positions from squad leader to sergeant major, ensuring the safe operation of Army aircraft and the preservation of people and equipment around the world.

Rich was selected in 1984 as the Community Soldier of the Year when stationed in Hanau, Germany. In 1985, he was named AAAA's Soldier of the Year and inducted into the Sergeant Morales Club.

In 1991, while assigned as a senior training development NCO for the Department of Training and Doctrine with the New Systems Training Division, Rich was instrumental in the integration of the AH-64A Apache Helicopter Maintenance course to the U.S. Army Aviation Logistics School at Fort Eustis.

His direct coordination with aircraft maintenance contractors and program managers quickly resolved problems associated with institutionalized training and lead to effective training for 67R10 Soldiers.

Rich also played a prominent role in the developmental phases and future maintenance training plans for the RAH-66 Comanche helicopter program in the 1990s.

From 1997 through 2005, Rich was in charge of various instructional training divisions and departments with the USAALS.

Assigned as the sergeant major of the Department of Attack Helicopter Training, his department was instrumental in the School receiving both a successful accreditation and exemplary comments from the Army Training and Doctrine Command's accreditation team.

The USAALS was rated as the "Best of 11 TRADOC Schools" to have been accredited by the team up to that April 2005 visit.

Culminating his career as the Sergeant Major of the Army Aviation Logistics School, Rich retired in June 2006 with 30 years of service to the nation.



**Chief Warrant Officer 5
Mary Cara Smalley,
Ret.**

Retired CW5 Mary Cara Smalley was a great pioneer for women aviation officers.

She enlisted in the Army to become a crew chief and to earn a college degree.

In 1976, she became the 13th woman to graduate from flight school and went on to serve as the first woman aviator in the 6th Air Cavalry Brigade at Fort Hood, Texas.

There she served with aviation visionary COL Robert Molinelli, who later achieved the rank of major general, and flew UH-1 and OH-58 helicopters.

Molinelli arranged for Smalley to become the first female pilot rated in the AH-1 Cobra attack helicopter.

Although she completed the AH-1 transition, women were not authorized to be assigned to attack helicopter companies in the late 1970s.

Smalley served in a variety of assignments to include as a medical evacuation pilot, a night vision goggle instructor pilot, an Initial Entry Rotary Wing course instructor pilot, and as a training, advising and counseling (TAC) officer with the Warrant Officer Candidate School.

In 1985, while serving as a TAC, she earned a masters degree in Aviation Management in her off duty time.

Smalley was the first woman aviator promoted to CW4 in 1989 and was selected to serve as the adjutant for the prestigious United States Precision Helicopter Team in 1991.

In 1994 the National Club's Outstanding Women in Aviation Society selected her as the outstanding female Army Aviator of the year.

Smalley was the first female regular Army warrant officer and aviator to achieve the rank of CW5 in 1995.

A master Army aviator with over 3,000 flight hours, 1,000 hours as an IP, Smalley retired in 1999 after serving her country for 24 years.

Smalley has been a truly outstanding warrant officer and an inspiration to all men and women Army aviators.



**Brigadier General
Robert L. Stewart,
Ret.**

Retired BG Robert L. Stewart blazed trails through his 28-year career where

others feared to tread.

In May 1964, he received his ROTC commission as an Air Defense Artillery officer with his bachelor of science degree in Mathematics from the Univ. of Southern Mississippi.

After completing helicopter training at Fort Wolters, Texas and Fort Rucker, Ala., he was designated an Army aviator in July 1966. From August 1966 to 1967, Stewart flew 1,035 combat hours in Vietnam as an armed helicopter fire team leader with Co. A, 101st Avn. Bn. After combat, Stewart served in a variety of assignments including as a helicopter instructor pilot and pursued his master of science in Aerospace Engineering from the University of Texas at Arlington. In 1974 he graduated from the U.S. Naval Test Pilot School's Rotary Wing Test Pilot Course and was assigned as an experimental test pilot with the Army's Aviation Engineering Flight Activity in California.

As chief of the Integrated Systems Test Division, Stewart participated in engineering flight tests of UH-1 and AH-1 helicopters and U-21 and OV-1 aircraft; serving as a project officer and senior test pilot on the Hughes YAH-64 advanced attack helicopter during government competitive testing; and participated with Sikorsky's test pilots in developing an electronic automatic flight control system for the new Army UH-60A helicopter.

Stewart became the Army's fifth astronaut in August 1979, serving as a mission specialist on space shuttle flights STS-41B in 1984 and STS-51J in 1985, logging 289 hours in space. He is the first Army astronaut to walk untethered in space in 1984 using a man-manuevering unit.

Promoted to brigadier general in 1986, Stewart became the deputy commanding general of the Army's Strategic Defense Command, managing the research efforts in developing ballistic missile defense technology. Stewart retired from the Army in 1992, having logged approximately 6,000 flight hours in 38 types of aircraft.

His awards and honors include the Distinguished Service Medal, Defense Superior Service Medal, two Legions of Merit, four Distinguished Flying Crosses, a Bronze Star, 33 Air Medals, two Purple Hearts, the Vietnamese Cross of Gallantry, and two NASA Space Flight Medals.

Stewart is AAAA's 1984 Army Aviator of the Year and the recipient of the America Helicopter Society's Feinberg Memorial Award.



**Brigadier General
Rodney D. Wolfe,
Ret.**

Retired BG Rodney D. Wolfe has made outstanding and significant personal and

professional contributions to Army aviation since earning his wings in early 1960.

Wolfe's stellar military career included two combat tours in Vietnam in which he distinguished himself.

In 1965 he commanded the regimental aviation unit of the 11th Armored Cavalry Regiment.

Then returning to combat in 1970, he commanded an Air Cav. Troop with the 3rd Squadron, 5th Cav. Regt. during the famous Operation Lam Song 719 into Laos.

During this tour, Wolfe received the Soldier's Medal for a daring rescue of five Soldiers in a dense fog while extremely low on fuel after a medical evacuation unit refused to fly the mission.

Later he commanded the 1st Sqdn., 9th Cav. Regt. at Fort Hood, Texas.

In 1981, while the commander of the 101st Aviation Group at Fort Campbell, Ky., Wolfe organized and trained the first night fighting unit capable of working with special operations forces.

This task force became the 160th Aviation Battalion, the forerunner of the now famous unit known around the world today as *The Night Stalkers*.

Coincident with this new paradigm of warfighting, he instituted night vision goggle flying capabilities into every level of aviation support within the 101st Airborne Division.

His last assignment before retirement in 1989 was a very successful tenure as the deputy commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala.

Here Wolfe had a direct and lasting impact on flight training transformation, as well as developing the infrastructure needed for a fledgling new Aviation Branch.

Vietnam Aviator Receives Medal of Honor

By James Bullinger



Crandall addresses the audience after being inducted into the Pentagon's Hall of Heroes Feb. 27.



The president's military aide holds the Medal of Honor for presentation while the award citation is read.

Forty-one years after his heroic actions in Vietnam, retired LTC Bruce P. Crandall, along with his family, gathered at the White House Feb. 26 for a rare ceremony hosted by President George W. Bush.

Joined by Arlene, his wife of 50 years, and their three sons R. Donovan, Steven and Michael, and three of their five grandchildren; all came to witness the presentation of the nation's highest award for courage under fire—the Medal of Honor—to Crandall.

Eight other MOH recipients attended the ceremony, including Harvey Barnum, Bob Foley, Jack Jacobs, Joe Marm, Bob Patterson, Al Rascon, Gordon Roberts and Brian Thacker.

Crandall was drafted into the Army in 1953, receiving his commission in 1954 after graduating from the Engineer Officer Candidate School at Fort Belvoir, Va. He went on to attend fixed wing flight training at Gary Air Force Base in Texas and then was in the first graduating class of advanced helicopter flight training at Camp Rucker, Ala. Eventually Crandall's career led him to Vietnam and command of Co. A, 229th Aslt. Hel. Bn. with the newly formed 1st Cav. Div. (Airmobile).

Some four decades later after a careful review of Crandall's military record and his actions in Vietnam in 1965, a decision was made by the Department of Defense to nominate him for the nation's highest military award.

"Today I am proud to bestow this medal on a daring pilot, a devoted Soldier and a selfless leader, LTC Bruce Crandall," said President Bush at the start of the 2:30 p.m. ceremony.

"On the morning of Nov. 14, 1965, MAJ Crandall's unit was transporting a battalion of Soldiers to a remote spot in the Ia Drang Valley, to a landing zone called X-Ray. After several routine lifts into the area, the men on the ground came under a massive attack from the North Vietnamese army," Bush explained.

"On MAJ Crandall's next flight, three soldiers on his helicopter were killed, three more were wounded. But instead of lifting off to safety, MAJ Crandall kept his chopper on the ground—in the direct line of enemy fire—so that four wounded soldiers could be loaded aboard."

Crandall flew the men to base so their injuries could be treated. At that point he had fulfilled his mission, but he knew that the Soldiers were outnumbered and low on ammunition back in the valley.

"So MAJ Crandall decided to fly back into X-Ray," Bush continued. "He asked for a volunteer to join him. CPT Ed Freeman stepped forward. In their unarmed choppers, they flew through a cloud of smoke and a wave of bullets. They delivered desperately needed supplies. They carried out more of the wounded, even though medical evacuation was really not their mission."

"If MAJ Crandall had stopped here he would have been a hero. But he didn't stop," Bush said. "He flew back into X-Ray again and again. Fourteen times he flew into what they called the Valley of Death. He made those flights knowing that he faced what was later described as an 'almost unbelievably extreme risk to his life.'"

Over the course of the day, Crandall had to fly three different

Far Left: Arlene Crandall proudly shares a humorous moment with her husband as President Bush talks about LTC Crandall's heroic actions in the Battle of Ia Drang during the Vietnam war.

Left: President George W. Bush secures the clasp on the Medal of Honor he presented to retired LTC Bruce P. Crandall.

AAPI PHOTOS BY JAMES BULLINGER

helicopters, as two were badly damaged and not able to fly. "Yet he kept flying until every wounded man had been evacuated and every need of the battalion had been met," Bush said. "When they touched down on their last flight, MAJ Crandall and Capt. Freeman had spent more than 14 hours in the air. They had evacuated some 70 wounded men. They had provided a lifeline that allowed the battalion to survive the day."

"In men like Bruce Crandall, we really see the best of America," Bush said, "He and his fellow Soldiers were brave, brave folks. They were as noble and selfless as any who have ever worn our nation's uniform." Then Bush directed the reading of the award citation and he carefully hung the medal around Crandall's neck, securing the clasps.

The next day at the Pentagon, Secretary of the Army Dr. Francis J. Harvey and Army Chief of Staff GEN Peter Schoomaker honored Crandall again with his induction into the prestigious "Hall of Heroes."

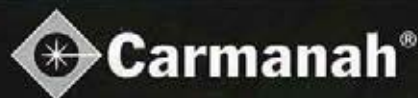
Crandall, a master Army aviator rated in the U-1 Otter, L-20 Beaver and L-19 Birdog fixed wing aircraft; and the H-23 Raven, H-13, H-19 and the UH-1 helicopters, retired from the Army in 1977. He led over 900 combat missions during two tours in Vietnam.

His other awards include the Distinguished Flying Cross with oak leaf cluster; the Bronze Star and the Meritorious Service Medal; 24 Air Medals; the Army Commendation Medal; the Purple Heart; the Vietnam Service Medal (four campaigns); the Republic of Vietnam Campaign Medal with 60 device and the Vietnam Cross of Gallantry with Gold Star (three awards).

He, along with Freeman, were inducted into the Army Aviation Hall of Fame in 2004.

Today the Crandalls reside in Manchester, Wash.

Editor's note: You can read more about Bruce Crandall and Ia Drang Valley in the book "We Were Soldiers Once... And Young" by LTG Harold G. Moore and Joseph L. Galloway.



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Greetings from the Heart of Army Aviation Fort Rucker, Alabama

By Ululani Packett

At the time of this writing, it is Valentine's week. Over the weekend, my husband presided over a funeral for a Soldier who died in Operation Iraqi Freedom and was buried in Franklinton, La. It is a policy set forth by the Chief of Staff of the Army that for every Soldier killed in the War on Terror, a general officer will preside over each funeral.

Then I attended a funeral service along with my husband here at Fort Rucker for CW4 Keith Yoakum, who died Feb. 2 in Iraq. However, this Soldier was an aviator which made the whole occasion personal and much closer to home. This Soldier was indeed a hero, but even more than that, he died fighting for his comrades in arms.

Keith Yoakum didn't have to be there, but chose to be because he wanted to make a difference. He represented the very best in the U.S. Army, and in an Army aviator. I was proud to see the show of support from the community and from the extended community as a whole. The outpouring and show of respect for this Soldier was remarkable, but this aviation community is unique.

Aviators are a close knit group, the best trained, the brightest and the very best the Army has. It is this special status that has been mentored by an organization we know as the Army Aviation Association of America for the last 50 years.

AAAA was built out of the vision from those aviators who fought in WWII and the Korean War. It has been behind the aviator throughout Vietnam, Grenada, Desert Shield and Storm, Somalia, the Balkans, and presently in Operation Enduring Freedom and Operation Iraqi Freedom. Just know that I am so very proud of our aviators and their families. They continue to perform beyond anyone's imagination.

I am equally as proud of those who support our aviation community and Soldiers here on the home front. You are a large part and the reason for which our Soldiers are fighting. You are the integral part of the strength and spirit behind the Aviation Branch. Thank you for all that you do and continue to do.

My husband Virgil and I are grateful for each of you knowing that we are better together and please know that each and everyone of you is "Above the Best!"

Best Wishes to All,
Ululani



Ululani Packett is the first lady of the Aviation Branch and the spouse of MG Virgil L. Packett II, commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.

Editor's note: *We are grateful to Judy Konitzer for her outstanding commitment to provide timely updates to you the reader. This is Judy's final column as First Lady of the AAAA, but she'll be back as a contributing editor for the Spouses' Corner. Thank you Judy for your leadership and your great job on the spouse programs.*

So Long, But Not Good Bye

By Judy Konitzer

Tom's two year tenure as the president of the AAAA will be coming to an end at the close of the convention. I have tried to be an active participant during this time, and it has been an experience that I'll forever treasure.

I'm so proud to be associated with the aviation community and AAAA! Our organization, now celebrating its Golden Anniversary, exemplifies what the Aviation Branch and being "Above the Best" truly means. The legacy will live on with all of us doing our part to support the Army Aviation Soldier and family.

While the war in Iraq and Afghanistan continues, our fine and courageous Soldiers and their families are asked on a daily basis to make continuous sacrifices. We as an organization are mindful of their contributions, and we as a nation are truly blessed knowing that they are making a difference for future generations.

It is comforting to me to know that AAAA not only supports our Soldiers, but it also cares about our families.

This past year \$239,000 in scholarship aid was given to 148 recipients.

Our AAAA chapters requesting financial assistance for their pre-deployment ceremonies, organizational days, *Welcome Home* ceremonies and balls received over \$58,000 to help defray expenses; and financial assistance was provided to the families of fallen Soldiers. And the AAAA *Our Lady of Loreto* award was presented to 75 well-deserving spouses. Other monies spent in support of the Aviation community are covered in the president's column.

On another note, we were truly saddened by the loss of life and the devastation in Enterprise, Ala. due to the tornado on March 1. Tom and I had two daughters attend

Enterprise High School, and the death of eight students there brings it very close to home for us. I know from living in the Wiregrass how very supportive the community is, and I know that it has rallied around those who have been affected by this tragedy. Please recognize that our most sincere sympathy, loving thoughts and prayers are with all who are trying to rebuild their lives and their community.

The AAAA magazine for years has focused on updates from the Aviation Branch, units and industry.

This past year I felt that we needed to start a Spouses' Corner.

It has been well received and I'm so excited about the willingness of our spouses to contribute.

I have been asked to continue as a contributing editor for the column, and I'm honored to do so, but I will need your help to be able to continue bringing interesting family related articles to the attention of our membership. Please send me requests for articles dealing with particular topics and I will do my best to deliver them to you.

Another innovation begun last year was the "Family" panel during the convention. It too was well received, and we will be sponsoring one again this year. The theme is "Supporting the U.S. Army Aviation Soldier and Family."

Some of the issues being addressed are Post Traumatic Stress Disorder and other related mental health challenges, stressors facing our children, updates on legislation, family readiness groups and funding them, and contract programs to assist families during deployment and reintegration.

Please join us on Saturday, May 12 from 9 to 10:30 a.m. for this informative session.

I'm looking forward to the celebration in Atlanta as we celebrate "50 Years Above the Best" for the Army Aviation Association of America.

Fondly,
Judy
Chairwoman
Spouses' Committee



CONTRIBUTED PHOTO

AAAA President BG (Ret.) Tom and Judy Konitzer join Becky Pillsbury, center, for a congratulations photo. Pillsbury, spouse of MG James H. Pillsbury, was recognized for her efforts and contributions in supporting aviation Soldiers and their families with an induction into the Honorable Order of Our Lady of Loreto during the Tennessee Valley Chapter's first annual Army Aviation Ball held March 23.

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TVC Hosts 33rd Annual Joseph P. Cribbins

By LTC Jason L. Galindo

The Army Aviation Association of America and the Tennessee Valley Chapter hosted the 33rd Annual Joseph P. Cribbins Aviation Product Symposium on Feb. 14 and 15 at the Von Braun Civic Center in Huntsville, Ala. The symposium's intent is to stimulate dialogue among industry executive, senior government officials and military leaders concerning support to the aviation warfighter.

This year's symposium was by far the largest ever, with nearly 500 attendees, with 43 industry members participating with exhibit booths on the civic center floor.

Named in honor of Cribbins, the former special assistant to the Deputy Chief of Staff for Logistics (DCSLOG) and the chief of the Aviation Logistics Office, this year's symposium theme was "Transformation: Technology on the Battlefield."



LTC Christopher Wolfe and CSM Mark Herndon, 96th Avn. Spt. Bn., received the Outstanding Logistics Support Unit of the Year award here with Bogosian and Pillsbury.



Materiel Readiness Award for a Contribution by an Industry Team, Group or Special Unit was awarded to Dynamics Research Corporation's Leon Hite and Joseph Stevens, center, with Robert Smith of DRC.

The event hosted several guest speakers and panel presentations with follow-on question and answer sessions.

Guest speakers included BG Rickey Rife, assistant division commander for Support with the 101st Airborne Division, who commented on the support of the Aviation and Missile Command (AMCOM) and lauded the performance of the division and its organic and attached aviation units during their recent deployment.

MG James Pillsbury, AMCOM's commanding general, provided an update and emphasized the need to work closely with Training and Doctrine Command to support the requirements process.

Pillsbury's message to the audience included the continued need to pursue aircraft condition based maintenance and remediation, achieving the full service life of critical and costly components.

During the luncheon, AAAA President BG (Ret.) Tom Konitzer highlighted the association's efforts in support of the aviation Soldiers and their families.

Then MG Virgil Packett, the commanding general of the Army Aviation Warfighting Center, provided an operational perspective to the day's events focusing on the Soldier.

Other speakers included Paul Bogosian, the Program Executive Officer for Aviation; BG Steven Mundt, director of Army Aviation on the Army Staff; Dr. Richard Amos, deputy AMCOM commander; and BG William Phillips, deputy PEO for Aviation.

This year's distinguished panel members included senior members of AMCOM, aviation platform project managers, and industry original equipment manufacturers: Sikorsky, EADS, Boeing, Raytheon, Bell and AAI.

The panels focused on current and future issues impacting the transformation of the Army's total aviation force.

A major symposium highlight was the keynote address



Paul Bogosian, left, with MG James Pillsbury and Tom Konitzer, present Nick Trbovich, Jr., of the Ontario Knife Company, with the Materiel Readiness Award for a Contribution by a Small Business.

Aviation Product Symposium



Materiel Readiness Award for a Contribution by an Individual was awarded to Ronald Cannon, WESTAR Aerospace and Defense Group, Inc., here with Pillsbury and Konitzer.



Bogosian and Pillsbury present Robert Dickey from Parker Aerospace, Parker Hannifin Corp. with the Materiel Readiness Award for a Contribution by a Major Contractor.

during the dinner by COL Jeffrey Williams, Army aviator and NASA astronaut.

Williams regaled the audience with vivid recollections of his recent six month stay on the International Space Station, keeping them spellbound with photographs from space and hearing of life in zero gravity.

Included in William's stories was the retelling of the "celestial" ceremony, in which he operating up in the ISS and Konitzer down in the Johnson Space Center, presented retired COL and fellow astronaut Bill McArthur the gold award of the Order of St. Michael as the two astronauts conducted a mission handover on the space station – a unique moment in the space program and AAAA's history.

The *Outstanding Logistics Support Unit of the Year* was the **96th Avn. Support Bn.**, 101st Cbt. Avn. Bde., Fort Campbell, Ky. The commander and senior NCO, LTC Christopher F. Wolfe and CSM Mark F. Herndon, accepted the award.

The *Materiel Readiness Award for a Contribution by an Industry Team, Group or Special Unit* was awarded to **Leon Hite and Joseph Stevens**, Dynamics Research Corp., Madison, Ala.

The *Materiel Readiness Award for a Contribution by a Small Business Organization* was awarded to **The Ontario Knife Company**, Elma, N.Y. Nick Trbovich, Jr. accepted the award.

The *Materiel Readiness Award for a Contribution by an Individual Member of Industry* was awarded to **Ronald Cannon**, WESTAR Aerospace and Defense Group, Inc., Huntsville, Ala.

And the final award for *Materiel Readiness Award for a Contribution by a Major Contractor* was presented to

the **Parker Aerospace, Parker Hannifin Corp.**, Irvine, Calif. Robert Dickey accepted the award for Parker.

The symposium also provided an opportunity to highlight the great work of the AAAA Scholarship Foundation.

The generosity of the symposium attendees and members was overwhelming and greatly appreciated.

In all, the TVC received more than 40 donations totaling \$21,000.

While not everyone can be recognized here, the following individual and companies are recognized as platinum level donors to the scholarship program: MG (Ret.) Dick Stephenson, and Avion, Inc.; Blackhawk, Boeing, Davis Medical, Dynetics, Hawk Enterprises, L3 Link S&T, Raytheon, SES, Sycoleman, Westar and Westwind.

This year's Cribbins Symposium was by far the most successful and continues a 33-year tradition of growth and improvement, but more importantly, service to Army Aviation and its Soldiers.

The opportunity for members of the aviation community – industry, government and academia alike – to come together and in open dialogue candidly pass and share information and ideas regarding the support of the current and future Army Aviation Force, is both unique and invaluable.

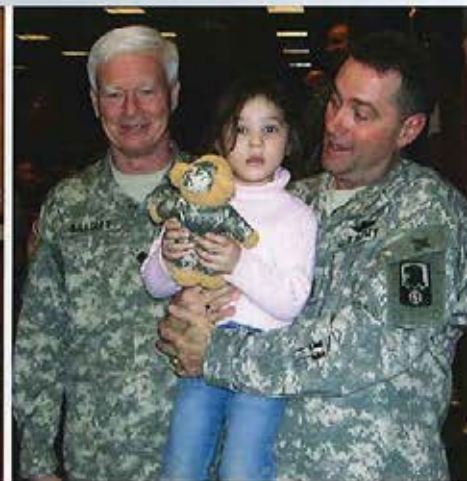
Next year's symposium will again be held in Huntsville and everyone is welcome.



LTC Jason L. Galindo is the TVC vice president for Publicity and a frequent chapter contributor to ARMY AVIATION.

Welcoming Home "THE SPARTANS" Army Reserve Warrior-Citizens Return from OEF Deployment

By MAJ Jerry R. Gray



Left: LTC Walter Bradley presented VFW Post 7397 Commander George Nunnemacher with an appreciation gift and thanked all the veterans for helping to provide food and beverages for the Soldiers and their families during their welcome home festivities. Middle: LTG Jack C. Stultz, right, chief of the U.S. Army Reserve, congratulates LTC Walter Bradley and then paid tribute to the Soldiers of the Co. B, 7th Bn., 158th Avn. Regt. during their Welcome Home Warrior Citizen Ceremony. Right: LTC Walter Bradley, left, and 1SG Russell Reese presented hugs and Soldier Teddy Bears to children during the Welcome Home Warrior Citizen Ceremony as a thank you to family members for their support and sacrifices during the year long deployment. ARMY PHOTOS BY LTC CHUCK PRICHARD

On Feb. 11, 136 Army Reserve air warriors from Co. B, 7th Bn., 158th Avn. Regt., were recognized during a *Welcome Home Warrior Citizen Ceremony* in Olathe, Kan. LTG Jack C. Stultz, the chief of the Army Reserve and commanding general of the U.S. Army Reserve Command, was on hand to welcome home "The Spartans" and serve as the guest speaker.

Stultz paid tribute to the brave Soldiers of the CH-47D Chinook company whose significant accomplishments and superior aviation performance was above and beyond the normal call of duty. He personally thanked and expressed his gratitude to each Soldier and their families for their selfless service and handed them an encased Welcome Home Warrior Citizen Award.

The Spartans validated that the USAR will provide the Army and the American people with highly trained, professional aviation Soldiers and units ready to deploy, rescue or fight anywhere in the world.

B/7-158th Avn. was the first Army aviation unit to deploy to Pakistan for Operation *Lifeline* following the devastating Oct. 2005 earthquake that killed over 70,000 people. On the sec-

ond day of their mobilization, they received a mission change to divert from Afghanistan to Pakistan for relief and rescue operations.

Nineteen days after receiving the change of mission from Operation *Enduring Freedom* to "Lifeline," the Spartans deployed Soldiers, aircraft and supplies halfway around the world and were conducting relief and rescue operations — saving thousands of lives in Pakistan.

During the operation in Pakistan and the OEF mission in Afghanistan, the Spartans flew 7,728 accident free hours, conducted 65 combat operations, delivered over 25 million pounds of supplies, rescued over 4,000 refugees and evacuated 300 casualties. The company never cancelled a mission due to maintenance and maintained an operational readiness rate of over 80 percent.

They conducted simultaneous 24/7 combat and humanitarian relief operations from four locations in two countries, and directly supported two major Afghanistan offensive operations *Mountain Thrust* in Tarin Kowt for six weeks and *Mountain Fury* in Salerno for four weeks.

The new slogan for the Army is "Army Strong." Nine Army Reserve

Aviation units have mobilized, deployed, served with distinction and returned home and validated that the USAR is "Army Reserve Aviation Strong."

Stultz thanked the various organizations that supported the WHWC ceremony and personally thanked the AAAA and President BG (Ret.) Tom Konitzer for AAAA's support of nine ceremonies for Reserve aviation units. LTC Walter Bradley, the Spartans' commander, and Stultz presented Konitzer with a framed CH-47D picture and unit patches of a Spartan Chinook on a mountain top in Pakistan and gave a special thanks to the Boeing Company and Team Chinook for their support for the WHWC and the "Army Reserve Aviation Strong" banner they gave to the Spartans.

After the WHWC ceremony, Soldiers and their families enjoyed lunch and the comradery of the united brotherhood back home, safe and sound. All the children received a Soldier Teddy Bear and a big hug from LTC Walter Bradley and 1SG Russell Reese, the senior leaders of the Spartans.



MAJ Jerry R. Gray is the executive officer of the Aviation Directorate, U.S. Army Reserve Command, Fort McPherson, Ga.

Aviation's Best Battalions Honored with Parker Awards

By James Bullinger

The best of the best aviation battalions were honored Jan. 26 at Fort Rucker, Ala. The winners of the 2006 LTG Ellis D. Parker Outstanding Aviation Unit competition were recognized at the annual awards luncheon held during the Aviation Senior Leaders Conference.

In 1992, Army Chief of Staff GEN Gordon R. Sullivan announced during the retirement ceremony for LTG Parker, then director of the Army Staff, the establishment of a Department of the Army level award in honor of Parker, who served as the third Aviation branch chief and a commanding general of the U.S. Army Aviation Center and Fort Rucker.

The Parker awards recognize excellence in the areas of leadership, training, maintenance and safety during the preceding fiscal year. Competition is open to all active and reserve component aviation battalions. MG Virgil L. Packett II, commanding general of the Aviation Warfighting Center and Fort Rucker, assisted Parker with presenting the awards.

Top Unit & Best Combat Service Support Battalion

The overall LTG Ellis D. Parker Outstanding Unit and combat service support category winner is **Task Force Freedom, 277th Avn. Spt. Bn.**, Fort Drum, N.Y. TF Freedom successfully completed full-spectrum combat service support operations while deployed to numerous locations around the world. For most of the year, the 277th Avn. supported the 1st Bn. (Atk-Recon), 10th Avn. Regt. operations in Mosul, Iraq; the 10th Cbt. Avn. Bde. operations in Bagram, Salerno, Jalalabad and Kandahar, Afghanistan; and the 3rd Sqdn., 17th Cav. Regt. home station training with deployments to the National Training and Joint Readiness Training centers. The unit's superior readiness posture enabled its Soldiers to successfully support a 19,000 flying hour program in Iraq, while simultaneously supporting a 30,000 flying hour program for two separate task forces in Afghanistan. They also had no Class A or B ground or air operation acci-

dents at Fort Drum, or in Afghanistan or Iraq. COL Michael Rose and CSM Jeffery Sturtevant accepted the award.

Best Combat Battalion

The winner of the best combat unit category and runner up is the **3rd Bn., 101st Avn. Regt.**, Fort Campbell, Ky. The 3-101st Avn. is the most deployed attack battalion in the Army since 1999; it was deployed as the corps attack helicopter battalion executing operations under both V Corps and the XVIII Airborne Corps in Iraq. The 3-101st was split in three geographic locations and supported the Multi-National Force-Iraq and the Multi-National Divisions, including the Polish and British forces. Despite their hectic schedule, the 3-101st flew over 21,000 combat flight hours covering more than 2,500 combat mission sets, all without the loss of life or aircraft. LTC William Gayler and CSM Scott Babb accepted the award.

Best Combat Support Battalion

The best Combat Support unit is the **5th Bn., 101st Avn. Regt.**, Fort Campbell, Ky. The 5-101st Avn. flew more than 21,000 combat hours in support of Task Force Band of Brothers during Operation Iraqi Freedom-4 from Oct. 2005 to Aug. 2006. During this period they also performed 7,000 multi-ship dust landings and drove over 30,000 miles with no Class A or B accidents, while maintaining an 81 percent combat readiness rate. The 5-101st Avn. performed these missions in a variety of roles including direct support air assault, general support air assault and air movement operations. MAJ Landy Dunham and CSM Chester Westergart accepted the award.

Best TDA Battalion

The best Aviation Table of Distribution and Allowances Unit is the "Spartans" of the **1st Bn., 223rd Avn. Regt.**, 110th Avn. Bde., Fort Rucker, Ala. The Spartans set the professional example on a daily basis, while responsible for 18 courses of instruction in seven different airframes. During fiscal year 2006 they



Overall Top Aviation Battalion and Combat Service Support Unit
Packett, Rose, Sturtevant and Parker



Best Combat Unit
Packett, Gayler, Babb and Parker



Best Combat Support Unit
Packett, Dunham, Westergart and Parker



Best Table of Distribution and Allowances Unit
Packett, Carlille, Thompson and Parker

trained over 2,286 student pilots while flying 105,652 hours with zero Class A or B accidents. Additionally, this unit met 100 percent of their reenlistment and retention goals with zero UCMJ action. The success of Army Aviation is directly linked to the outstanding performance of the Spartans and their ability to train Soldiers. LTC Christopher Carlille and SGM David Thompson accepted the award.



Freedom Team Salute and AAAA

By COL T. Scott Lloyd

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 Address: _____ City: _____
 State: _____ Zip: _____ Country: _____
 E-mail: _____ Father is an Army veteran.
 Mother's Name: _____
 Address: _____ City: _____
 State: _____ Zip: _____ Country: _____
 E-mail: _____ Mother is an Army veteran.



Honor an Army Veteran Use my information from step 2.

Name: _____
 Rank: _____ Retiree? Yes No
 Address: _____
 City: _____ State: _____ Zip: _____
 Country: _____
 Honorable Discharge? Yes No
 E-mail: _____



Honor my Employer (for use by Guard or Reserve Soldiers only)

Name(s): _____
 Company Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Country: _____



U.S. ARMY
 FREEDOM TEAM SALUTE
 P.O. BOX 529
 SHAWNEE MISSION, KS 66201-9706

Please complete and mail to:

As the Army Aviation Association of America celebrates its 50th Anniversary, thoughts turn to our aviators' many accomplishments — often achieved only hundreds of feet above the earth — and to the selfless service and sacrifice that have advanced the status, strength and spirit of the U.S. Army Aviation branch to become an enduring and cherished American legacy.

AAAA represents the best of Army Aviation, spanning from Cub Club members to today's Soldier-members from chapters such as Rising Sun, Thunder Mountain and Phantom Corps.

Army leadership takes tremendous pride in honoring the legacy of these veterans and in enabling Army Aviation Soldiers to honor their support networks.

We have taken a decisive step through the Secretary of the Army and Chief of Staff of the Army Commendation Program called *Freedom Team Salute* to recognize and honor all Army veterans as an expression of our nation's gratitude for their service.

The program allows Soldiers to honor their parents, spouses and employers — those individuals who stand by them in good times and in times of trial, and who are in many ways the backbone of a successful mission. Launched in 2005, Freedom Team Salute (FTS) has commended more than 910,000 veterans, parents, spouses and employers.

Among these Freedom Team Salute honorees is Vietnam veteran Bruce P. Crandall, lifetime member of AAAA, 2004 Army Aviation Hall of Fame inductee and Medal of Honor recipient. Freedom Team Salute was borne out of the Army's desire to embrace what veterans and Soldiers such as Crandall represent.

Army Chief of Staff GEN Peter J. Schoomaker has underscored the importance of this recognition, stat-

ing "Army veterans have served this nation with honor and dignity."

Freedom Team Salute is a way to recognize them and show them just how much we appreciate the legacy of loyal service they have passed on to this generation of Soldiers."

Every FTS honoree receives an official commendation package, which includes a certificate of appreciation and a personalized letter from the Secretary of the Army and Army Chief of Staff thanking them for their service to our nation. The package, provided at no cost, also includes an official Army lapel pin and Army decals. It has been demonstrated time and time again that the Army family is strengthened when Soldiers and veterans are honored for all that they do and have done to achieve the American way of life.

Army aircrews played a critical role in our nation's military history, frequently turning the tide of combat. In the words of LTG Michael D. Rochelle, Army deputy chief of staff for Personnel, "Some gave all — but all gave some." Freedom Team Salute allows us the privilege of honoring the service of all AAAA veterans on behalf of the American people.

AAAA active duty, National Guard and Reserve Soldiers can recognize their support network by visiting the FTS information center at the AAAA 2007 Annual Convention and 50th Anniversary Celebration. Any veteran who has ever worn the Army uniform — no matter where, when, or for how long — is eligible for a FTS Commendation.

Freedom Team Salute hosts an "Ambassador Program" for those who want to join the Army's outreach team and strengthen our Army community. Our Ambassador volunteers perform critical outreach for FTS within their communities and local organizations, and serve as a geographical point of contact for the program.

For more details on FTS, to request materials for an event or to honor someone, contact us via our website at FreedomTeamSalute.com, by email: ftsambassador@hqda.army.mil or call (703) 602-4303.



COL T. Scott Lloyd is the director of the U.S. Army Freedom Team Salute Program, Arlington, Va.



HAPPY 50TH ANNIVERSARY FROM FREEDOM TEAM SALUTE!

I was a Soldier. I am a Soldier. I will always be a Soldier.

*Freedom Team Salute
proudly salutes the
accomplishments and
service of Army Aviators*




Freedom Team
SALUTE™

It's simple and costs nothing...but the rewards are priceless.

- For **Soldiers** who want to thank their parents, spouse or employer for their support
- For **veterans** who want to express pride in being a part of the Army family
- For **friends and family members** who know a veteran deserving special recognition

Just stop by Booth #1136 to honor someone with a
Freedom Team Salute Commendation.

A gift for you:
Display your pride in
our Army Family!

This photo-frame magnet is
free at Booth #1136.




FreedomTeamSalute.com™

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

Army Awards M-TADS/PNVIS Production Contract

The Army awarded **Lockheed Martin** of Orlando, Fla., a follow-on \$311 million production contract Feb. 28 for the new Arrowhead Modernized Target Acquisition Designation Sight/Pilot Night Vision Sensor system for AH-64 Apache helicopters. The Lot 4 agreement authorizes production of 158 M-TADS/PNVIS for some of the remaining Army and foreign military sales inventory, as well as wartime replacement systems for new aircraft. The Arrowhead kit upgrades the infrared sensors and associated electronics.

Boeing Selects Meggitt Avionics for Longbow Contract

Meggitt Avionics of Fareham, England, was selected March 26 by **The Boeing Company** to supply the standby flight display system for the Block III AH-64D Longbow. The system is comprised of a secondary flight display system (SFDS), secondary flight display repeater (SFDR) and magnetometer. The nine-year contract is expected to generate over \$20

million, from spares and support. Meggitt Avionics also supplies the unique helicopter air data system (HADS) for the Apache, which senses airspeed accurately down to zero knots in any direction.

LM Unveils New Guided Rocket

Lockheed Martin of Fort Lauderdale, Fla., unveiled March 7 the Direct Attack Guided Rocket, a weapon developed with company funding that is fully compatible with the combat-proven HELLFIRE II missile. The DAGR is a 2.75-inch semi-active guided rocket with lock-on-before-launch, lock-on-after-launch, target location handoff, enhanced built-in test, programmable laser coding, and flexible fly-out modes. It has a "plug-and-play" compatibility with any platform that currently supports the HELLFIRE weapon system.

Westar Appoints Tieszen to Executive VP of Operations



Randal Tieszen

Westar Aerospace & Defense Group, Inc., Huntsville, Ala., named retired **BG Randal "Randy" M. Tieszen** to executive vice president for Operations on March 30. Tieszen, who was the Exec. V.P. for Aviation Programs, replaces **Garrett Martz** who was recently appointed president of Westar. In his new role, Tieszen will support Martz in the day-to-day business operations of the company, directing and synchronizing the efforts of business development, finance and human resources.

Nomex Marks 40 Years of Safety Service

The DuPont Corp., Wilmington, Del., announced March 13 that its heat resistant fiber "Nomex" marks its 40th anniversary this year. Nomex is best known by military aircrews who wear flight suits and gloves made with the flame-resistant, high-temperature fabric. Nomex grew out of fundamental R&D work done by Paul Morgan and Stephanie Kwolek, and Wilfred Sweeny found a way to make a high-molecular-weight product that could be spun into a tough crystallizable fiber which possessed outstanding thermal and flame-resistant properties leading to the final development at DuPont's Experimental Station in Wilmington.



ARMY PHOTO

Advertisers Index

AAFMAA	13	Helicomb International	18
AAI Corporation	28, 29	Honeywell Aerospace	21, 103
AAR Mobility	5	ITT	43
AIC	44, 45	JVYS	70
Aerospace Filtration Systems	7	L3- Wescam	101
AeroVironment	91	Meggitt Defense Systems	26
Armor Holdings	11	Northrup Grumman Corp.	69
ArmorWorks	75	Oregon Aero, Inc.	119
Athena Technologies	59	Pall Aerospace	49
Bell	1	Panasonic	55
Bobcat	19	Parker Aerospace	57
Boeing-Military A&M Systems.	41, 144	Phantom Products Inc.	89
Brackett Aircraft	119	Purdy Corporation	117
Carmanah Technology	117	Raytheon Corporation	61
CMC Electronics, Inc.	85	Rockwell Collins, Inc.	2
Contract Fabrication & Design	99	Rolin Industries, Inc.	65
CSC	93	Safe Flight	37
Cubic	25	Science Applications Intl.	102
DRS	14, 15	Sikorsky	17
Dynetics, Inc.	64	Smiths Aerospace	67
EADS	27	Symetrics Industries, Inc.	71
EMTEQ, Inc.	20	TEAC Aerospace	73
Fastening Systems International	53	Thales	83
FlightSafety, International	31	Transhield Inc.	100
Freedom Team Salute	125	Turbomeca USA	77
FLIR	23	USAA	81
General Atomics Aeronautical Sys.	63	U.S. Air Tool Co., Inc.	92
Global Military Aircraft Systems	143	Rolin Industries, Inc.	65
Goodrich Aerospace Fuel & Utility	39	Wulfsberg	95
Gulfstream	97		

Aviation General Officers

The chief of staff of the Army announced March 12 the assignment of the following Aviation officers:

MG James R. Myles, commanding general of the Army Test and Evaluation Command, Alexandria, Va., to commanding general of the Army Aviation and Missile Command, Redstone Arsenal, Ala.

BG Anne F. Macdonald, deputy commanding general, Division West and Fort Carson, Colo., to chief of staff of the U.S. Army Reserve Command, Fort McPherson, Ga.

BG William N. Phillips, deputy Program Executive Officer for Aviation, Redstone Arsenal, Ala., to commanding general of Picatinny Arsenal and Program Executive Officer for Ammunition, New Jersey.

Promotable **COL James C. McConville**, executive officer to the Army Vice Chief of Staff, Washington, D.C. to deputy commander of the 101st Airborne Div. (Air Assault), Fort Campbell, Ky.

The chief of staff of the Army announced March 23 the assignment of the following Aviation officers:

MG James H. Pillsbury, commanding general of the Army Aviation and Missile Command, Redstone Arsenal, Ala., to deputy chief of staff for Logistics and Operations, Army Materiel Command, Fort Belvoir, Va.

BG Harvey T. Landwermeyer Jr., assistant division commander for Support, 2nd Inf. Div., Eighth U.S. Army, Korea, to director of operations, Office of the Assistant Chief of Staff for Installation Management, Washington, D.C.

BG Rickey L. Rife, assistant division commander for Support, 101st Airborne Div. (Air Assault), Fort Campbell, Ky., to deputy director for Program Analysis and Evaluation, Office of the Deputy Chief of Staff, G-8, Washington, D.C.

COL Curtis D. Potts, 4th Inf. Div. (Mech.), Fort Hood, Texas, to commander of the Army Operational Test Command at Fort Hood.



ARMY PHOTO BY SPC BRYANNA POULIN

Changes of Responsibility

CSM Alfred Alexander relinquished responsibility as the Garrison Command Sergeant Major to **CSM Robert J. Felder** during a March 22 ceremony in the U.S. Army Aviation Museum at Fort Rucker, Ala. Felder recently served with Task Force Diamondhead, 2nd Bn., 25th Avn. Regt., 25th Cbt. Avn. Bde., at Contingency Operating Base Speicher in Iraq. Before departing Iraq, Felder passed responsibility to **CSM Allen R. Haynes**, formerly of 2nd Sqdn., 6th Cav. Regt., 25th CAB, in Feb. 24 ceremony. Alexander, who has served as the Garrison CSM since August 2005, retires after more than 30 years of service to the nation. Above, CSM Felder, right, passes the 2-25th Avn. colors back after relinquishing responsibility to CSM Haynes at COB Speicher in Iraq.

Defense Secretary Robert M. Gates announced March 16 that President Bush has nominated **BG Richard J. Sherlock, Jr.**, the deputy commander and deputy chief for Management, Resources and Support, U.S. Army Reserve, Washington, D.C. for promotion to major general with an assignment next as deputy commanding general (Ind. Mobilization Augmentee), Army Training and Doctrine Command, Fort Monroe, Va.

Industry News *continued*

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

Woodward Governor Co., Rockford, Ill., was awarded March 26 a \$5,368,000 contract for main fuel control for the T-700 Engine. Work should be completed by March 31, 2012.

Lockheed Martin Missiles and Fire Control, Orlando, Fla., was awarded March 22 a \$48.1M contract for Lot 4 Modernized Target Acquisition Designation Sight/Pilot Night Vision Sensor for the Apache Aircraft. Work should be completed by Dec. 31, 2010.

McDonnell Douglas Helicopter Co., Mesa, Ariz., was awarded Mar. 19 a \$21.4M contract for improved helmet display sight system ship sets in support of the Apache helicopter. Work should be completed by Mar. 31, 2009.

Longbow L.L.C., Orlando, Fla., was awarded March 15 a \$10.5M contract for production of additional radar frequency interferometers for the AH-64D helicopter. Work should be completed by Oct. 31, 2011.

AAI Corp., Hunt Valley, Md., was awarded March 2 a \$16.M contract to reset/refurbish the equipment associated with the Shadow unmanned aircraft system. Work should be completed by March 1, 2008.

Longbow L.L.C., Orlando, Fla., was awarded March 2 a \$54.1M contract for production of mast mount assemblies for the fire control radar. Work should be completed by Feb. 28, 2010.

POTM

PEOPLE ON THE MOVE

Command Selections

The fiscal year 2008 Colonel-level command selection list was released March 22. Congratulations to the following 9 Aviation officers.

COMBAT ARMS

Aviation Operations (C1F)

COL Bassani, Joseph A. Jr.
LTC Doerer, Robert C. *
LTC Galli, Donald N. *
LTC Huttmacher, Clayton M. *

Aviation Strategic Support (C1FR)

LTC Goodsmith, Jon P. *
COL Ludowese, Jeryl C. *

Aviation Installation (C1FX)

COL Kelley, Yvette J.

Combat Arms (02A) - Strategic Support (C1JR)

LTC Ambrose, Paul J. *

Military Intelligence Operations (C2D)

COL Carney, Steven P.

The fiscal year 2008 Colonel/GS-15 Acquisition Command principal selection list was released March 29. Congratulations to the following 3 Aviation related officers.

C4A-Acquisition Key Billets

LTC Shane T. Openshaw *
LTC Anthony W. Potts *
LTC L. Neil Thurgood *

Warrant Officer selected for Officer Candidate School

A chief warrant officer was selected March 28 to attend the Officer Candidate School at Fort Benning, Ga. Congratulations to **CW2 Hector M. Echevarria** with Co. A, 4th Bn., 3rd Avn. Regt., Hunter Army Airfield, Ga., will attend Class 07-011 on Sept. 23. Upon completion of the 14-week course he will be commissioned as an active duty 2LT in Aviation.

OCS Hall of Fame Inductions Include Aviators

Seven rated aviators were among the 47 graduates of the Army's Officer Candidate School inducted in the OCS Hall of Fame during a March 30 ceremony at Fort Benning, Ga. OCS graduates who attain the rank of colonel, receive the Medal of Honor, or distinguish themselves in their civilian careers are traditionally inducted into the HOF. Among the aviation inductees are two active duty officers, GEN Bryan "Doug" Brown, commanding general of the U.S. Special Operations Command, and MG Jeffrey J. Schloesser, commander of the 101st Airborne Div. (Air Assault). The 2007 OCS Hall of Fame aviation inductees and their graduation dates are:

GEN Bryan D. Brown *, May 1, 1970.
MG Jeffrey J. Schloesser *, March 3, 1977
COL (Ret.) Paul R. Longgear, May 26, 1966.
COL (Ret.) Michael J. Nevin, July 21, 1967.
COL (Ret.) Samuel T. Williams, March 6, 1975.
LTC (Ret.) Frederick A. Drew, April 28, 1966.
LTC (Ret.) Frederick L. Spaulding, June 22, 1967.

Promotion Selections

The calendar year 2007 Master Sergeant, Reserve Components and active Guard Reserves selection board results were released March 29. Congratulations to Army Reserve **SFC Mark W. Cain**, a 15P with the 5th Bn., 159th Avn. Regt., Fort Eustis, Va. on his selection.



API PHOTO BY JAMES BULLINGER

Aviation Center NCO and Soldier of the Year

The U.S. Army Aviation Warfighting Center honored **SSG Lorena Ruiz** and **CPL William D. Suclupe** as Fort Rucker's non-commissioned officer and Soldier of the Year for 2006 during a Feb. 28 ceremony held in the Army Aviation Museum. MG Virgil L. Packett and CSM Donald R. Sanders presented each Soldier with the Army Commendation Medal for their achievement. Ruiz, from San Angelo, Texas, is a 15Q air traffic control operator with HHC, 1st Bn., 13th Avn. Regt. She has a goal earn her degree in accounting. Suclupe, from Charlotte, N.C., is a 68X mental health specialist from the U.S. Army Aeromedical Center. His goal is to attend and graduate from the Army Physician's Assistant Course. Picture here (l to r) are: Packett, Ruiz, Suclupe and Sanders.

Warrant Officer Candidate Course

The bimonthly warrant officer accessions board met in mid-March at Fort Knox, Ky., to select 235 enlisted members to attend the Warrant Officer Candidate Course at Fort Rucker Ala. The selection included 67 Soldiers designated for aviation related specialties. Upon completion of the six-week course candidates will be appointed Army warrant officers. Details about the warrant officer accessions program and application procedures are online at www.usarec.army.mil/hq/warrant/.

Air Traffic and Air Space Management Technician (150A)

SGT Ian Beggs
SFC Pablo Berrios
SSG Joseph Boyd
SFC Curtis Major
SFC Justin Smith *
SSG Craig Upchurch

Aviation Maintenance Technician (151A)

SFC Christopher Blanchard *
SSG William Copeland
SSG Juan Escobales
SSG Calvin Lambert
SSG Brian Smith
SSG Joseph Zumwalt

Helicopter Pilot (153A)

SSG Ginny Akins
SSG Angel Alicea
SSG Clarence Behan
SSG Willie Billups
SSG Paul Bowman
SSG Kyle Broach
SSG Tomas Castro

SGT Joshua Chitwood
SSG Derek Cooper
Tech. SGT Keith Cunningham
SGT Jeremy Current
SGT Matthew Duggan
SGT Danny Foxworth
SSG Gordon Fuller
SSG Chris Garcia
SSG Michael Gillam
SSG Adam Grew
SGT Bronson Hamby
SPC Timothy Heywood
SSG Eric Hopper
SFC Rocky Jensen
SSG Brandon Kraemer
SSG Christopher Langston
SSG Juan Lopezfigueroa
SGT Travis Michael
SFC Eddle Molina
SGT John Montgomery
SGT Christopher Moore
SFC Brendon Murphy
SSG Emilio Natalio
SFC David Newman
SSG Jamie Nienajadlo
SSG Derrick O'Brien
SPC Kyle Pajala

POTM

PEOPLE ON THE MOVE

SSG Juandelacruz Perezortiz
 SGT Robert Reed
 SSG Adam Rideau
 SSG Micheal Ridling
 SSG Joshua Robinson
 SSG Emily Schwenkler
 SSG Tammy Sexton-Clark
 SSG Viatcheslav Skrozniokov
 SPC Joshua Smith
 SSG Troy Smith
 SSG John Sowers
 SSG Robert Stewart
 SSG Christopher Tharp
 SFC Timothy Unterseher
 SPC Robert VanArsdall
 SGT Ellery Villalobos
 SFC Kevin Walls
 SFC William Warren
 SSG Jonathan West
 SFC Gabriel Whetsel
 SSG Michael Wilson

* = AAAA Member
 + = Life Member

Promotions

Fiscal Year 2007 Army active component
 SFC promotion selection list released
 March 20. Congratulations to the following
 336 Aviation NCOs.

NAME	MOS	SEQ #
Acuna, Gerard V.	15B	15K 35
Allen, Nneka A.	15P	15P 53
Andino-Mendez, Pedro	15N	15K 1
Andrew, Todd M.	15P	15P 37
Apke, William J.	15Q	15Q 15
Armstrong, Robert B.	15B	15K 53
Ascencio, Julio E.	15T	15T 15
Augustin, Jean E.	15T	15T 37
Baikom, Jeffery A.	15U	15U 21
Ballinger, Jason L. *	15U	15U 38
Barrier, Charles A.	15N	15K 65
Basa, Errol G.	15T	15T 4
Basham, Charles J.	15S	15S 4
Bellis, Matthew R.	15S	15S 10
Bell, Raymoan C.	15T	15T 14
Bender, Richard J.	15U	15U 1
Benjamin, Wesley C. *	15P	15P 6
Berrios, Cherlisa R.	15Q	15Q 20
Bickford, Mathew P.	15U	15U 58
Bilon, Mark J.T.	15T	15T 66
Blevins, Donald J.	15U	15U 52
Blevins, Shane A.	15S	15S 13
Boddie, Quinton L.	15T	15T 39
Bonin, David A.	15T	15T 1
Boots, Bryan S.	15T	15T 19
Boss, Bradley J.	15U	15U 40
Boterocorra, Julio	15Y	15Y 13
Brooks, Willie L.	15Q	15Q 23
Brown, Shawnette L.	15P	15P 16
Bryant, Joshua E.	15T	15T 21
Bryant, Langdon A.	15T	15T 30
Bryant, Robert L.	15P	15P 20
Buggey, Maria T. *	15P	15P 44
Cabias, Noel D.	15U	15U 6

Caldwell, Scott L.	15G	15K 28
Calinagan, Ryan J.	15N	15K 59
Campbell, Timothy S.	15D	15K 7
Cannon, Tywan L.	15P	15P 34
Carrier, Christopher	15R	15R 7
Carter, Jason E.	15T	15T 89
Castro, Jose A.	15N	15K 38
Caughey, Michael R.	15D	15K 60
Cavin, Stephen B.	15U	15U 16
Cerritoscaceres, He	15D	15K 11
Charles, Kevin G.	15T	15T 53
Chaves, Hector R.	15T	15T 38
Clark, Bryant W.	15T	15T 29
Cleveland, Charles	15U	15U 5
Cleveland, Russell *	15P	15P 26
Cole, Walter M.	15T	15T 7
Coleman, Derrick A.	15F	15K 47
Colon, Richard	15Y	15Y 9
Colon-Colon, Victor	15T	15T 41
Conner, Jeffery S.	15T	15T 24
Cook, Dale V.	15P	15P 43
Coquat, James W.	15U	15U 45
Cornelius, Paul C.	15T	15T 60
Craig, Michael A.	15R	15R 1
Crowell, Reginald D.	15U	15U 44
Crowley, Jayson L.	15U	15U 33
Cunningham, Bradley	15B	15K 4
Curry, Michael S.	15U	15U 31
Curry, Mikeral A.	15U	15U 18
Dacosta, Marlene A.	15N	15K 61
Daigle, Homer J.	15T	15T 76
Daniel, Brian K.	15Y	15Y 2
Davila, Ruben A.	15J	15J 5
Davis, Shawn P.	15S	15S 5
Decesare, Peter A.	15U	15U 8
Dejesus, Luis R.	15S	15S 7
Dexter, James L.	15T	15T 10
Dodson, Timothy L.	15P	15P 31
Dolan, John A.	15P	15P 52
Dornellas, Lloyd B.	15P	15P 3
Doublin, Charles W. *	15U	15U 3
Dover, Joshua S. *	15N	15K 62
Drobny, Michael S.	15T	15T 36
Duran, Emilio B.	15B	15K 23
Eades, Chad C.	15U	15U 25
Ebach, Calvin E.	15D	15K 39
Eicher, Travis L.	15T	15T 64
Ellegard, Aaron K.	15H	15K 5
Ellis, Paul A.	15P	15P 32
Ellison, Kevin D.	15U	15U 41
Elmgren, William M.	15G	15K 14
Erdmann, Mindy J.	15T	15T 67
Erickson, Heather E.	15Q	15Q 14
Essig, Jack J.	15P	15P 28
Estrada, Edmundo F.	15T	15T 31
Evans, Morgan L.	15P	15P 39
Eye, Garnet III	15H	15K 18
Falan, Henry Jr	15U	15U 56
Farrell, Vincent E.	15H	15K 54
Feldhaus, Sheleen R.	15T	15T 5
Ferrer, Pedro E.	15U	15U 9
Flanagan, Daniel R.	15T	15T 49
Flores, Pedro J. *	15U	15U 14
Floyd, Michael A.	15T	15T 68
Flynn, Michael E.	15T	15T 8
Fontanez, Rivera J.	15P	15P 14
Foster, Spencer A.	15U	15U 13
Fox, Ronald A. Jr.	15U	15U 30
Franco, Eric A. *	15U	15U 23

Frayre, Luis M.	15Q	15Q 6
Friend, Jeffrey S.	15U	15U 46
Frost, Marcus O.	15T	15T 32
Galassi, Gregory A.	15T	15T 56
Gallardo, Benito J.	15Y	15Y 7
Garcia, Jason T.	15P	15P 12
George, David L.	15T	15T 73
Gerebics, Keith A. *	15G	15K 8
Gibbs, Allen T.	15Q	15Q 18
Gilbert, Billy G.	15P	15P 7
Gilbert, Torben S.	15Y	15Y 8
Goforth, Andy E.	15T	15T 13
Gonzales, Benny Jr.	15P	15P 51
Gonzalez, Alexander	15T	15T 80
Gorlesky, John T.	15T	15T 17
Gower, Gary R.	15P	15P 5
Green, David N. *	15D	15K 50
Greenidge, Ricardo	15B	15K 26
Gregory, James D.	15Y	15Y 12
Greiner, Karl P.	15U	15U 19
Gurney, Jason C.	15G	15K 19
Gutierrez, Ruben E.	15Q	15Q 19
Haddon, William E.	15Q	15Q 8
Harris, Sean A.	15T	15T 18
Hedgpeath, David N.	15P	15P 48
Hendrickson, Kevin	15P	15P 17
Heredialopez, Hector	15P	15P 42
Herring, John L.	15H	15K 31
Hicks, James A.	15B	15K 10
Hill, Eric J.	15D	15K 20
Holbrook, Danny W.	15N	15K 24
Hood, Justin A.	15T	15T 83
Hoover, Kristal I.	15Q	15Q 21
Houser, Marvin L. *	15T	15T 58
Houston, Corey L.	15F	15K 63
Howell, Jay L.	15U	15U 7
Huanle, Joel	15U	15U 10
Huff, William C.	15F	15K 48
Hughes, Dale D.	15S	15S 12
Hunt, James R.	15D	15K 55
Jackson, Michael D.	15T	15T 45
Jackson, Orlando L.	15S	15S 14
Jacobs, Scott M.	15R	15R 6
James, Samora D.	15T	15T 81
Johnson, Christian	15P	15P 36
Johnson, Tauasha D.	15P	15P 24
Johnson, Vincent D.	15Q	15Q 7
Jonas, Geoffrey J.	15N	15K 41
Jordan, Andre E.	15R	15R 4
Jordan, Anson C.	15Q	15Q 4
Kates, Larry J.	15T	15T 28
Kelley, David R.	15T	15T 34
Kennedy, George A.	15P	15P 19
Kidd, Jason A.	15T	15T 75
Kiefer, Eric R.	15Y	15Y 4
Kincaid, James M.	15G	15K 29
Kinch, Orvis E.	15U	15U 26
Kintz, David T.	15G	15K 16
Kirk, Shawn D.	15T	15T 90
Kramer, Kevin C.	15R	15R 8
Kuyateh, Abu B.	15T	15T 16
Laborin, Joseph L.	15T	15T 70
Langley, Richard S. *	15S	15S 3
Lasse, Donnie L.	15U	15U 20
Lee, Edward J.	15U	15U 50
Lee, Joshua	15H	15K 36
Lennon, Robin M.	15T	15T 42
Ligans, James H.	15S	15S 2
Locklear, Melanie R.	15Q	15Q 16
Loeza, Carlos A.	15G	15K 67
Longenberger, Daniel	15T	15T 40
Lopera, Jairo H.	15Y	15Y 11
Lopez, Pedro	15S	15S 6
Lopez, Rafael C.	15T	15T 91
Lopez, Reinaldo M.	15T	15T 82



PEOPLE ON THE MOVE

Lopez-Olivera, Jose	15N	15K	58	Pratt, Robert T.	15U	15U	48
Lopez-Ruiz, Gilberto	15D	15K	64	Prock, Othen W.	15P	15P	13
Lovito, John J.	15T	15T	48	Quackenbush, Derek	15G	15K	30
Ludwig, Shawn A.	15U	15U	42	Ramsey, Jon P.	15J	15J	1
Mabes, Tracy E.	15U	15U	47	Ramsey, Roger W. *	15G	15K	6
Marks, Lawrence A.	15T	15T	23	Rebelo, John M.	15H	15K	2
Martinez, Benito	15T	15T	85	Renny, Robert L.	15B	15K	66
Martinez, George E.	15T	15T	20	Richardson, Michael	15T	15T	51
Mauro, Adam E.	15S	15S	1	Rivers, Joe J. Jr.	15P	15P	33
Mayfield, Michael P.	15T	15T	88	Roach, Andrew A.	15Q	15Q	17
McClanahan, Billy J.	15P	15P	21	Robbins, Johnny Jr. *	15T	15T	55
McCleskey, Kent L.	15F	15K	13	Roberts, Casey E.	15T	15T	74
McCoy, Dennis K.	15U	15U	11	Roberts, Christian *	15T	15T	71
McGuire, Justin L.	15Q	15Q	13	Robins, Maurice K.	15T	15T	33
McMillan, Kimberly	15P	15P	29	Rodriguez, Reinaldo	15N	15K	12
McMullen, Frederick	15T	15T	84	Rogers, Terry M.	15J	15J	6
Mejia, Javier A.	15R	15R	9	Rollins, Joy N.	15P	15P	50
Melendez-Rodriguez	15T	15T	61	Roush, Brandon C.	15U	15U	27
Mendez, Reinaldo H.	15P	15P	9	Rush, Jerry L.	15P	15P	10
Merriman, Michael L.	15G	15K	45	Sablan, Joseph P.	15Q	15Q	22
Milianalibino, Santo	15Q	15Q	24	Salzbrunn, Jonathan	15G	15K	33
Miller, Daniel A.	15U	15U	53	Sandoval, Jeffrey A.	15J	15J	3
Miller, Michael S.	15U	15U	4	Sandoval, Oscar G.	15D	15K	49
Miller, Ricardo A.	15H	15K	9	Santiago, Israel	15B	15K	34
Milner, Jason F.	15T	15T	27	Sardella, Harry Jr	15T	15T	9
Minnella, Robert A.	15T	15T	43	Schafer, Jeffrey E.	15T	15T	77
Mitchell, Justin C.	15Y	15Y	6	Schultz, Stephen P.	15U	15U	35
Mondick, Jeremy M.	15T	15T	72	Schulze, Daniel R.	15T	15T	79
Moore, Donald J.	15T	15T	59	Scott, Stephen D.	15P	15P	15
Moore, Richard	15Y	15Y	5	Scott, William D.	15U	15U	22
Morgan, Janner T.	15T	15T	50	Searcy, Gregory W.	15T	15T	44
Morris, Trevor A.	15T	15T	12	Sellers, Nalita Y.	15Q	15Q	10
Molley, Christopher	15T	15T	52	Serranozavala, Jose	15U	15U	39
Molley, Reuben G.	15Q	15Q	2	Sharpe, Joseph T.	15T	15T	62
Muller, Robert W.	15U	15U	12	Shea, Timothy W.	15N	15K	22
Mullins, Thomas W.	15Q	15Q	12	Sirmans, Michael D.	15Q	15Q	25
Murphy, Tyrone Jr	15U	15U	43	Skinner, Bruce W.	15T	15T	22
Murray, Jason D.	15P	15P	23	Slinger, James L.	15U	15U	17
Ned, Carlos A.	15P	15P	25	Smith, Elizabeth A.	15B	15K	17
Nettles, Willie R.	15H	15K	42	Smith, Jason S.	15T	15T	54
Newhart, Scott B.	15T	15T	35	Smith, Mikel E.	15P	15P	11
Nhaway, Sunday E.	15P	15P	35	Smith, Vaughan D.	15R	15R	2
Nienajadlo, Jamie L.	15S	15S	9	Snipes, Bradley G.	15U	15U	32
O'Neal, Clarence C.	15J	15J	4	Spencer, Russell L.	15P	15P	45
Oberheuser, David M.	15F	15K	46	Stanley, Mark T.	15U	15U	15
Obregon, Alvaro G.	15B	15K	52	Starr, Craig A. *	15D	15K	56
Omara, Thomas J.	15T	15T	63	Stephens, Robert B.	15U	15U	49
Ortega, Javier	15P	15P	27	Steward, Lavaughn E.	15P	15P	8
Osburn, Gary W.	15T	15T	46	Stowe, William J.	15T	15T	57
Oser, Bryan E.	15R	15R	5	Stricklin, Carrie L.	15G	15K	15
Page, Cedric T.	15B	15K	40	Stubbs, Antonio L.	15F	15K	37
Parker, Christopher	15P	15P	22	Stubbs, Blaine M.	15B	15K	57
Peace, Roma C.	15P	15P	49	Sunekaer, Tony B.	15Q	15Q	11
Pedraza, Alexander	15U	15U	55	Susuico, Fabian C.	15T	15T	25
Pellier, Samson P.	15B	15K	3	Swaby, Jermaine A.	15P	15P	38
Pelton, Cyrus J.	15T	15T	11	Taylor, George P.	15T	15T	6
Peralta, Julio C.	15U	15U	28	Teh, Pawoo Tarpah	15P	15P	46
Pereira, Vicente R. *	15T	15T	87	Thaler, Sean A.	15D	15K	25
Perrella, Joshua B.	15B	15K	51	Thomas, John A.	15Q	15Q	5
Petree, Robert F.	15T	15T	69	Thompson, Robert A.	15U	15U	2
Phillips, Corey J.	15R	15R	3	Thrush, Robert L.	15T	15T	2
Pierce, Linwood B.	15D	15K	43	Toub, Jerry J.	15H	15K	44
Platt, Cyrus E.	15N	15K	21	Trujillo-Alvarez, Ra	15D	15K	27
Ponton, John M.	15Q	15Q	3	Turpin, Gregory A.	15P	15P	47
Pope, Grover M.	15U	15U	57	Uribe, Cesar J.	15N	15K	32
Porres, Luis G.	15S	15S	8	Vance, Corey T.	15T	15T	26
Vandemark, David J.	15T	15T	47				
Varvais, Thomas N.	15U	15U	36				
Vaughn, Damion E.	15T	15T	65				
Verenski, Andrew R.	15U	15U	51				
Voldarski, Kevin M.	15U	15U	29				
Vonella, Dominic A.	15U	15U	54				
Wagner, Michael E.	15U	15U	24				
Wahl, Edwin D.	15U	15U	37				
Walden, Steven R. *	15Q	15Q	1				
Wall, Robert L.	15T	15T	3				
Waller, Sandra D.	15P	15P	2				
Walter, Craig S. *	15Y	15Y	10				
Walters, Eric S.	15U	15U	34				
Wangen, James D.	15T	15T	86				
Washington, Christopher	15P	15P	18				
Welter, Ronald G.	15S	15S	11				
Wiley, Joseph D.	15Y	15Y	3				
Williams, Anthony E.	15Y	15Y	1				
Williams, Darrell D.	15T	15T	78				
Williams, Uriel J.	15P	15P	1				
Wisecup, William R.	15Q	15Q	9				
Womack, Lamont A.	15P	15P	41				
Wood, David L.	15J	15J	2				
Wood, Raymond E.	15P	15P	40				
Wynn, Chester Jr.	15P	15P	4				
Zumwalt, Joseph A.	15T	15T					

Flight School Graduations

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 07-11, 17 Officers, Graduated April 4

ABOLC

John S. Harrison * DG
Robert J. Barno *
James R. Gibbons, Jr. *
Steven M. Krohn

AWOBC

Martin E. Gilbert * DG
Paul A. Jordan * HG
Glenn R. Whiting HG
Benjamin J. Adam
Wesley T. Adkins
Thomas A. Dillon *
Benjamin M. Martin
Ayo O. Olanipekun *
Todd E. Partee
Thomas A. Puckett
Benjamin E. Sobey *
Matthew C. Stocker *
Jason L. Todd *

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



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"Once again, thank you for your investment in my future, the generosity of the AAAA Foundation is greatly appreciated."

Stephen C. Quinn



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AAA Presents 2006 Functional Awards

The Army Aviation Center Chapter Annual Awards Banquet was held on Jan. 24, during the annual Aviation Senior Leaders Conference at Fort Rucker, Ala.

AAA President BG (Ret.) Thomas Konitzer and MG Virgil L. Packett II, commanding general of the Army Aviation Warfighting Center and Fort Rucker, joined with BG John Enright (representing the director of National Guard), COL Jerry Egbert (Air Traffic Services Command), and industry partners, association members and many of the branch's senior commanders, chief warrant officers and non-commissioned officers to honor this year's individual and unit winners.



1SG Timothy Lee and CPT Jeramie Johnson

The Raytheon Company sponsors all of the Air Traffic Control awards and was represented by retired BG Rodney Wolfe.

The *Air Traffic Control Company of the Year* is Company C, 1st Bn, 58th Avn. Regt. (ATS), Fort Campbell, Ky. Over the course of the past year, the men and women of Company C successfully partici-

ipated in Operation Iraqi Freedom during which they occupied eight facilities to include control towers, ground control approach radar, and airspace information centers. Their services totalled more than 300,000 accident and incident free coalition aircraft movements. Accepting for the company is CPT Jeramie D. Johnson and 1SG Timothy D. Lee.



CPT Mark Parent

The *Air Traffic Control Facility of the Year* is Detachment 1, Co. E, 111th Avn. Regt. (ATS), Louisiana Army National Guard, Pineville, La. The Soldiers from Det. 1 worked at the Al Taji Army Airfield in Taji, Iraq, in support of the combat aviation brigade, Multinational Division - Baghdad, making multiple improvements to the infrastructure of the air traffic control equipment and increased the success of their service and overall mission accomplishment. The commander CPT Mark S. Parent accepted on behalf of the unit.



SSG Jeffrey Knight

The *Air Traffic Control Maintenance Technician of the Year* is SSG Jeffrey L. Knight, Detachment 1, Co. E, 111th Avn. Regt. (ATS), Louisiana ARNG, Pineville, La. SSG Knight served as the maintenance technician chief for Detachment 1. During the recent deployment in support of Operation Iraqi Freedom, Knight noted critical deficiencies during a technical inspection of an inoperable tower and worked to incorporate corrections into future maintenance procedures. He also improved ATC services at Taji Airfield by improving equipment and better situational awareness between tower and radar, significantly contributing to the safety of the warfighter.



SFC Leland Hughes

The *Air Traffic Control Manager of the Year* is SFC Leland Hughes, Detachment 1, Co. E, 111th Avn. Regt. (ATS), Louisiana ARNG, Pineville, La. SFC Hughes deployed to Iraq as the air traffic control chief of Taji Army Airfield. He began preparing Soldiers from the Louisiana and Maryland National Guard as well as other augmentees, greatly increasing their combat readiness. He formed a close-knit team that ensured continual mission success

through facility improvement and by cross-training of personnel between tower and radar facilities, increasing their knowledge and easing personnel shortages.



SGT Daniel Garcia

The *Air Traffic Controller of the Year* is SGT Daniel Garcia, HHC, 3rd Bn. (GSAB), 10th Avn. Regt., Task Force Centaur, Kandahar, Afghanistan. While serving in Operation Enduring Freedom VII, SGT Garcia deployed as the NCOIC of a tactical terminal control system and further deployed the TTCS throughout the theater, supporting numerous combat operations. His efforts to manage the assets that were given to him to ensure safe and critical air traffic services were exemplary.

The *Aviation Fixed Wing Unit of the Year* is Co. D, 126th Theater Aviation Company, Rhode Island Army National Guard, North Kingstown, R.I. FlightSafety International sponsors this award. Co. D, comprised of



1SG Mark Fortin and LTC Gene Lambrecht

the Rhode Island, Indiana and Pennsylvania ARNG Soldiers, deployed to Operation Iraqi Freedom as the only Army fixed wing cargo aircraft unit in theater. The Soldiers of Co. D flew more than 6,500 combat flight hours, transported more than 30,000

passengers and carried more than 12

million pounds of cargo. LTC Gene Lambrecht and 1SG Mark Fortin accepted the award from FSI representative Robert Sitze.



CW4 Richard Knowlton

The Aviation Trainer of the Year is CW4 Richard W. Knowlton, Co. E, 1st Bn., 212th Avn. Regt., Lowe Army Heliport, Fort Rucker, Ala. L3 Communications Link Simulation and Training sponsors this award and was presented by retired MG Walter Yates. CW4 Knowlton had a tremendous impact on Army aviation this past year as a standardization officer, instructor pilot, instrument examiner, and simulator lead test pilot for the Flight School XXI program. He

not only developed and wrote the UH-60 FSXXI program of instruction and provided guidance for a student load of 196 students each day, but he also introduced a program which ultimately reduced the UH-60's trainer accident rate to zero.



CPT Scott Gilpatrick

The Army Aviation Medicine Award, sponsored by the Gentex Corp., was presented to CPT Scott M. Gilpatrick, 1st Bn., 160th Spec. Opns. Avn. Regt. (Abn.), Fort Campbell, Ky. CPT Gilpatrick distinguished himself as a joint special operations task force flight surgeon in Iraq. He flew over 100 missions accumulating more than 300 night vision goggle hours in support of the task force. He directly participated in the casualty evacuation of six

injured Soldiers. Furthermore, he ran a comprehensive aviation medicine program in three locations as well as the planning and execution of three joint combat trauma management training events. Gentex's Gerald L. Johnson presented the award.



CSM Roger Kingston and COL Arthur Ball

The Army Aviation Air/Sea Rescue award, sponsored by Goodrich Hoist and Winch, was presented to Co. C., 3rd Bn., 25th Avn. Regt., Cbt. Avn. Bde., 25th Inf. Div., Wheeler Army Airfield, Hawaii. The Dustoff crewmembers are CW2 Jeffery Elliot, CW2 Ronny Sandler, SSG Bryan Resh and SPC

Ralzemond Parker. On March 10, 2006, the crew of Dustoff 77 responded to six Soldiers who had received critical wounds from an 81mm mortar round. They executed the high risk mission under the worst weather conditions, in mountainous terrain, when most crews would never have dared to launch. With minimal planning time the crew effectively planned an instrument flight, launched and safely recovered the Soldiers. COL Arthur Ball and CSM Roger Kingston, 25th CAB, accepted the award on behalf of the unit from Goodrich's Ben Plummer.



SSG Branden Coughlin

The Army Aviation Dustoff Flight Medic of the Year award, sponsored by Air Methods, is presented to SSG Branden Coughlin, Co. C, 2nd Bn., 4th Avn. Regt., Fort Hood, Texas. As a flight medic in Iraq, SSG Coughlin accumulated more than 300 combat flight hours executing 345 medical evacuation missions. These missions were flown into hostile locations where Coughlin evacuated more than 400 troops, civilians and enemy prisoners of war. Coughlin, a non-rated crew member flight instructor, provided training in the HH-60L to over 200 ground medics.



2LT Benjamin Summers

AAAA National sponsors the *Military Academy* and *ROTC Aviation Cadet of the Year* awards, which are presented to the top cadet in each program who branches Aviation. 2LT Benjamin Summers was selected as the 2006 USMA Cadet and received his award last May at West Point, N.Y. The ROTC cadet of the year is 2LT Nathan S. Ellis, a graduate of Austin Peay State University, Clarksville, Tenn. He is also a Distinguished Military Graduate. Ellis and Summers are both currently

in Flight School XXI helicopter training at Fort Rucker.

CONGRESS DELAYS DEFENSE SUPPLEMENTAL

Approval of the Emergency Supplemental to the Defense Appropriation Act has been delayed by firm differences between members of Congress favoring the Executive Branch management of the Baghdad surge versus those seeking a timed withdrawal of most U.S. forces from Iraq.

The President requested \$93 billion for a supplemental appropriation for operations in Afghanistan and Iraq, an essential \$3.1B needed to maintain the BRAC schedule that was not included by Congress in the Feb. 2007 Continuing Resolution, and some other items.

The Army Chief of Staff GEN Peter Schoomaker in recent testimonies before Congress emphasized the importance of receiving the full supplemental on time to support war operations.

On March 23, the Democratic House leadership, after raising their supplemental to \$124B with add-ons to attract reluctant members of their mainstream, blue dog and anti-war caucuses, won passage of their bill, 218 to 212.

President Bush responded asking for a clean supplemental (without add-ons) to sign before the troops begin running out of funds on April 15.

On March 27, Democrats defeated the Republican amendment, 50-48, to the Senate \$123B version of the supplemental that was to remove the withdrawal provision with a March 31, 2008 target for ending U.S. combat operations in Iraq.

On March 29, Republicans allowed the supplemental to be approved in the Senate without cloture to speed the bill to the President for a promised veto.

Intense Executive Branch and Congressional negotiations are expected during and after the April 2-14 Congressional spring break to achieve a supplemental bill agreement needed to support the troops after April 15.

RESPONSE TO WRAMC POOR OUTPATIENT CARE

Walter Reed Army Medical Center shortcomings were exposed by Washington Post reporters with an explosive multi-page story on Feb. 18.

Prompt inspection trips by the Army's Vice Chief of Staff GEN Richard Cody and the Secretary of Defense Robert Gates determined that the acute care for the wounded is accomplished in a superb manner, while the outpatient care was below expectations.

A number of active and reserve component service members were whipsawed by bureaucratic procedures and inadequate support due to limited resources.

These individuals were held in an outpatient status to complete longer term care and to obtain decisions to resume duty or to return to civilian life and in some cases to begin receiving care from the Veterans Administration (VA) system.

Immediate actions were applied in the greater hospital campus to address the shortcomings



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

including the reassignment of a captain and several sergeants.

Following the House and Senate oversight hearings, the hospital commander was fired, the Secretary of the Army resigned and the Surgeon General of the Army was replaced.

The hospital was reinforced with a brigadier general deputy commander and 100 soldiers, including a brigade level commander and three company commanders, to assist the medical brigade in supporting the outpatients.

Three boards were promptly initiated and provided these recommendations:

- Defense Secretary created an independent review group with Togo West and John O. Marsh, former Secretaries of the Army, as co-chairmen.
- The President's *Commission on Care for America's Returning Wounded Warriors* was created with the former Sen. Robert Dole and the former Health and Human Services Secretary Donna Shalala as co-chairs.
- President Bush also created the *Task Force on Returning Global War on Terror Heroes*, an inter-agency group led by the Secretary of the Veteran's Affairs and comprised of the secretaries of Defense, Labor, Health and Human Services, Housing and Urban Development, Education, the director of Management and Budget, and the administrator of the Small Business Administration.

On March 15, the Wall Street Journal noted that many of the problems were revealed earlier by the government reform committee led by Rep. Tom Davis that investigated the maltreatment of wounded Soldiers in a public hearing on Feb. 17, 2005.

On March 17, the House Appropriations Committee voted unanimously that no funds be used in the ongoing Base Realignment and Closure to transfer Walter Reed facilities to Bethesda Naval Hospital campus.

On March 19, the Army launched the Wounded Soldier and Family Hotline (800) 984-8523 to aid Soldiers and their family and to channel medical related information to the Army leadership.

On March 20, the House Armed Services Committee unanimously approved bipartisan legislation (H.R. 15380), *The Warrior Assistance Act of 2007*, aimed at fixing health care at WRAMC and elsewhere in the vast military-medical bureaucracy.

DON'T ASK, DON'T TELL

On Feb. 29, Rep. Martin Meehan (D-MA), revived legislation with 109 co-sponsors to delete the current policy and allow service members to be open about their orientation.

In a March 12 meeting with Chicago Tribune editors and reporters GEN Peter Pace, chairman of the Joint Chiefs of Staff, gave personal views on this matter and a day later reflected that he... "should have focused more on [his] support of the policy..."

TOTAL FORCE GI BILL GAINS MOMENTUM

The Montgomery G.I. Bill Reform this year is in a 41-page bill (H.R.1102 and S. 664) backed by a bipartisan group of lawmakers and supported by the "Partnership for Veterans Education" including the TMC, veterans and higher education groups.

The major strategy includes:

- Pass a consolidation of the active duty and Selected Reserve MGIB programs in an initial bill under the jurisdiction of the Veterans Affairs Committee of the Veterans Administration so that the final bill may be costed.
- Structure the Selected Reserve MGIB benefits to increase in proportion to the active duty increases.
- Provide 10-year portability for Reserve Educational Assistance Program benefits.
- Provide an accruable month per month active duty rate for mobilized members of the Selected Reserve.

In parallel, on March 15 Sen. Jim Webb (D-VA) launched his *Post-9/11 Veterans Educational Assistance Act of 2007*, (S. 22), with a sweeping expansion of the MGIB to the level of World War II benefits.

DOD MENTAL HEALTH TASK FORCE HEARS TESTIMONY

During the Feb. 26-28 Task Force on Mental Healthcare hearings, a subcommittee of the Defense Health Board, TMC representatives heard government presentations and gave public testimony to aid the preparation of a DOD report due in May. The eight military presentations reported data collection and analysis from the current combat operations, shared results of innovative programs, and provided useful recommendations to achieve better mental health.

- Improved training is needed to achieve battle-related mental health awareness, to improve individual readiness and to provide needed mental care.
- Improved monitoring and recording of service member's conditions in the pre-deployment, operational and post deployment periods are needed.
- Improved records keeping that balances Soldier confidentiality with operational needs is needed.

AAAA: Supporting the U.S. Army Aviation Soldier and Family



PHOTO BY JOE RAUIREZ

Tennessee Valley Chapter

AAAA President BG (Ret.) Tom Konitzer and TVC President COL (Ret.) Bob Birmingham presented the Gold award of the Order of St. Michael to **Paul Bogosian** during the Joe Cribbins Aviation Product Symposium Feb. 15 at Von Braun Civic Center, Huntsville, Ala. Bogosian, the Program Executive Officer for Aviation, was honored for his continuing service to the aviation community. He began his association 21 years ago in 1985 working at the Aviation Applied Technology Directorate at Fort Eustis, Va. Then in Oct. 1993, he became the executive director of the Acquisition Center, U.S. Army Aviation and Troop Command, followed by an appointment in Nov. 1995 as the deputy program executive with PEO-Aviation in St. Louis, Mo. As a result of the 1995 Base Realignment and Closure Act, he helped lead PEO-A's move from St. Louis to Huntsville in 1997. Since then Bogosian continued to have a key role in the management, direction and supervision over all materiel phases for assigned program, project and product managers' offices.

NEW CHAPTER OFFICERS Bluegrass Chapter

COL Benjamin F. Adams III: President; COL Ricky W. Branscum: Senior Vice President; CW5 Mark W. Grapin: Secretary; MAJ Brian K. Abney: Treasurer; CW4 Jack E. Johnston: VP Membership Enrollment; CW5 Dean E. Stoops: VP Legislative Affairs; MSG Sharon S. Newby: VP Enlisted Affairs; Susan S. Matsubara: VP Scholarship; COL Philip K. Miller: VP Chapter Awards

Central Florida Chapter

Mr. Jerry L. Stahl: President; CW4 Victor E. Berger, Ret.: Sr. Vice President; Ms. Karen E. Thaldorf: Secretary; Mrs. Ann S. Stahl: VP Membership; CW3 Robert E. Fraser II, Ret.: VP Industry Affairs

Colonial Virginia

LTC Kimberly Ann Enderle: VP Programs; MSG William M. Storrs: VP Membership Enrollment; CW5 Mark S. Bechtel: VP Scholarship

Jimmy Doolittle Chapter

CSM Robert W. McClary, Jr.: VP Membership Enrollment

Morning Calm Chapter

LTC Charles T. Climer: Senior

Vice President: CW2 David S. Lewis II: VP Awards; Nicole D. Xanders-Hooks: Treasurer

Northern Lights Chapter

Mrs. Julie L. Salvitti: Treasurer

Ragin' Cajun Chapter

MAJ Tanya A. Peacock: President

Savannah Chapter

CPT Craig A. Blow: VP for Rear Detachment Affairs

ACES

MAJ Joseph S. Degliuomini

Black Knights Chapter

Mrs. Ann S. Stahl

Central Florida Chapter

Mr. Jorge L. Aguilar

Corpus Christi Chapter

CW3 Patrick A. Francis

Griffin Chapter

Mr. John H. Bae

Morning Calm Chapter

LTC Michael F. McLellan, Ret.

CW3 Edward R. Helwig, Ret.

Wright Brothers Chapter

NEW LIFE MEMBERS

LTC John L. Brown, Ret.

CW4 Lester Feutz, Ret.

COL Daniel B. Knight, Jr. Ret.

CW4 Darrel S. Knight

Mr. Charles O. Koons

COL Peter W. McGurt, Ret.

BG Harry M. Roper, Jr. Ret.

LTC Jody S. Sanders, Ret.

Mr. Scott A. Townsend

COL Robert D. Williams

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Lifepoint, Inc.

Saab AB

Sanmina-SCI

Shield Technologies Corp.

United Protective

Technologies LLC

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NEW AAAA ORDER OF ST. MICHAEL RECIPIENTS

Bronze

CW3 Jeffrey Foo

COL Edward S. Clark

CW5 Richard D. Phillips

CW3 Erik Severino

SSG Christopher Rudolph

SFC Allen Rhaburn

1SG Edward Jindrich

MG Byung Key Baek

CW5 Patrick Hicks

CW4 Todd Larson

CW4 David Keschel

CW4 Mark Kelso

CW3 Michael Albert

MAJ John Wolf

CW5 Robert Rutledge

CW3 Frank Turinsky

CW3 Shane Smith

MG Jeffery L. Gidley

WO1 Brad Posey

John B. Bolling

MAJ Terry L. Griffith

SSG Errol G. Basa

MAJ J. B. Anderson

LTC Walter Bradley

CW5 Robert L. Morris

Charles S. McAleer

SFC Eric L. McDonald

COL Jorge Martinez

Victor Ferlise

Ronald C. Smith

Andrew Cline

CW4 Douglas Dickens

CW4 Kenneth Bogedain

CW4 Mark Simmons

CW4 Billy Blackburn

CW4 David Barnett

1SG John Lafleur

Hank Ballew

Greg Gilman

James Stritzel

Wesley Komumainen

CPT Shane A. Morris

Barbara B. Harper

Teresa L. Strickland

CW4 Franklin Diaz-

Martinez

Charlie Elkins

John Gunter

CW4 Robert Glover

IN MEMORIUM

CW4 W. Richmond Stephens

FALLEN HEROES

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

Operation Enduring Freedom

A 160th Special Operations Avn. Regt. MH-47E in route from Kandahar to Bagram crashed before dawn Feb. 18 in the northern portion of Zabol province in southeastern Afghanistan, killing eight American service members and injuring 14 others aboard. The pilot had reported an unexplained loss of power and there were no reports of enemy fire. Coalition forces completed a crash site inspection and recovery and then destroyed the remnants of the aircraft.

The five Night Stalkers from Co. B, 2nd Bn, 160th SOAR at Fort Campbell, Ky., killed in the crash were:



CW3 McCants, Jr.



CW3 Quinlan



SGT Wilkinson



SPC Gordon



SPC Vaughn

CW3 Hershel Daniel McCants, Jr., 33, of Arizona.

CW3 John Andrew Quinlan, 36, of Clarksville, Tenn.

SGT Adam Alexander Wilkinson, 23, of Miskayuna, N.Y.

SPC Brandon Drew Gordon, 21, of Naples, Fla.

SPC Travis Ryan Vaughn, 26, of Reinbeck, Iowa. Two Rangers from Co. B, 3rd Bn., 75th Ranger Regt. at Fort Benning, Ga., killed were:

PFC Ryan C. Garbs, 20, of Edwardsville, Ill.

PFC Kristofer D. Thomas, 18, of Roseville, Calif. A U.S. Air Force Special Operations Command airman was also killed:

TSgt. Scott Duffman, of La Cueva, N.M., 24th Special Tactics Sqdn., Pope Air Force Base, N.C.

The cause of the crash is under investigation.

Operation Iraqi Freedom

SGT Nimo William Tauala, 29, of Honolulu, Hawaii, died March 17 in Muqadadiyah, Iraq, of a non-combat related injury. He was assigned to Co. B, 209th Avn. Spt. Bn., 25th Cbt. Avn. Bde., 25th Inf. Div., Schofield Barracks, Hawaii. His death is under investigation.

Operation Enduring Freedom



PFC Johns

PFC Jason D. Johns, 19, of Frankton, Ind., died Feb. 21 in Bagram, Afghanistan, of a non-combat related injury. Johns was assigned to the 3rd Gen. Spt. Avn. Bn., 82nd Cbt. Avn. Bde., Fort Bragg, N.C. His death is under investigation.

Homeland Defense

A Department of the Army Civilian flight instructor died from injuries he suffered when the UH-60 Black Hawk helicopter he was flying crashed at Skelley Stagefield near Opp, Ala. during morning flight training March 10.

Retired **CW2 John B. Bolling**, 61, of Enterprise, Ala., died March 12 at Southeast Alabama Medical Center in Dothan from injuries received in the crash.

Bolling was assigned to Co. E, 1st Bn., 212th Avn. Regt., 110th Avn. Bde., and was part of a four-person crew; the three other members were Army flight school students in basic skills who were treated at a local hospital for minor injuries and released.

(Information from Defense Department news releases and other media sources.)

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 Ms. Jan Footer
 Ms. Gilma Gallegos
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 MAJ Hise O. Gibson
 MAJ Timothy E. Goloversic
 MAJ David L. Hall
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 SGT Shaun A. King
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 Mr. George Lamphere
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 CW2 Gregory J. Lund
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 Mr. Bill Roberts
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 MAJ Hans Heyvaert
 SFC David Huddleston
 Mr. Robert S. Jensen
 Mr. Marc Jouan
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 SGT Russell A. Knoblock
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PHOTO BY MAJ PATRICIA G. BAKER



North Star Chapter

Two Minnesota Army Guardsmen were inducted into the Honorable Order of St. Michael during a statewide aviation safety day held March 10. MG Rick Erlandson, commanding general of the 34th Inf. Div., assisted by COL Michael Huddleston, state aviation officer, presented the Bronze award to **LTC R. Clay Brock** and **CSM Jeffrey Lindberg** at the Rosemount Armory. Brock recently commanded the 2nd Bn., 147th Avn. Regt., and is now the commander of the state's Army Aviation Support Facility in St. Paul. Lindberg, who is an aircraft inspector, recently left his position as the Co. D 1st Sgt. to become the CSM of the 834th Avn. Spt. Bn. Both Soldiers were honored for their years of service and dedication to Army aviation. Pictured here are (l to r): Erlandson, Brock, Lindberg and Huddleston.

PHOTO BY SFC THOMAS G. MILLS



Narragansett Bay Chapter

COL Kenneth T. Gareau was presented March 10 with the Bronze award of the Order of St. Michael by MG Robert T. Bray, right, the Adjutant General of the Rhode Island National Guard, and COL Christopher Callahan, director of Aviation and Safety for the R.I. ARNG., during a retirement party in North Kingstown. Gareau retires after more than 20 years of service, six years serving as the state

army aviation officer, and finishing his career as the secretary of the General Staff - Legislative Affairs, in the Joint Force Headquarters. He was also a key leader in both fixed and rotary wing aircraft modernization in the R.I. ARNG. Today Gareau is the chief of the Support Services Division of the Department of Veterans Affairs in Providence Regional Office.

PHOTO BY AAV DICKENS



Savannah Chapter

Retiring **CW4 Douglas Dickens**, left, was presented with the Bronze award of the Order of St. Michael from his commander LTC Rick Farrall during a unit hail & farewell Feb. 28. Dickens, assigned to Co. D, served as the battalion aviation materiel officer for 4th Bn., 3rd Avn. Regt., at Hunter Army Airfield. Dickens, an Operation Iraqi Freedom III veteran, was honored for

over two decades of aviation service, including over 3,500 flight hours as a pilot, with 900 combat and imminent danger hours, and 600 hours as a maintenance test pilot and examiner. He set high maintenance standards during OIF III and greatly contributed to his unit's success.



PHOTO BY TOM VOIGH

Tennessee Valley Chapter

TVC President COL (Ret.) Bob Birmingham presented **David M. Fonda Jr.**, with the Bronze award of the Order of St. Michael Feb. 22 at the Redstone Arsenal, Ala. Fonda, an assistant product manager in the Air Traffic Control Product Manager's Office, has been a key member of the Army's ATC community for over four decades. Serving as an ATC Soldier in such austere environments as Vietnam and then as a civilian, Fonda's greatest legacy is his leadership and direction to procure and field digital airfield automation and surveillance radars to Army airfields worldwide. Over 100 people from around the world gathered to thank him for his tireless service during his retirement ceremony. Fonda plans to relocate to Port Gibson, Miss. to be a Grandpa and to go hunting.



PHOTO BY SFC LAURETTA HANFNER

North Country Chapter

On the occasion of his retirement, **CW3 Brian Yoder** was inducted into the Honorable Order of St. Michael March 16 at Fort Drum, N.Y. COL Michael S. Rose, 10th Cbt. Avn. Bde. commander, presented Yoder with the Bronze award. Yoder was the quality control supervisor for 2nd Bn. (Assault), 10th Avn. Regt. and retires after 20 years of Aviation service, initially as an enlisted man. Yoder plans to return to his home state of Indiana.

PHOTO BY SFC THOMAS G. MILLS



Savannah Chapter

Four ladies with the 3rd Inf. Div. Cbt. Avn. Bde. were inducted in the Honorable Order of Our Lady of Loreto March 15 during the "Falcon" week aviation ball at the Marriott Riverfront hotel in Savannah, Ga. COL Daniel L. Ball, CAB commander, assisted by LTG Joseph F. Peterson, deputy commander of the Army's Forces Command, presented certificates and pins to the women for their contributions to Army Aviation and their family readiness group programs during multiple deployments. New inductees are: **Mrs. Phyllis Guilmette**, wife of CW2 Tim Guilmette with Co. C, 4-3rd Avn.; **Mrs. Christina Moore**, wife of CW3 Jason Moore with Co. A, 2-3rd Avn.; **Mrs. Brooke Mendenhall**, wife of LTC Cory Mendenhall with HHC, 3rd CAB; and **Mrs. Crystal Tackaberry**, wife of CPT Jonathan Tackaberry with Co. A, 3-3rd Avn. Pictured above (l to r): Peterson, Guilmette, Moore, Mendenhall, Tackaberry and Ball.



COURTESY PHOTO

North Country Chapter

NCC Treasurer CPT Jennifer Stahl signs up new members during a March 22 chapter meeting at Remington Lodge, Fort Drum, N.Y. More than 150 current members attended the membership drive, with 34 new members joining the chapter. The 10th Cbt. Avn. Bde., the nucleus of the NCC, recently returned from Afghanistan after serving a year there in support of Operation Enduring Freedom.

COURTESY PHOTO



Stonewall Jackson Chapter

The SJC held its first meeting in over a year on Feb. 23 at the Defense Supply Center in the Bellwood Officer's Club, Richmond, Va., celebrating the return of the 2nd Bn., 224th Avn. Regt. from Iraq, the

core of the chapter. The newly transformed 2-224th Avn., an air assault battalion, deployed 400 personnel, 30 UH-60A/L helicopters and associated support equipment to Operation Iraqi Freedom 05-07 from Aug. 2005 to Feb. 2007. During 2006 the battalion executed over 18,000 flight hours conducting full spectrum aviation operations in support of OIF with a mission execution rate exceeding 99.9 percent of operational taskings. Pictured here are (l to r): retired LTC Alva Pace, CW3 Lloyd Gaskins, Jr., LTC Chris Brewer and LTC Bob Tamplet.



PHOTO BY SFC CHARLES WILKINSON

Savannah Chapter

Mrs. Monica Collins, spouse of CPT David S. Collins, was inducted into the Honorable Order of Our Lady of Loreto March 19 during her husband's change of command ceremony at Hunter Army Airfield, Ga. LTC Paul Marnon, commander of the 1st Bn., 3rd Avn. Regt., presented Collins with the OLL certificate and pin and thanked her for continuous support of HHC Soldiers and their families as a family readiness group supporter. Collins contributed many hours of service to the Army and aviation community, and to the unit's FRG program during multiple deployments over the years.

Tennessee Valley Chapter

The TVC, in conjunction with the U.S. Space & Rocket Center, awarded their annual "Aviation Challenge Scholarships" for 2007 to **Steven Sanders, Jr.**, son of retired CW4 Steve and Janice Sanders from Huntsville, Ala.; and **Manuel Pearson**, son of Laurie Pearson from Fayetteville, Tenn. Army Astronaut COL Jeffrey Williams and NASA's Jennifer Covington with the USSRC were on hand for the Feb. 15 presentations. Sanders is 14 years old and an 8th grader at Monrovia Middle School. Pearson is 15 years old and a sophomore at Lincoln County High School. The Aviation Challenge is intended to fully immerse trainees in a realistic military pilot's training environment. This summer the two young men will attend a six-day residential camp, learning land and water survival, basic aeronautics and aerodynamics, flight physiology and air combat history. By camp's end they will have received a taste of the high-powered, high-adventure world of military aviation on land and water and be prepared for any challenge that might come their way.



Williams, Steven Sanders, Jr. with parents Janice and Steve, and Covington.



Williams, Manuel Pearson with mom Laurie and Covington.

PHOTOS BY JOE RAMIREZ

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- Aug 25-27 **NGAUS 129th General Conference, San Juan, Puerto Rico**

OCTOBER 2007

- Oct 8-10 **AUSA Annual Meeting, Washington Convention Center, DC**
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- Oct 8 **AAAA National Executive Board Meeting, Washington Convention Center, DC**



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Chapter Affiliation Preferred

Print Name of Recruiter

Army Aviation Hall of Fame



The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine highlights a member of the Hall of Fame. The next induction occurs in May during the 50th Anniversary Convention in Atlanta, Ga.. Contact the AAAA National Office for details at (203) 268-2450.

Major General Carl H. McNair Jr.

Army Aviation Hall of Fame 2004 Induction

MG Carl H. McNair Jr. entered flight training upon graduation from the U.S. Military Academy, and has devoted the subsequent 48 years to building the Army's step-child into the highly respected Army Aviation Branch.

Following a tour as an infantry company commander in the 1st Cavalry Division in Korea, McNair went on to command aviation units in Vietnam.

During the course of six campaigns, two Tet offensives and more than 1,500 combat hours McNair was awarded four Distinguished Flying Crosses, a Legion of Merit, two Bronze Star Medals for valor and 53 Air Medals.

McNair commanded the Aviation Brigade at Fort Rucker, Ala., from 1974 to 1975, and was commanding general of the U.S. Army Aviation Center from 1980 to 1983.

During the latter tour he became the first chief of the Army Aviation Branch.

McNair's other important positions include time as an instructor at both the U.S. Military Academy and the Armed Forces Staff College; deputy for aviation in the Army Secretariat; executive officer to the chief of research and development; and, finally, chief of staff of the U.S. Army Training and Doctrine Command.

McNair has been an unofficial voice of Army aviation, with literally dozens of activities and top offices in AAAA and a number of other influential organizations.

Editor's note: Retired MG Carl H. McNair, Jr., also served as the 24th AAAA National President, and is the chairman of AAAA's 50th Anniversary Planning Committee.





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