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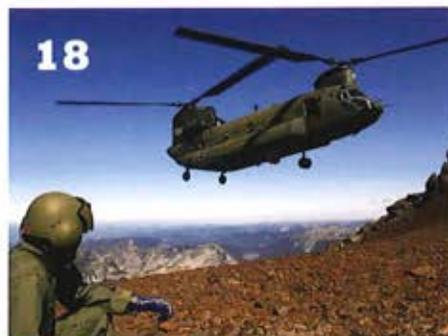
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ON THE COVER

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Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

2008 Aviation Gunnery Working Group Announced

All aviation master gunners, door gunner standardization instructors, commanders and S3s are invited to attend the annual Gunnery Working Group January 22-25 hosted by the Directorate of Training and Doctrine at Fort Rucker, Ala. If your unit would like to present a briefing this year, contact CW4 Vance Paul at vance.paul@us.army.mil or call (334) 255-2755 (DSN: 558-). The official invitation is posted on the AKO Gunnery and the DOTD Tactics Division web portal at <https://www.us.army.mil/suite/page/432>. Deadline for briefing submissions and registration is Jan. 5, 2008.

USACRC Presented Army Superior Unit Award

Army Vice Chief of Staff GEN Richard A. Cody presented the Army Superior Unit Award to the Army's Combat Readiness/Safety Center during the Senior Safety Professional Development Symposium Sept. 19 at Fort Rucker, Ala. This is the first time the ASU has been presented to an organization with a unique safety mission. Pictured (l to r): SGM David Griffith, former CRC SGM; CSM Tod Glidewell, CRC CSM; Cody, and BG William Forrester, CRC commanding general. See story on page 22.



ARMY PHOTO BY LESLIE TISDALE

Setting Records, Making History



ARMY PHOTO BY MSG WAINSTON CHURCHILL

SGT Christopher Willis, left, a Shadow unmanned aircraft systems crew chief in Iraq with Co. E, 615th Avn. Spt. Bn., 1st Air Cav. Bde., talks to the mission command before handing the launcher hand control unit to Iraqi Army Lt. Gen. Abud Qanbar, the commanding general of Baghdad Operational Command. During Qanbar's Oct. 14 visit to Camp Taji, he made history as the first Iraqi to ever launch a Shadow, after receiving a procedures briefing from Willis. The Co. E Soldiers recently passed the 30,000 flight hour mark during their deployment, almost double what the previous unit flew.

Army Leaders Brief Congress on MAV

Secretary of the Army Pete Geren and Army Chief of Staff GEN George W. Casey Jr. briefed the House Armed Services Committee Sept. 26 on Future Combat Systems equipment being developed that is now in use. One FCS item Casey noted was the unmanned Micro Air Vehicle, nicknamed the "beer keg UAV" because of its appearance, of which 50 are in use with 25th Infantry Div. troops in Iraq. "It's a squad or platoon-level unmanned vehicle that you can run down an alley, look around a corner or look on a roof and see what's up there," Casey said.



DDO PHOTO BY MISSIC KENNETH G.

Annual Photo Contest Sponsored by ARMY AVIATION Magazine

Twelve cash prizes will be awarded for 1st place (\$500), 2nd (\$300), 3rd (\$200), 4th (\$100), and eight honorable mentions of \$50 each for the best photos that reflect an Army Aviation subject or theme. Winners to be published in the magazine and in an Army Aviation calendar to be distributed at the AAAA Annual Convention. Contest is open to current AAAA members in good standing at time of entry. Persons who are not AAAA members may participate by joining AAAA. Photographs must have been taken during calendar year 2007. Entries must be received by **January 15, 2008**. Visit the AAAA website at www.quad-a.org for complete rules and entry form.

AAAA IS ACCEPTING NOMINATIONS FOR THE CY07 NATIONAL FUNCTIONAL AWARDS

See page 56. Suspense is January 1, 2008. Nomination forms are available on the AAAA Website: www.quad-a.org



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Bringing People Together to Benefit Our Warfighters

When one considers our Association's mission statement "AAAA: Supporting the U.S. Army Aviation Soldier and Family," our scholarship program, our local chapter efforts, or our 4-star general officer senior associate panel may come to mind. Today, I have a new appreciation for our mission statement.

This past month our Aircraft Survivability Equipment Symposium in Nashville, Tenn. made an impact on Soldiers' lives that could not have happened without the AAAA. AAAA has sponsored this event since 1983 and we have never had a more dynamic or better-attended ASE symposium. Over 250, mostly military, gathered from units around the world to discuss, in open and



The annual Aircraft Survivability Equipment symposium included four panels, including this Oct. 31 Training and Simulation Requirements, Challenges and DAGGER panel with (l to r): COL Warren E. Phipps Jr., COL Richard T. Knapp, COL Lee D. LeBlanc, COL Ronald F. Lewis Sr., and COL Stephen C. Smith.

classified sessions, how we can better protect the men and women who fly in harm's way.

Every representative of the avia-

tion community from research & development, to acquisition, to the Army staff, to training and doctrine, maintainers, special operations, industry and flight crews was present.

MG Jeff Schloesser, commanding general of the 101st Airborne Division (Air Assault), was our awards banquet speaker. Jeff discarded his prepared notes and gave a stirring talk from the heart. We wish Jeff and his magnificent division Godspeed as they continue to fight the good fight against our nation's enemies.

The ASE symposium is an example of what AAAA does best - bring people together to seek solutions for the men and women out front in the fight. There are few opportunities for them to interact during the course of the year.

This AAAA event and others like it, including the Annual Convention, foster a very healthy and robust give and take that directly benefits Soldiers with innovations in materiel, training and doctrine. I am very proud to head this organization that does so much to impact the lives of Soldiers and their families. Thank you for the opportunity, and thank you for your membership in AAAA.

Have a blessed and safe holiday season.

James Snider
AAAA President
jim.snider@quad-a.org



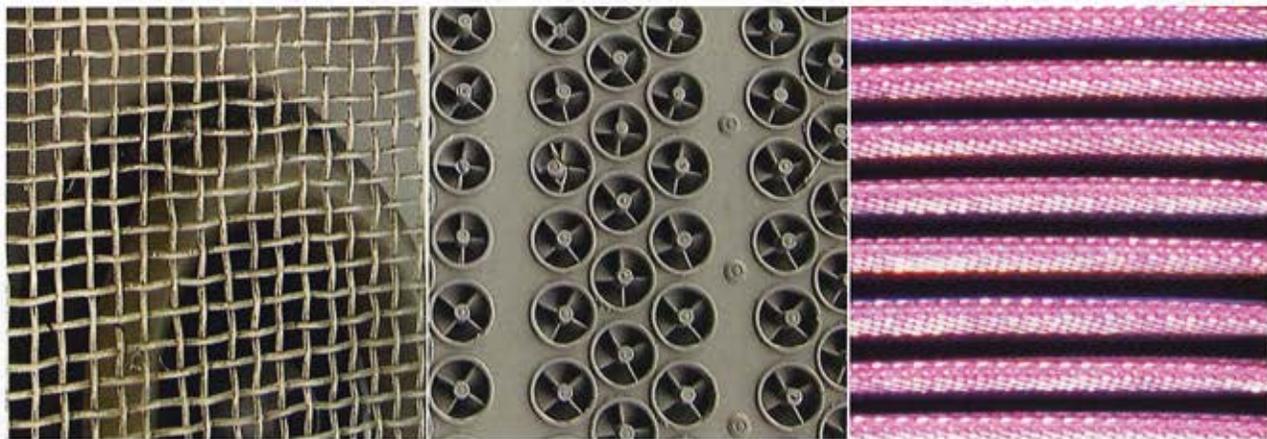
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Unmanned Aircraft System Integration and Innovation

By MG Virgil L. Packett II



ARMY PHOTO BY MSG WINSTON CHURCHILL

One of the areas in Army aviation that clearly showcases our ability to adapt, innovate and demonstrate our creativity is our response to the exponential demand for unmanned aircraft systems (UAS). From the individual Soldier to branch level organizations, we have continually applied fresh solutions to each of the emerging challenges.

We have transferred UAS Proponency to Fort Rucker (teamed with the U.S. Army Intelligence Center at Fort Huachuca, Ariz.), formed the UAS Board of Directors and the UAS Training Battalion, and worked diligently to provide aviation Soldiers with the best training, doctrine and equipment in the world!

Responsible for UAS Proponency, the UAS Center of Excellence here at Fort Rucker is responsible to plan and execute across the entire doctrine, organization, training, materiel, leadership and education, personnel and facilities, or DOTML-PF, spectrum.

Additionally, it addresses the capabilities and linkages necessary to support the current and future modular force. Recognizing the necessity to collaborate and coordinate across the entire Army and joint community, we established the UAS Board of Directors (BOD).

Holding the first meeting on June 13, we established the necessary membership, discussed several key issues, and determined the way ahead. The UAS BOD will meet semi-annually to discuss airspace command and control, personnel, manned-unmanned teaming, experimentation, lessons learned, training and payloads.

The UAS Training Battalion (UASTB) at Fort Huachuca has been a resounding success. Under the command team of LTC Ron Myers and CSM Raleigh Matthews, UASTB conducts UAS operator, mechanical and electronic repairer, warrant officer and leader raining to provide

CPL Steven Gill, left, and SSG Andy Crespo, both unmanned aerial vehicle maintainers with Co. E, 615th Avn. Spt. Bn., 1st Air Cav. Bde., deployed from Fort Hood, Texas, ready a Shadow unmanned aircraft at Camp Taji for an Aug. 17 mission high in the skies over Iraq.

ground force commanders with highly trained, combat ready aviation Soldiers.

The growth in UAS operations has produced a corresponding growth in students and courses at the UAS Training Battalion. From training 63 Hunter operators in fiscal year 2000 to a projected 1,200-plus Soldiers, Marines and Sailors in FY 2008, UASTB continues to improve and expand.

UASTB has also worked diligently to communicate with the field to harvest the latest tactics, techniques and procedures (TTP), instill aviation rigor, and integrate the Aviation Mission Planning System into all courses.

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From The Aviation Branch Chief

The most notable UAS accomplishments are occurring in theater, where our Soldiers and leaders continually adapt and innovate.

UAS employment has evolved from routine intelligence collection to full spectrum tactical employment, including: reconnaissance, attack, targeting, communications relay, and cooperative target engagement through manned and unmanned teaming.

Whether it is a combat mission or instilling aviation rigor in UAS units, combat aviation brigades have been providing vital support to the ground commander.

Additionally, the brigade aviation elements, or BAE, in each brigade combat team have played a significant role in disseminating established and emerging doctrine and TTPs. Their expertise in doctrinal aviation pre-mission planning and employment has been a critical combat multiplier.

This is an amazing time in our history. The common thread is the innovation, creativity, tenacious commitment, and passion of our aviation Soldiers and leaders. Both continue to rise to the challenge and overcome seemingly insurmountable odds to find a solution.

Tactical units, the Aviation Warfighting Center, the Program Executive Officer for Aviation, the Army Aviation and Missile Command, the Army's G3/5/7, and our industry partners have all teamed together to respond to this unique and challenging period.

It is impossible to calculate the numbers of lives that have been and are being saved by this incredible synergy, but suffice to say it is significant. The exponential demand for unmanned aircraft systems has brought out the best in who we are.

Aviation Proud and Army Strong!



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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orandum from the Army's Vice Chief of Staff GEN Richard Cody, directing field commanders to look at our aviation operations, develop control measures, and hone skills to prevent further unnecessary aviation losses. Carlile and Wrinn have agreed to share their excerpts with us.

Aiding the Enemy

The article's premise is that we are losing more equipment and personnel due to preventable accidents than we are to the enemy. The authors pose the question, "Are we actually helping the enemy?"

They state, "Army aviation's most probable threat to safe aviation operations is inadvertent instrument meteorological condition (IIMC) and controlled flight into terrain (CFIT). To combat this threat, commanders and training developers must establish training programs to hone basic and advanced instrument flying skills."

"In the era of persistent conflict, the Army has lost more than a combat aviation brigade's density of aircraft and lost many Soldiers to an enemy that one can argue is ourselves. If commanders develop confident, proficient pilots who are capable of flying without visual cues, the results should substantially lower mishap rates, aircraft losses, and most importantly, loss of lives." See chart provided by the Army's Combat Readiness Center.

Emphasizing Instruments

The authors provide many recommendations and a few are presented here. One being that the Army's Instrument



Of the 153 aircraft losses between fiscal year 2002 and October 2007, only a third are a result of hostile enemy actions; two-thirds were the result of non-hostile mishaps.

Examiner Course is adapting. With the use of visual simulators, the course is now incorporating the use of synthetic flight training systems. "It serves as the foundation for instrument flight skills proficiency. Instructors using visual simulators should routinely require students to cope with visual distractions caused by "in-and-out" flight. This training technique will help acclimate pilots to rapid changes in their visual environment and improve their ability to transfer to flight instrumentation to acquire critical flight cues."

"Instructors should "work the weather" in the simulator to develop the aviator's skills in detecting deteriorating visibility, improve his ability to estimate in-flight visibility, and improve his aviation decision making skills in response to deteriorating weather."

While the course is adapting as a stand-alone course, none of the Army's sister services maintain the philosophy of training separate instrument flight examiner (IFE) pilot qualifications. They do insist that all of their instructor pilots have IFE-equivalent instrument knowledge and flying skills. "The Army's Rotary Wing IFE course (RWIFEC) has been a simulator only course for more than two decades."

Carlile and Wrinn recommend merging the practical portions of the RWIFEC content to all instructor pilot courses. This will ensure all flight instructors are exposed to advance instrument training in their go-to-war aircraft. They suggest, "To better reinforce the importance of instrument proficiency, all aviation professional military education should include course material that provides a comprehensive historical perspective on IIMC losses."

The authors have encountered numerous anecdotes suggesting that pilots who encounter and exercise IIMC procedures have or would be subject to punitive action. "Commanders must instill confidence in flight crews that a pilot who encounters IIMC and exercises planned recovery procedures has displayed good judgment and is not a candidate for punitive action." Additionally, they advocate the imaginative use of the flight simulation devices that can be effective "experience transfer devices. "Use of visual simulators' "brownout" and opposing air traffic functions help instill innate awareness of risks associated with mid-air col-

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lision, CFIT, and IIMC mishaps. Instructors should develop meaningful training scenarios for visual simulators that exercise these skills in both tactical and civil flight environments. Commanders should develop training plans and track synthetic flight training systems usage rates to ensure effective use of simulation assets."

Visual Cues

"Instructors should use every opportunity to reinforce flight without visual cues. Whether the tasks *airspace surveillance* or *respond to IIMC* are required on an evaluation or training flight, it should not restrict instructors from covering these during any mission."

"Crew coordination techniques that help prevent CFIT, IIMC and mid-air collisions should be emphasized in all phases of our flight and academic training programs. It is imperative aviators include IIMC considerations in all visual flight rule flight and mission planning."

"During all night vision goggle training, instructors should be equipped with an NVG power interruption device to reinforce IIMC training. Instructors should quiz their pilots on estimating linear distance and visibility, as well as proper actions when encountering deteriorating weather. Linear visibility training should be formalized using visual simulators and *TopScene*."

"When possible, an approach to the ground is the best default termination technique for helicopter landings unless mission requirements or landing zone conditions dictate otherwise. This encourages proper technique for "brownout" and use of minimum power with every approach."

"If equipped, the use of hover symbology should also be required for every approach. In theory, aircraft with this

equipment should never experience a "brownout" mishap, but mishap history indicates otherwise. Anecdotal evidence suggests a wide variety of techniques and standards in the use of this equipment."

Other Ideas

"The current policy of single tracking pilots in one type aircraft is often counterproductive. The Army should allow top performers to cross train in other helicopter types as well. This policy would result in cross-fertilization of technical and tactical expertise between communities." "There are opportunities to reduce IIMC and CFIT risk with equipment fabrication, modification, procurement and changes in basis of use or issue." "Each instructor pilot should have an NVG power interruption device. Use of this training will help our pilots survive the critical "seven seconds" of aircraft control."

"All Army helicopters should be equipped with a display that is capable of day and night visible hover information to assist them in brownout situations."

Summary

The above examples demonstrate the adaptive thinking in order to evolve our training process. I thank LTC Carlile and Mr. Wrinn for sharing these ideas with us. For the complete article, visit the Aviation Branch Chief Warrant Officer Website at <https://www.us.army.mil/suite/page/410869>.



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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Effective Crew Coordination Building the Team

By BG William H. Forrester



Between fiscal 2003 and August 22, 2007, crew coordination errors contributed to 41 of our 122 aviation accidents.

That's far too many when you consider, that in its simplest form, crew coordination is just an extension of the teamwork concept you learned on day one in the Army.

From this starting point, and through the addition of battle buddies, vehicles and aircraft into the formula, we increase the complexity of the operation that forces us to distribute the workload, ensure positive and accurate information flow, and rely on crew drills, tactics, techniques and standing operating procedures making the mission happen safely and successfully.

Along the way, though, you will inevitably realize that keeping the environment open and professional will make all these steps come together a lot more easily.

Engaged leaders create the climate

that makes that possible and can also foster simultaneous mentorship.

Effective crews are comprised of assertive, knowledgeable crewmembers that, regardless of rank, provide timely input to the vehicle or aircraft commander in order to help all members understand the conditions, actions and decisions.

Accident investigators often find that one of the shortcomings in crew coordination is "excessive professional courtesy" based on either the individual's rank or perceived experience level.

Not only is it better to say something at the time when you can effect a positive change, but it is your responsibility. Your accountability for what does or does not happen extends through the after action review (AAR).

I firmly believe that constructive feedback allows the individual and crew to improve. It also allows leadership to better develop tools and training to ensure future success.

I believe that successful AARs incorporate brutally honest feedback.

Now how does that translate to your off-duty activities? Just think about it.

Every time you drive with other people and ask them to look for traffic so you can turn, or you have someone read a map so you can focus on driving, you are essentially employing crew coordination.

My goal is that you take what you continue to learn, your prior training and experiences and apply that combined know-how to ensure effective crew coordination always has a place with your team.

Not only will it make a difference in the success of our future missions, it will ensure that Army Safe is Army Strong!



BG William H. Forrester is the director of Army Safety and the commanding general of the U.S. Army Combat Readiness Center, Fort Rucker, Ala.

A man and a woman are standing in a lush green forest. The man, wearing a light blue button-down shirt and a backpack, is holding a large, unfolded map. Both are smiling and looking at the map. The background is filled with dense green foliage and trees.

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THE U.S. ARMY COMBAT READINESS/SAFETY CENTER
Engaging Aviation Leaders to
“LEAD ON THE EDGE”

By LTC Scott Kubica

With fiscal 2007 winding down, Army aviation experienced a rough accident year, while remaining fully engaged in combat operations supporting Operations Enduring and Iraqi Freedom. Due to the troop surge in Iraq, this will undoubtedly be a demanding year for Army aviation. Regardless, Army aviation will conquer its latest challenge.

Army aviation is a combat multiplier and a vital part of the combined arms team. We flew almost 1 million flight hours this year. Our air crews continually receive praise for their efforts for successful special operations aviation missions; providing responsive fires by our attack teams; timely supply delivery and troop movements by our cargo and utility platforms; the expedient work by our air medical evacuation personnel transporting Soldiers to medical facilities within the “golden hour,” and the “eyes out front,” whether it’s our air cavalry, fixed-wing or unmanned aerial systems. Army aviation makes a positive contribution on any operation!

Accident Data Facts

Since the beginning of the Global War on Terrorism (GWOT), the Army has lost 164 lives and more than one combat aviation brigade’s worth of aircraft due to accidents. Roughly 75 percent of those aircraft losses have been due to accidents.

The CRC is working on the *Commanders Aviation Risk Tool* or CART, an automated risk assessment program under development for release in 2009, to help commanders and mission briefers mitigate risk across a broad spectrum. Here, a National Park Service ranger awaits pick up at 8,000 feet on Mount Rainier, Wash., by a CH-47 from Co. A, 5th Bn., 159th Avn. Regt., a unit trained in conducting high-altitude rescues in an unforgiving environment.

This year, we have seen an increase in *Class A* aviation accidents from fiscal 2006 and project the highest *Class A* accident rate since 1991, the year of Operation Desert Storm. Why the increase in the rate this year? We do know that the Army continues to transform and surge additional troops into Iraq while sustaining the operational tempo in Afghanistan.

With the surge comes the tough, realistic pre-deployment training as units hone their skills in preparation for combat operations. This is the first time some of our young aviators have been subjected to operating in a desert combat environment. However, some of our aviators are on their second, third or possibly fourth rotations.

As transformation continues, so does the restructuring of units, thereby affecting training and readiness. While units transform, collective training suffers coupled with the mission readiness of our aircrews. One thing remains constant, however, and that is accident trends.

Attacking Trends with Leader Involvement

Engaged leaders make a difference. Brigade and battalion commanders who demonstrated direct command inter-

est and influence in their aviation operations repeatedly have higher readiness rates and lower accident rates.

Eighty-five percent of the fiscal 2007 aviation accidents were due to human factors. The remaining 15 percent was attributed to materiel factors. Of the human factors trends, we are finding that the "low-risk" profile, not the high-risk, is contributing to the mishaps. Leaders need to take a discriminating look at those low-risk missions to ensure they have, in fact, been mitigated to low-risk. We see increases in crew coordination failures and incidents where "overconfidence" are factors in mishaps. Aircrews must communicate effectively at all times and conduct their crew duties in accordance with the crew brief and unit standing operating procedures.

Leaders must be involved in the mission planning and briefing process, ensuring the right crews are selected for the mission. Inadvertent instrument meteorological conditions (IIMC) have also plagued us this year.

There is no substitute for training. Leaders must focus on proficiency in regard to instrument flight tasks, and aviators must be comfortable in executing the proper procedures should they encounter IIMC. The Vice Chief of Staff of the Army sent two important messages to the field related to these issues: "VCSA Sends-20 Dec 04" and "VCSA Sends-23 Jun 06."

They are posted on the Air Task Force web site at: https://crcapps2.crc.army.mil/atf/docs/VCSA_Sends_20_Dec_04.doc and https://crcapps2.crc.army.mil/atf/docs/VCSA_SENDS_23_JUN_06.doc.

Leader Risk Assessment Tools

The U.S. Army Combat Readiness/Safety Center (USACRC) is in the business of preventing losses and accidents through numerous composite risk mitigation programs and utilizing accident data providing lessons learned. We actively seek to arm our aviation commanders with information and tools geared toward preventing aviation mishaps, thus preserving our valuable assets and the combat power they provide.

The USACRC provides numerous risk management tools and databases to assist aviation commanders and their units. These tools are accessed from the USACRC homepage at <https://crc.army.mil>.

One such tool is the Risk Management Information System, or RMIS, a historical online database of mishap information. It can be used to enlighten aviation units on the risk management process. Another effective tool is the Army Readiness Assessment Program. ARAP participation has been mandated by the Army Chief of Staff for all Army battalions.

It is a widely accepted tool for commanders, allowing them to gain valuable and useful information about their formations and what additional resources they may require. The ARAP assessment is taken online and provides battalion-level commanders a current snapshot of their command safety climate and culture. Its intent is to provide commanders key indicators of potential mishaps in their organizations.

In addition, the USACRC provides resident courses designed for training aviation safety personnel and accident investigation board presidents. For the majority of the *Class A* aviation accidents, the USACRC con-

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ducts the centralized accident investigations while assisting commanders with installation accident investigations. Throughout the investigation process, the USACRC collects the findings and serves as the principal authority for mishap reports collection and notifications.

Numerous other tools and products designed to help prevent the loss of personnel and equipment are available online, and new tools are on the horizon. The Commanders Aviation Risk Tool, or CART, is an automated risk assessment program that is under development which uses data from the consolidated army flight records system and the unit level logistics system-aviation located within the aviation mission planning system to provide crews the ability to complete the Risk Assessment Worksheet or RAW, and for commanders and aviation mission briefers to mitigate risk. This system is scheduled for fielding in 2009.

Working Together to Lead on the Edge

The USACRC remains dedicated to helping aviation commanders in the field preserve our most precious assets, Soldiers, and the equipment they operate. The USACRC is engaged in providing aviation leaders and their Soldiers the tools necessary to assist them in preventing loss by informing Army leaders, at all levels, of aviation accident trends.

We are committed to developing resources and providing solutions for preventing loss. Army Aviation will be faced with challenges and continued demands as we fight the GWOT and forge ahead with transformation. Because of this tempo, we must be ever vigilant in continuing our efforts to decrease a rise in avoidable accidents.

The USACRC will stay connected with Army organizations, pursue identified aviation problems and work paral-



lel with one another to provide a solution for saving aircrews and Soldiers' lives and equipment.

We are in an unforgiving business and every aircrew member we lose is a Soldier we can't replace. Each loss comes at a high cost to the Army, families, and this great nation. To prevent this loss, we must "Own the Edge" by entrusting engaged leaders to "Lead on the Edge."



LTC Scott Kubica is the chief of the Air Task Force at the U.S. Army Combat Readiness/Safety Center at Fort Rucker, Ala.

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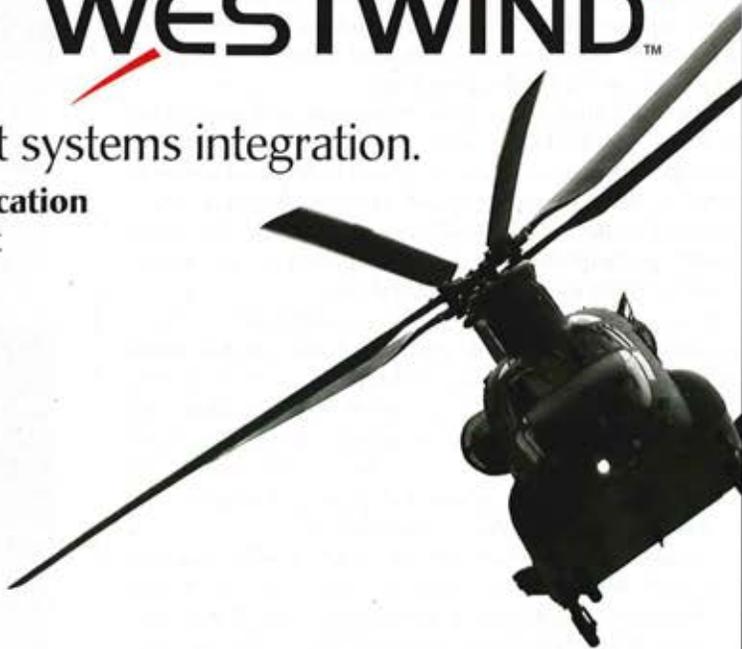
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USACRC Hosts Senior Safety Officer Symposium

By Taylor Barbaree

Aimed at institutionalizing the Army Chief of Staff's guidance to ensure senior safety professionals remain current, relevant and full contributors to the cause of safety, the Army Combat Readiness/Safety Center held a two-day symposium Sept. 18-19 at Fort Rucker, Ala.

The *Senior Safety Professional Development Symposium*, hosted bi-annually by the USACRC, focused on overall accident loss the Army has experienced this fiscal year, accident trends, human factor involvement, safety culture transformation in the force and best safety practices. This year's theme was "Safety Professionals on the Move."

BG William H. Forrester, director of Army Safety and USACRC commanding general, lauded attendees representing 23 component commands and direct reporting units during opening remarks for their efforts during the past year. "Since 2005 our fatalities have declined in comparison from 1997 through this period when the numbers marked an increase in off-duty accidents. This is an indication that our Soldiers are beginning to pay attention to the safety messages and accident prevention measures that you share with them," Forrester said. "I commend you for your efforts."

"However our biggest challenge is to discover the 'how' and implement it throughout our Army. Not easy tasks as all installations are different," he said, "They all operate in different environments and with Soldiers at different levels of maturity and experience. We as safety leaders must continue to implement initiatives that best suit their installations and Soldiers," he said.

"We want the risk takers in our formation...we want people who jump out of airplanes, who fly helicopters at night, who break down doors and who confront the enemy. We want Soldiers like that, but we also want to



ARMY PHOTOS BY LESLIE TOSDALE



Army Vice Chief of Staff GEN Richard Cody discusses Army level safety concerns during the second day of the symposium. Left: Clemson University's Dr. Scott Shappell lectured about culture and identifying the human factor during the Senior Safety Symposium hosted at Fort Rucker, Ala.

try to understand what makes them tick so we can protect them not just when they're deployed but when they're here too. Soldiers are deploying to war zones, coming home safe and then engaging in behavior that causes them serious injury or death," he said. "We are definitely seeing a trend of preventable accidents occur in periods of block leave."

The symposium provided a forum for leadership development for the safety community, to transform safety processes at the operational and staff levels. The participants heard from leaders in the industry on topics that spanned from mitigating high risk behaviors to volunteer protection programs, with key safety issues that ranged from community-wide to command-specific.

Topics were presented on *Culture and Identifying the Human Factor* with Dr. Scott Shappell of Clemson University, and on *Mitigating High Risk Behavior* with Michael Gavin, Federal Bureau of Investigations. MAJ (Dr.) Art Finch, 75th Ranger Regiment from Fort Benning, Ga., conducted a session with attendees discussing *Behavioral Trends and Psychological Factors*.

Earlier in discussing mitigating high risk behavior, Gavin noted the two behaviors present "Really only two causes for risky behavior if you don't understand the consequences of what you are doing or you do understand and for some reason you are not applying the appropriate precautions," Gavin said. "We use the motorcycle accidents as an example

when talking about high risk behavior. The truth of the matter is driving or riding on a motorcycle is dangerous. Therefore, that is one facet of mitigating high risk behavior – identification of 'Precursors' of induced risky behavior."

Gavin noted the indicators of risk behavior such as: significant changes in work habits, lack of adherence to established (program) procedures, changes in personal behavior, emerging destructive work habits or anti-social conduct, and apathy.

There are several ways to combat this behavior, Gavin said, one way is for managers and/or leaders to acknowledge the emotional and behavioral consequences to the stress of the job. Employee assistance programs are also key, such as a crisis intervention program, or a critical incident stress management unit, or a chaplain's program he said. Gavin also recommended a helpful website at www.LifeCare.com

In remarks during the second day of the symposium, Army Vice Chief of Staff GEN Richard Cody acknowledged the role of the USACRC by challenging the 65-year-old safety institution, as well as the audience, to decrease Soldier losses at home.

"We need to use the good research that the (USACRC) provides us to mitigate risks that end up costing Soldiers' lives here at home," Cody said. "It is a proven fact that engaged leaders play a vital role in the safety process. That process should be 24/7—just like it is when our Soldiers are deployed. We need to ensure that we engrain our



BG William Forrester, USACRC commanding general, addresses more than 40 senior Army safety officials representing 23 commands on the opening of the three-day symposium.

safety culture in our Soldiers just like the Warrior Ethos." "Ultimately, the role of the leader is to inculcate safety and discipline. If we do this at the end of the day we can say engaged leaders make the difference," he said.

Following Cody, Dr. Scott Shappell, author of "A Human Error Approach to Aviation Accident Analysis," a book which depicts the human factors analysis and classification system (HFACS), gave the framework to assist safety officials in effectively investigating and analyzing human error in aviation and ground related accidents. Shappell said HFACS connects the gaps between theory and practice in a way that helps improve both the quantity and quality of information gathered in aviation mishaps.

The Army's knowledge center for accidental loss is the USACRC, which actively collects all accident information, conducts detailed analysis and provides worldwide communication of Army safety efforts.

In closing Forrester acknowledged the challenges ahead. "We have been given some tough goals to achieve this next fiscal year in preventing losses among our ranks," he said. "In order to achieve the goals set forth by the Secretary of the Army and the CSA, we must remain vigilant with our initiatives to better integrate our safety plan as part of our safety culture."



Taylor Barbaree is a public affairs specialist with the Strategic Communications Directorate, U.S. Army Combat Readiness/Safety Center, Fort Rucker, Ala.

AH-64 Apache Exceedance Warning System

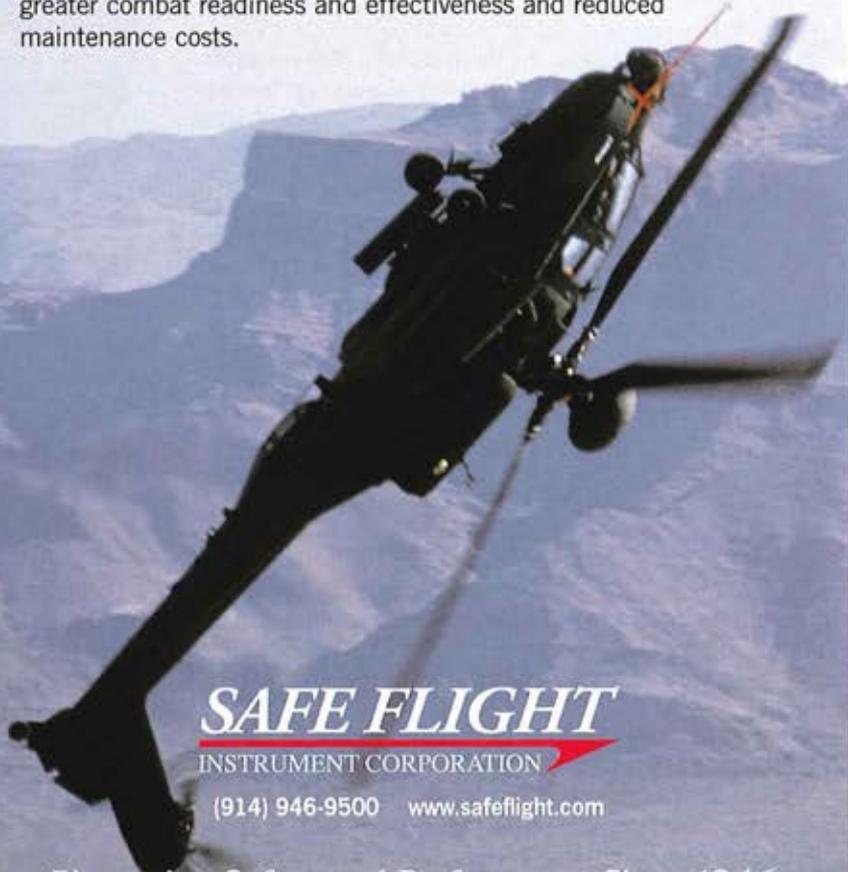
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A maintenance technician conducts a pre-flight inspection on a Warrior A extended range, multi-purpose UAS, a relatively new addition to the Army's unmanned aircraft fleet.

tion effort required to provide UAS products to both higher and lower echelons through the use of the One Station ground control station, One Station remote video terminal or other network-based linkages to support tactical commanders with combat information, intelligence products, and communications extension as well as supporting airspace de-confliction and MUM teaming for targeting and effects.

This process ensures that the UAS capability is maximized for today's fight as well as informing tomorrow's.

Brigade Aviation Element Involvement

The brigade aviation element (BAE) of the brigade combat team (BCT) is a key enabler in the horizontal and vertical synchronization of both manned and unmanned aviation assets within the BCT.

The BAE must become just as familiar with the employment of UAS as they are with manned aviation in order to assist in the synchronization and integration of UAS in the ground tactical plan.

BAEs should familiarize themselves with the UAS specific publications as Army Regulation 95-23 *Unmanned Aircraft System Flight Regulations*, Training Circular 1-600 *Unmanned Aircraft System Commander's Guide and Aircrew Training Manual*, and TC 1-611 *Small Unmanned Aircraft System Aircrew Training Manual*, as well as visit the UAS units within their brigade to establish an understanding of capabilities and limitations, how the systems are employed, and develop a habitual relationship of support.

Planning dedicated effects (scout and attack weapons teams, precision fires, etc.) to each mission during pre-mission planning can reduce the amount of time required to link the sensor to shooter during mission execution.

The BAE's assistance is also crucial in planning for and conducting manned-unmanned engagements.

MUM teaming extends the shooter's "eyes on target" by using the UAS sensors and linking it to the manned plat-

forms through the use of the One Station remote video terminal and direct communications with UAS operators.

Employment of UAS can also cross-cue time sensitive targets and/or provide over-watch while commanders determine the optimal manner in which to prosecute a specific target.

Combat Aviation Brigade Assistance

Equally important in the effort to align UAS operations in accordance with established aviation standards and procedures are the divisional combat aviation brigades (CAB).

UAS units currently lack authorized positions and/or trained personnel to manage aviation safety, standardization and maintenance programs (i.e. production and quality control).

As an example, in a Shadow platoon, the rank structure for maintenance personnel caps out at Sgt. E-5, however, maintenance Soldiers are not formally trained on historical forms and records or quality control management until they attend the Basic Non-Commissioned Officer Course after being promoted to Staff Sgt. E-6.

This situation has left many Shadow platoons with incomplete or missing historical data that is critical to maintaining an effective maintenance program. In response, several Shadow units have reached out to the CABs to request assistance with outstanding results.

As UAS units transition from the current *enhanced log-book automation system* to the *unit level logistic system-aviation (electronic)*, we expect additional requests for assistance and ask that CAB personnel assist when required. This type of support relationship is gaining a great deal of synergy with at least two divisions consolidating all division assigned UAS under the CAB.

By centrally managing UAS under the CAB, the BCT commanders retain dedicated UAS support for tactical missions, but take advantage of the efficiencies gained by aligning their UAS assets under the CAB.

Summary

UAS are making a significant contribution in today's Global War on Terrorism by performing tactical reconnaissance, surveillance and target acquisition in direct support of ground maneuver commanders.

In order to ensure that UAS assets are employed to their full potential, aviation leaders must continue to assist with the complete integration of safety, standardization and disciplined maintenance operations within our UAS units.

By employing both vertical and horizontal coordination in the mission planning process, we can more efficiently allocate UAS resources throughout the battle space to support current operations at the tactical level as well as maintain vital communications networks and inform future missions.

Questions related to this article may be directed to TCM-UAS office at (334) 255-1971 or DSN: 558-1971.



COL Jeffrey T. Kappenman is the Training and Doctrine Command System Manager for Unmanned Aircraft Systems at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala.



Shown here and right, 1LT Dennis McNamara (rear seat) and 2LT Elizabeth McNamara (front seat), prepare for their flight while PFC Brendon McNamara stands by as a crew chief.



PHOTOS BY 1LT MICHAEL GARCIA

A Flying Tiger First

The first Apache flight with father-daughter pilots in the Army Reserve was conducted on October 30, at Godman Airfield, Fort Knox, Ky. 1LT Dennis McNamara is the Aviation Support Facility supervisor at Fort Knox and an Apache helicopter instructor pilot in the 8-229th. "I am extremely proud of my children," said Dennis while conducting a pre-flight. His daughter, 2LT Elizabeth McNamara pursued her military career through ROTC and graduated from the Univ. of Kentucky in 2005 and flight school on Oct 7, 2007 at Fort Rucker, Ala. She has been in the 8-229th for a short period of time. "Dad used to teach at Fort Rucker," she said. Everyone knew her in flight school because of her dad, but she did not get any special treatment. She has recently accepted an aviation position in the Active Guard Reserve program at Fort Hood. The crew chief for the flight was Spc. Brendon McNamara, Dennis' son. Brendon does not get any special treatment at work either. "The unit knows my kids and they watched them grow up. Any special treatment he does get is not the kind of treatment you would want. He gets the dirty job," said Dennis. Brendon graduated advanced individual training in August 2006 and is a maintenance crew member with the 8-229th. Brendon also has the desire to become a pilot. He has an application packet pending for flight school. - From a Field Report by 1LT Michael R. Garcia, USAR 244TH AVN BDE, Fort Knox, Ky.



2LT Elizabeth McNamara, PFC Brendon McNamara, and 1LT Dennis McNamara, all Flying Tigers.



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The Raven UAS

The
Ground
Soldier's
Aircraft

By Tarah Hollingsworth

SPC James Murdough, a 1st Cav. Div. cavalry scout, holds his easy to assemble Raven UAS, left, which he uses on a daily basis in Iraq. The Raven is easily deployed with a hand launch, demonstrated below by Murdough at a forward operating base.



The crackling speakers announce Adhan, the call to prayer, as the round blazing sun rises in the early morning hours. The universe seems to stop spinning and the hamshira, women, and sahibs, men, perform their early morning prayers towards Mecca. An Army infantry Soldier unpacks his Raven unmanned aircraft system (UAS) from the Bradley vehicle. He pulls the 4-pound fuselage from the case behind him and expertly attaches the lightweight wings.

He knows not to disturb prayer time as a genuine respect for the locals, so he sets the fully assembled aircraft beside his bulging pack that includes his 6-day rations, extra ammo, a couple of protein bars and a spare t-shirt. He has already been outside the wire for 4 days and the way things are looking, his six days without running water could turn into more.

Eyes and Ears

As a 19D cavalry scout, SGT James Murdough is a commander's eyes and ears on the battlefield, responsible for reconnaissance and providing information on the terrain,

weather and enemy disposition, equipment and activities.

Murdough proudly shows off his Raven to any interested party on his forward operating base. His young contagious smile rarely fades when he passionately talks about spending the majority of his time outside the protected facilities that U.S. Coalition Forces occupy. His second home is usually at a nearby observation post. Like all Raven operators, his primary job is not flying the UAS, but as a secondary function or additional duty.

There are eight Raven operators in Murdough's squadron. Due to the unpredictability of war, his teammate who used to share his load of missions moved to another area of operation. "We are at a deficit of Raven users," Murdough says and it would be nice to share the work load.

Providing Results

After the sun had long set on a hot August day, the welcomed cooler night did little to muffle the growing anticipation. The prior morning, ground Soldiers had discovered a cache of mortar rounds, acetylene tanks, and

artillery rounds under a bridge on a major route. Murdough launched his Raven to follow up on the discovery later that night using his infrared camera. It was well past curfew and suddenly a group of hot white bodies started moving across his handheld screen.

These improvised explosive device (IED) emplacements quickly moved back and forth to the bridge and into a field just north of the bridge where they had run the trigger wire.

Murdough confirmed his sightings to his higher headquarters. Within minutes, field artillery fired several 155mm rounds onto the targets. After the last round fell, Murdough did a damage assessment with his Raven. He confirmed the targets were taken out and landed his Raven to pack up and move out. As the sun started rising, it was time to relocate and start another mission just like his other fellow Raven operators that are trying to keep up with the demand from commanders and fellow Soldiers.

Across the Battle Space

Three hundred miles to the south the wind kicks up a dust tornado as

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ARMY PHOTOS BY TARAH HOLLINGSWORTH

Two Ravens rest on the hood of a Humvee ready for launch on missions under a full moon during a cool night just outside of Balad.

local villagers farm up against one of the largest coalition logistical support areas (LSA). A Raven buzzes overhead as SPC Jared Rothfluh, an intelligence analyst with the 1st Cav. Div., surveys the perimeter searching for possible suspicious activities.

Rothfluh recounts his most exciting times as "identifying IED hotspots" especially when the dirt still looks freshly turned over from insurgents burying roadside IEDs. He has been deployed to Iraq for over a year. Rothfluh typically flies his Raven from his LSA location, but has gone outside the wire to perform intelligence, surveillance and reconnaissance missions several times.

When asked about the local Iraqis, he says that the locals receive him and his fellow Soldiers warmly. He especially enjoys the children that rush to greet him and sheepishly steal his pens from his sleeve. "The Iraqis need

security above all," Rothfluh said, "and that is what we are doing." SGT Joseph Woodson, also with the 1st Cav. Div. shares the same convictions as Rothfluh in that they are helping to save lives in Iraq.

Neither Woodson nor Rothfluh are aviators, but they use similar techniques and carefully fly their Ravens in mixed airspace. They are extremely aware of other aircraft in the vicinity, including other unmanned aircraft. They also realize how important their Raven operations are to the security of the LSA and the nearby villages.

"The Raven is used daily throughout the brigade and battalion areas," said MAJ James Corrigan, the brigade aviation officer for the 1st Bde. Cbt. Tm., 1st Cav. Div., serving just north of Baghdad. Corrigan's job is to ensure each element can operate their Raven UAS safely in mixed aviation airspace. "It works," Corrigan said,

"the Raven provides a quick available means to get out and see the battlefield that would either be unsafe or unfeasible for the Soldiers to access."

With over 1,000 Raven aircraft throughout Iraq and Afghanistan, there are success stories and testimonials throughout the region.

American Soldiers take Ravens on air assault missions into hot areas, also packing them in their Bradley and humvee vehicles, backpacks, and any other transport in order to keep this important asset on-hand and nearby.

The Army has increased the emphasis on deploying more Ravens as fast they can produce them. Since the Raven was first fielded in October 2003 to meet an urgent wartime requirement, the Raven's popularity has multiplied beyond original prediction.

The high usage and positive feedback from Soldiers show evidence that Ravens are here to stay.



Tarah Hollingsworth is the strategic communication specialist for the Unmanned Aircraft Systems Project Office with the Program Executive Office for Aviation, Redstone Arsenal, Ala.



A 4-pound Raven unmanned aircraft climbs into a clear blue sky over Iraq. Quickly launched, the UAS can relay instant video or infrared images back to the operator.



SIKORSKY PHOTO BY LAURIE MAZZASERA

Vietnam War and the need for an advanced utility helicopter to replace the aging UH-1 fleet. The fielding of the UH-60M ensures that the Black Hawk will continue to serve America for many years to come. Here, Team Sikorsky members who helped to build and test the last UH-60L model Black Hawk gather around the aircraft in Stratford for a historic photo.

From a Field Report by the Utility Helicopters Project Manager's Office, Redstone Arsenal, Ala.

Black Hawk Analog Era Ends with Last UH-60L

Sikorsky Aircraft of Stratford, Conn., delivered the last UH-60L Black Hawk helicopter to the U.S. Army on Oct. 15. This aircraft, serial number 06-27108, was the 1,867th UH-60 to be delivered and it is the last "analog" Black Hawk the Army will receive. An Army Reserve unit, Co. A, 5th Bn., 159th Avn. Regt. (GSAB), in Clearwater, Fla., will be the recipient of this workhorse in December. The UH-60A went into production in 1977 and more than 1,100 "A" models were delivered during 1978-1989. Deliveries of the "L" model began in 1989. With the acceptance of aircraft 27108, the Army will have put into service well over 700 UH-60Ls. The Army is transiting to the fully digital UH-60M, now in full rate production. More than 1,200 "M" models will be produced. The UH-60 was designed in response to mission needs identified during the

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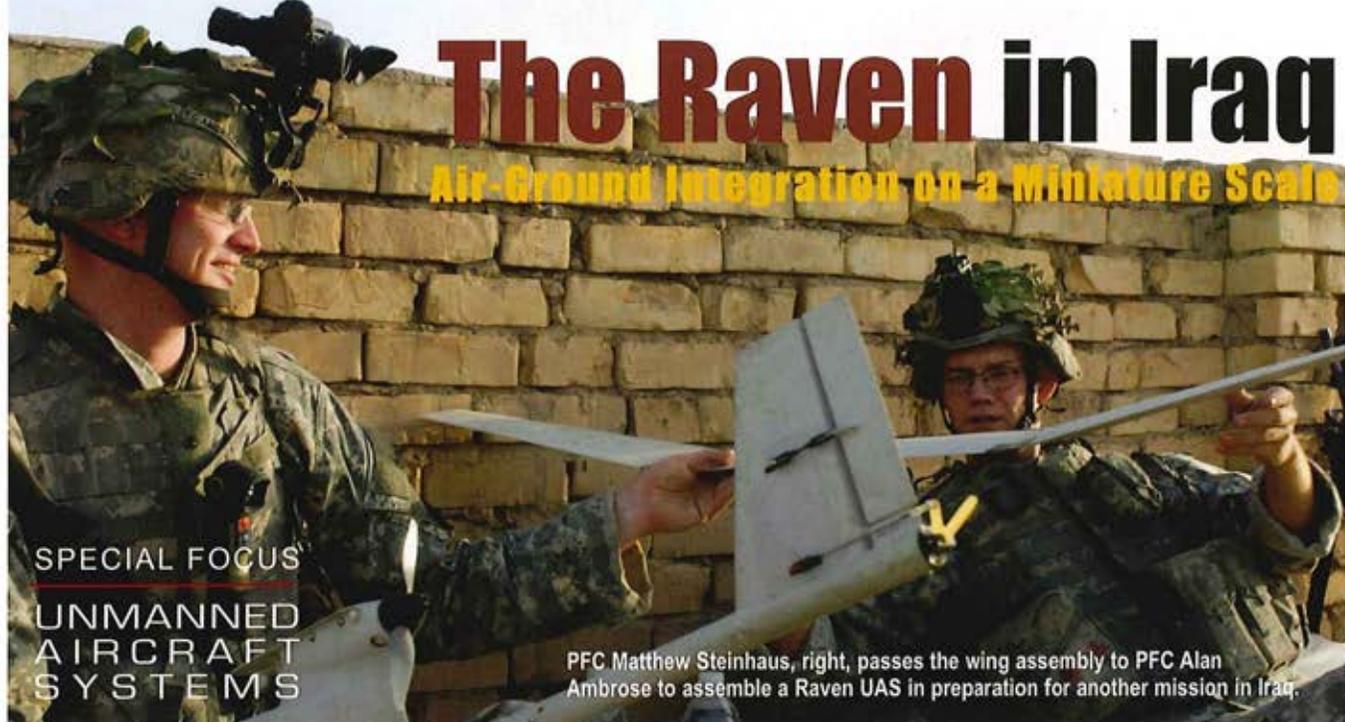


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The Raven in Iraq

Air-Ground Integration on a Miniature Scale



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PFC Matthew Steinhaus, right, passes the wing assembly to PFC Alan Ambrose to assemble a Raven UAS in preparation for another mission in Iraq.

By CPT Keith R. Benoit

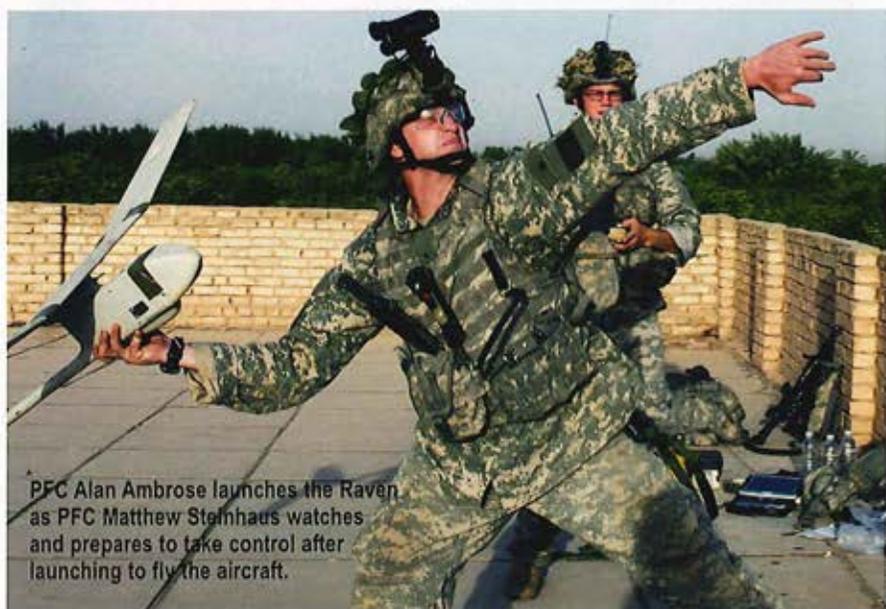
At a remote location in Iraq in the middle of the night, PFC Matt Ozog alerts his company commander of possible enemy movement 300 meters in front of their western traffic control point in enough time so that his commander, CPT James Downing, can alert the control point and they can take the appropriate action to neutralize the threat.

This may not seem like an abnormal report except that PFC Ozog is sitting next to his commander watching a hand-held screen that is receiving a feed from a small unmanned aircraft that he tossed into the air only minutes before. Approximately 40 minutes later Ozog expertly guides the aircraft back to their patrol base on a rooftop, lands it, and immediately begins preparation for his next mission.

The above battle drill was performed over 700 times in a period of six months with the Raven small unmanned aircraft system (SUAS) from December 2006 to May 2007 by SUAS operators of the 1st Sqdn., 73rd Cav. Regt. from Fort Bragg, N.C., deployed in support of Operation Iraqi Freedom.

Gaining Unit Cooperation Leads to Success

The overall keys to success for this unit was the support of the commanders at all levels, the training program implemented by the brigade aviation element (BAE) and its day-to-day



PFC Alan Ambrose launches the Raven as PFC Matthew Steinhaus watches and prepares to take control after launching to fly the aircraft.

involvement in SUAS standardization programs, the general ingenuity and enthusiasm of the operators and commanders, and their confidence in the systems. These factors led to the unit conducting this large amount of flights while only suffering the loss of one system. The first of the factors that led to success was the support of the chain of command within each maneuver unit.

From the squadron commander down to the company leadership, each commander integrated the Raven into their intelligence, surveillance, and reconnaissance (ISR) plans prior to each mission and conducted back-briefs with the operators to ensure that

they would be operating within each commander's intent.

The mission planning was accomplished using FalconView and prior to each flight the operators receive the maneuver graphics to load onto their issued laptop computers to ensure they fully understand the maneuver plan up to the battalion level. This enables the operators to adhere to land and air boundaries in order to prevent accidents and ensure that they are operating within the unit's battle space.

BAE Brings Aviation Focus

The primary training and standardization proponent for the Raven program within an infantry brigade is the

PERFORMANCE, EVEN WHEN TIRED.



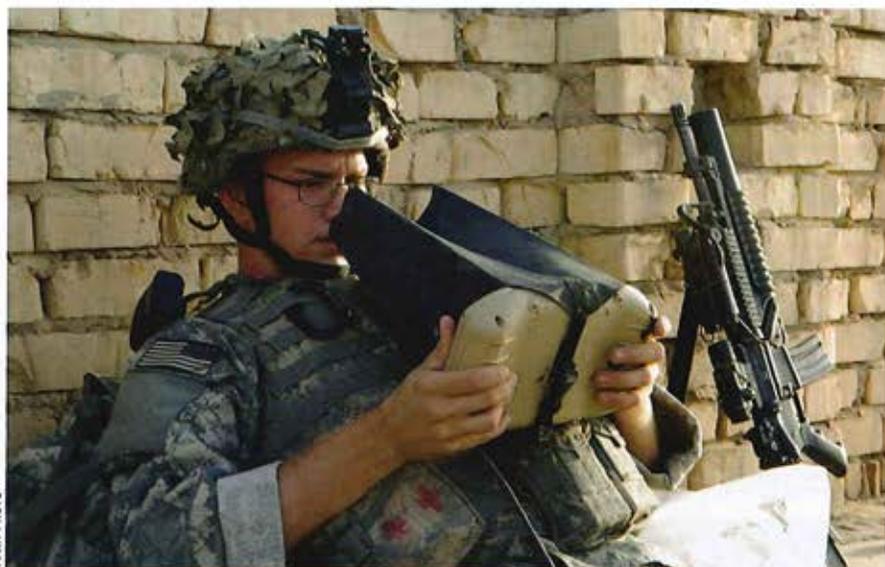
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ARMY PHOTO

PFC Matthew Steinhaus uses a combination remote control and monitor system to carefully fly his Raven during a reconnaissance mission.

brigade aviation element. For the parent unit of the 1-73rd Cav., the 2nd Brigade of the 82d Airborne Division, both the BAE NCOIC and the assistant brigade aviation officer (ABAO) were qualified in the operation of the system and conducted training at Fort Bragg prior to the deployment. During this particular deployment, the ABAO accompanied the 1-73rd Cav. and was able to perform the duties of master trainer for the squadron, similar to the duties of a standardization pilot in an aviation unit.

The involvement of the BAE in the training and operation of the systems is another key to success, bringing the aviation experiences of a major, captain and a chief warrant officer, and with that the safety and standardization mindset that aviation possesses.

Finally, aviation officer involvement in this program provides mentorship to the operators and ensures an enforcement of standards that are common to aviation; such as using checklists for each flight and proper pre- and post-flight inspections.

Within a week of landing in Iraq, each operator had conducted a currency flight within the airspace of the forward operating base and received academic instruction on the types of missions they would be conducting during their combat tour. In addition, periods of instruction were conducted to train assistants to work with each licensed operator, to ensure sharing of the work and the actual physical load during missions, which can total as much as 75 pounds for a normal combat load.

SUAS Standardization Programs

As well as conducting currency flights, the master trainer in Iraq was also responsible for records keeping and administering of semi-annual proficiency and readiness tests, or S-APART, to each operator. Similar to the annual testing that Army pilots are subject to, these examinations ensured that standards were being met and that the appropriate safety measures are taken to ensure safe operation of the system.

The master trainer also has responsibility for maintaining records on each operator, just as a unit standardization pilot keeps in a regular aviation unit. These records proved helpful in tracking testing schedules, as well as tracking mishaps and establishing a pattern to determine what issues might need to be addressed by the master trainer.

Training of commanders and key personnel was also conducted to ensure that each leader knew how to effectively use the system and would be supportive of the fact that using the system would occupy two of their Soldiers for the majority of their missions. In addition, the operators attended "pilots' classes" which covered subjects ranging from aerodynamics and airspace regulations to safety messages and the sharing of lessons learned on each mission.

These sessions, conducted by the master trainer, enabled each operator to glean information on what the other units within the squadron were doing, as they rarely made contact with each other during actual missions.

Innovative Uses

Each commander produced different uses for their systems, most of which were conventional, but some ranged far into the unconventional realm. The typical uses were missions focused on route, area and zone reconnaissance when other ISR assets were not available. The systems were also used in deception operations, as well as show-of-force operations.

One innovative commander even used the system as a cargo carrier, transporting a digital thumb drive containing photos that he needed to get to one of his platoon leaders concerning a possible target. By attaching the one-ounce memory device to the bottom of the aircraft, he was able to get this key information over 5-kilometers away in a matter of minutes to his troops to enable them to accomplish their mission without having to move over dangerous terrain.

Though this may not be the most recommended use of the Raven, it proves that the innovation of operators and commanders can lead to new uses for their systems.

Providing Commanders With Another Tool

The Raven system proved its worth time and time again during the OIF deployment of the 1-73rd Cav. and proved that it can in fact save lives by identifying threats and giving maneuver units reaction time and maneuver space to respond.

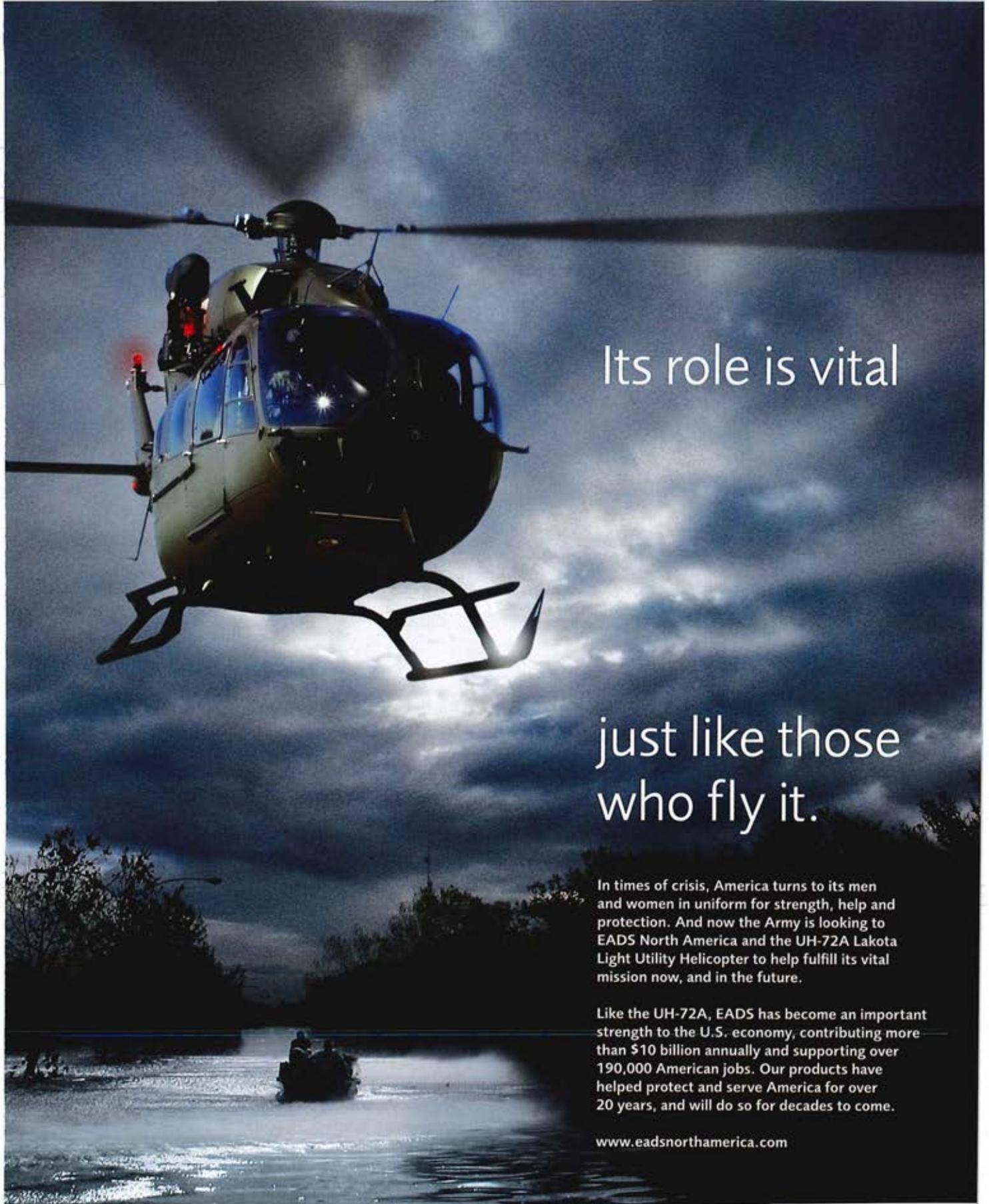
Through training of both operators and leaders in the various uses of the system, the unit proved successful because the support these operators received from their commanders and led to new and innovative ideas for using these systems.

Gaining the support of these leaders for the program enabled the operators to receive the needed time and proper resources for training and recovery operations on their aircraft, both before and after missions.

This support, along with the skill of the operators, led to the success of this unit using the Raven UAS during their deployment to Iraq.



CPT Keith Benoit is the assistant brigade aviation officer with 2nd Brigade, 82nd Airborne Division, Fort Bragg, N.C.



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Shadow Warriors

Pennsylvania ARNG Tactical UAS Training Program

By SGM Walter S. Zapotoczny Jr.

PHOTO COURTESY OF AAI CORPORATION

SPECIAL FOCUS UNMANNED AIRCRAFT SYSTEMS

While it may be one of the smallest in the current family of unmanned aircraft systems (UAS), the Shadow is not your uncle's remote controlled airplane.

With a wingspan of 14 feet, the Shadow is used to locate, recognize and identify targets up to 125 kilometers from a brigade tactical operations center.

The system can recognize tactical vehicles day and night from an altitude of 8,000 feet and at a slant range of 3.5 km. Because of its compact size, it produces little noise and a very low radar and infrared signature.

Each Shadow has a price tag of over \$754,000 with the total system price of near \$12 million.

According to Frank Blouch, a liaison to the Army National Guard UAS program from IIF Data Solutions, Inc., as far back as late 1999, then Army Chief of Staff GEN Eric Shinseki approved a multi-year program to transform the Army into a lighter and more deployable fighting force.

Part of Shinseki's vision included



1LT Jody Wright, lower right, points out on a map the tactical operations area for a Shadow flight to, left to right, PFC Aaron Johnson, SSG Robert Frey and SPC Ralph Dixon.

development of interim brigade combat teams. Today, there are six active and one reserve component commands designated as Stryker brigade combat teams (SBCT).

SBCT-6 is comprised of more than 4,000 Soldiers of the 56th Bde., 28th Inf. Div., Pennsylvania ARNG.

One small, but mighty element of SBCT-6 is the tactical unmanned aircraft system (TUAS) platoon of Troop

ABOVE: left to right: SGT Andrew Wills; Mona Ennenga and Trinidad Romero, AAI Corp.; SGT John Pizzonia and SGT Gregory Brubaker perform payload checks prior to the Nov. 1, 2006 inaugural launch of their Shadow.

D, 2nd Sqdn., 104th Cav. Regt. and their workhorse the RQ-7 Shadow UAS. The 22-man platoon (with one officer, one warrant officer and 20 enlisted Soldiers) is organized into three elements: a platoon headquarters, a mission planning and control section, and a launch and recovery section.

The mission planning and control section includes a ground control station, ground data terminal and four remote video terminals.

One ground control station is normally co-located with the brigade TOC, with the second ground control station at the launch and recovery site.

All of the platoon's personnel, air vehicles, tools and equipment are designed to fit onto three C-130 Hercules aircraft.

Fielding, Training and Deployment

The TUAS platoon was not scheduled for fielding of the RQ-7B Shadow and new equipment training until fiscal year 2005 under the original SBCT transformation timeline. However, the demand for UAS to sup-

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Senior military leaders, UAS project and product managers, ATTC UAS managers, local civic leaders and friends of Fort Rucker, join Rep. Terry Everett, center, for a photo with the Shadow UAS.

ATTC Adds Shadow UAS Study Capability to Home of Army Aviation

By Lee Ann Smith

A ceremonial "first" flight for an aircraft with more than 200,000 combat hours may seem odd to some. Called a "first flight," the Sept. 13 symbolic ceremony was really a demonstration of capabilities. "It is a symbol about what is good with our Army and with Fort Rucker," said COL Walter Golden, Army Aviation Warfighting Center deputy commanding general.

The Shadow, manufactured by the AAI Corp., arrived at Cairns Army Airfield more than a year ago and has been used in test related activities with the Army Aviation Technical Test Center (ATTC).

"With this flight, we establish a flight test capability of the Shadow unmanned aircraft system here at Fort Rucker, and we take our first step towards the eventual testing of many more unmanned aircraft systems and associated systems for the future," said COL Christopher Sullivan, ATTC commander.

"It will be available to the entire Fort Rucker community and be used to develop tactics, techniques and procedures, to work manned-unmanned teaming initiatives, and establish and develop safety enhancements for all unmanned systems," Sullivan said. "This is an important first step for the test community, Fort Rucker and Army aviation."

Golden said having the Shadow at the Unmanned Aircraft System (UAS) Center of Excellence (COE) helps to refine doctrine. "One piece we are currently employing in theater, but is still in its infancy, is manned-unmanned (MUM) teaming," he said. "What better place to hone the fundamentals of manned-unmanned teaming than here at Fort Rucker where we have both manned and unmanned platforms, and we're central to the training of both of those systems."

During the demonstration to military and civilian leaders, and industry dignitaries, ATTC personnel launched and flew the UAS to another range, then landed back at the launch site. An electro-optic, infrared sensor payload mounted on the underside of the aircraft relayed images of the ground view over which the Shadow was flying to monitors in the One-System ground control station (OSGCS).

On hand, Rep. Terry Everett (R-AL) said our nation continues to be committed to winning the war on terror with a different kind of enemy; it must be fought in unconventional ways. "It will be fought with boots on the ground and with high tech weapons," he said.

Everett, a ranking House Armed Services Committee member, said the UAS COE focuses on the development and operations of UAS by tying together current operations with emerging doctrine, technology and future requirements. "While the benefits of the unmanned system are being utilized overseas, much of the ground work is being done in places such as Fort Rucker," he said.

"The Shadow flies about 12,000 hours a month, which represents approximately 30 percent of all the UAS flights happening in Iraq," said Rob Stone, UAS test chief for ATTC. "Shadow is used heavily, exceeding the manned flight hours significantly."

While the Shadow flies in the forefront over the battlefield, a manned aircraft is behind at a safe distance ready to bring weapons on target. "It saves Soldiers lives by keeping them out of harm's way and performs the critical tasks of reconnaissance, surveillance and target acquisition," Golden said.

Adding to that, Everett said the MUM teaming concept is another step forward to protect troops in combat. "UAS will be the wave of the future," he said. "We won't need as many fighter aircraft ... but we will need to control the airspace."

Lee Ann Smith is a veteran newspaper journalist and is the director of Media Technology and Communications with Navigator Development Group Inc., Enterprise, Ala.



As part of the Stryker program, the new training and maintenance site has a 'Spirit Gold' design rating, the highest environmental design rating for new construction.

"This facility brings into harmony environmental concerns, anti-terrorism and force protection requirements, and training needs, a balance that most civilian construction doesn't have to consider," Edwards said.

Falling under the management and control of the AASF, it will have one paved runway and one tactical (unpaved) runway, enabling the platoon to train in various conditions.

The facility is designed to service three TUAS platoons and their equipment and in about a year, a follow-on project will add above-ground fuel storage capability.

Preventive Maintenance

While waiting for their new facility to be built, the TUAS platoon performs maintenance and conducts flight training at the AASF, which provides airspace management, weather information, and support for their flight records.

COL Christopher Latchford, past 28th Cbt. Avn. Bde. commander and former state army aviation officer (SAAO), explained the relationship.

"Despite the fact that the TUAS platoon is part of the Stryker brigade, the Pennsylvania ARNG aviation community has assumed responsibility for their flight records,



Work continues on the new Pennsylvania ARNG tactical unmanned aircraft system facility at Fort Indiantown Gap, Pa.

ARMY PHOTO

flight physicals, regulatory compliance, compliance with aviation standards, and a myriad of other items that is only accomplished within army aviation," Latchford said.

"The Soldiers who fly the Shadow have similar requirements as the aviators who fly the Apache, Black Hawk or Chinook aircraft. While responsible for all of these items, we have no command authority over the TUAS platoon," he said.

Even without the command relationship, the SAAO's office decided to lean forward and assist the UAS platoon with Federal Aviation Administration (FAA) applications for airspace use, provide AASF support for training, and assign a 15P flight operations specialist to assist the unit to maintain the platoon's flight records. Currently, the TUAS platoon is not authorized a 15P position.

A new surface movement radar system was installed at the AASF to help track and manage the Shadow.

1LT Jared Sekellick, with the SAAO's office, coordinated with the Army's Regional Representative to the FAA in order to obtain a certificate of authorization permitting the Shadow to use the restricted airspace over the installation.

Planning is currently under way on future operations that would integrate the Shadow with AH-64 Apache and tactical fighter aircraft training missions. The first joint use of airspace by an RQ-7 Shadow and a USAF A-10

was conducted on May 22 at the Bollen Air-To-Ground Weapons Range, Fort Indiantown Gap.

In Conclusion

As the use of Army aviation has evolved, so too has the equipment.

Nothing in recent history exemplifies this change more than the unmanned aerial vehicle.

Capable of continuously monitoring and providing situational awareness to ground commanders, the Shadow can stealthily loiter in an area longer and quieter than its manned big brother without the risk to an aviator.

As these systems evolve and are fully integrated into battlefield operations, they will undoubtedly redefine the mission of Army aviation.

The Soldiers of the TUAS Platoon are proud to be on the cutting-edge of reconnaissance aviation and represent the new Shadow Warriors.

For information on Troop D's Shadow Warriors, contact 1LT Ryan O'Leary at (717) 977-0552.

For more about the RQ-7B Shadow program, contact Frank Blouch at franklin.blouch@us.army.mil.



SGM Walter S. Zapotoczny Jr. is the aviation operations chief for the 28th Combat Aviation Brigade, Pennsylvania Army National Guard, Fort Indiantown Gap, Pa.



**LEGALLY, WE CANNOT SAY
IT IS AN EARLY
WARNING SYSTEM.**



ARMY PHOTO

Developing a Hellfire Missile Ammunition Basic Load

for the Contemporary Operating Environment

By COL A. Thomas Ball Jr. and CW4 Rusty Norris

Editor's note: The following article is one of a series of articles co-written by COL A.T. Ball about 25th Cbt. Avn. Bde. operations while deployed in support of Operation Iraqi Freedom. Contact the 25th CAB headquarters or public affairs office to obtain the series. This article was released July 21.

Upon arrival at Contingency Operating Base Speicher in Tikrit, Iraq, the 25th Cbt. Avn. Bde. inherited an aging, war-weary conglomeration of Hellfire missiles.

These missiles have been subjected to thousands of flight hours, intense weather conditions and extreme handling. In fact, many of them could qualify for senior Army aviation wings, if not master wings. Until this conflict,

An AH-64D Longbow helicopter prepares to head into battle armed with AGM-114K2A and AGM-114N Hellfire missiles attached. These missiles were designed to service the new enemy target sets faced by aircrews in Iraq and Afghanistan.

the Hellfire was considered to be a dedicated armor destruction weapon.

The mere mention of its use in this fight normally resulted in subtle fears of fratricide or rumors of over kill. Due to advances in technology and improved tactics, techniques and procedures (TTP) to effectively harness these advances, this "perception" will change.

In fact, the Hellfire missile is exactly the type of weapon Army aviation should utilize in this type of conflict. Its precision limits collateral damage, its flexibility provides the commander with weaponeering options; and most importantly, its range provides greater protection to the crew, recognizing that even the most unsophisticated insurgent can bring down one of our multi-million dollar aircraft with a heavy machine gun in a bongo truck.

Commanders should embrace this weapon as a "go to" option in counter insurgency operations.

This article covers some of the steps the 25th CAB has taken during Operation Iraqi Freedom 06-08 to

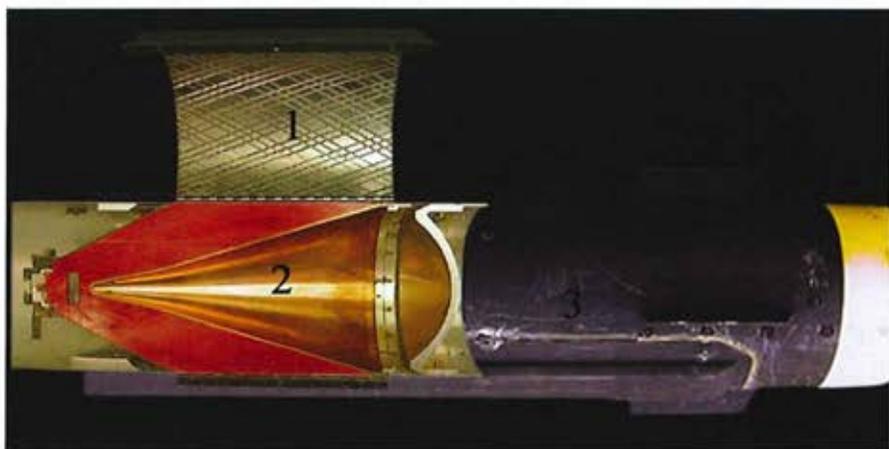
improve use of the Hellfire missile in the contemporary operating environment (COE) by articulating the needs of the warfighting commander to the Army's material developers and then implementing innovative TTPs for their use on the battlefield. After approximately 500 missiles fired, and hundreds of enemy killed and wounded, the results speak for themselves.

"Crazy Ivan" Missile Firing Anomalies

After two months in combat, it became apparent the missiles we inherited were displaying some "unusual" characteristics. Approximately 25 percent of the missiles malfunctioned, manifesting as near vertical dives or immediate "moon-seeking" climbs, corkscrew spiraling, and numerous other less than desirable flight profiles. All of these anomalies occurred immediately after launch with missiles that tested fine.

The Missile Data Firing Report (MDFR) is the commander's tool to address these problems.

Most of the experts within our



ARMY PHOTOS

Above: This cut away illustration shows the fragmentation sleeve (1) on the AGM-114K2A Hellfire, which wraps around the explosive warhead section (2), behind the guidance section (3) of the missile. This design optimizes fragment lethality against soft targets and enemy ground forces in the vicinity of the impact point.



Right: An AGM-114N Hellfire missile impacts a sniper position, as observed by a video sensor system, during an operation in Iraq.

community felt that these problems were occurring as a direct result of the "captive carry" time on the missiles. However, there was no empirical data readily available to substantiate these suspicions.

The 25th CAB now provides "captive carry" time and MDFRs to the material developers. As the stockpiled missiles were consumed and replaced, the failure rate began to drop steadily, finally stabilizing at around 2 percent. Fluctuations in these figures only occurred when older missiles were pulled out of the ammunition holding area.

Changing TTPs

Recent advances in technology would also play an integral part in the 25th CAB's demand for Hellfire missiles of different types and increased quantities. The integration of manned and unmanned reconnaissance surveillance target acquisition (RSTA) platforms and the fielding of the modernized target acquisition and designation sight (M-TADS) provided new opportunities for the employment of the Hellfire missiles.

The standoff and stealth provided by the RSTA platforms allowed the CAB scout and attack platforms to engage the enemy from increased ranges with Hellfires. Similarly, the

fielding of the M-TADS gave the CAB's AH-64D helicopters the ability to find and destroy the enemy with Hellfires at ranges well beyond those of the Longbow's cannon and rockets.

These factors, combined with capable and aggressive aircrews, increased the demand for Hellfires. The increased use of the Hellfire by the CAB revealed some issues with the missile.

Often, aircrews or unmanned aerial systems operators found themselves acquiring insurgents emplacing improvised explosive devices (IED) or out in the open at long ranges. On several occasions, aircrews closed to within cannon or rocket range, only to see the enemy scatter and flee.

This TTP resulted in numerous missed opportunities and allowed the enemy to live to fight another day. To counter, aircrews began engaging these targets with Hellfire missiles in an effort to avoid losing the initiative. However, since the Hellfire missiles we fired were specifically designed to defeat armor, there were some very serious shortcomings.

These missiles, when used against personnel, did not achieve the desired results. Aircrews found that if a group of 10 insurgents were targeted with an AGM-114K or F missile, more than likely several of them would get away.

A new type of Hellfire was needed

**LEGALLY, WE CANNOT SAY
IT WILL REPLACE
THE CHECKLIST.**

From Vietnam, to Iraq, to Afghanistan

Reserve Air Warrior Continues Legacy of Selfless Service

By MAJ Jerry R. Gray

SSG James A. Fleming, an Army Reserve Soldier with Co. A, 7th Bn., 158th Avn. Regt., was recognized March 9 in Bagram, Afghanistan, by BG William H. Forrester, the commanding general of the Army's Combat Readiness Center, with the presentation of the Army Achievement Medal for safely flying 5,000 hours as a flight engineer.

SSG Fleming, a CH-47D flight engineer, is one of a few Soldiers to have flown combat missions in Vietnam, Iraq and Afghanistan. Everyone asks the 59-year-old Fleming the same question... "How can you serve 40 years and only be an E-6?" "I get to fly as a Staff Sgt. As a Sgt. 1st Class I get to hover a desk," replies Fleming, of Billings, Mont. His love for flying and his desire to teach the craft he mastered means more than stripes or a bigger retirement check.

The Viet-Nam War was in full swing in 1968 when Fleming received his draft registration number 436, enlisting as a multi-engine helicopter mechanic. On Oct. 20, 1968, then PVT Fleming reported to Viet-Nam and was assigned to the 92nd Avn. Company (Huey), an assault support helicopter company at Dong Ba Tin. He was reassigned to the 243rd Avn. Co. "Freight Trains" in Dong Bad Tin, followed by reassignment to the flight platoon. On Oct. 19,

1969, after 500 hours and 120 combat missions, he completed his tour and reported to Fort Eustis, Va. After three years, then SGT Fleming was honorably discharged and worked as a civilian for the next 13 years.

In October 1984, he enlisted in the Montana Army National Guard with the 263rd Avn. Co. as an OH-58 mechanic. Later, he requested reassignment to the 92nd Hel. Co. at Paine Field in Everett, Wash. The unit changed designations twice to its current Co. A, 5th Bn., 159th Avn. Regt. (USAR). For 20 years, Fleming served in the Reserve as a mechanic, technical inspector, ground support instructor, flight engineer instructor and standards flight engineer instructor.

In 2003, Fleming deployed to Iraq with for a tour with A/5-159th Avn., flying 90 missions and 350 combat hours. Later in March 2006, he volunteered for Operation Enduring Freedom with A/7-158th Avn. Fleming reflected on flying missions in Afghanistan. "We average 7 hours in zero-degree weather, it is colder than Mount Rainier [Wash.]," Fleming said. "We haul everything from boxes of aircraft parts, to moving 30 troops, and then re-configuring the aircraft to move a 105 howitzer," he explained. "We are the freight line for most everything—people, jeeps and emergency supplies."



BG William H. Forrester, left, director of Army Safety, stands with SSG James A. Fleming after the presentation of the Army Achievement Medal for safely flying over 5,000 flight hours as a crew chief and flight engineer.

"The flying in Vietnam, Iraq and Afghanistan is extremely different. Vietnam was a wooded jungle, hot with snakes and animals that hindered your ability to hit your LZ safely. Iraq is a hot and dry desert. We were 550 miles inland and still at an altitude of only 155 feet," he said. By March 2007, Fleming had flown about 70 combat missions and 380 hours.

Approaching his mandatory retirement age, Fleming reflects on a career that spans three wars and somberly remembers the friends he lost and the sacrifices he endured. "All I need is to know I did my job to the best of my abilities and that I provide my family and children a safe and free America. Freedom is not free, but it is a price that Rosalyn (his spouse) and I have gladly paid," he said.



MAJ Jerry R. Gray is the executive officer of the Aviation Directorate, U.S. Army Reserve Command, Fort McPherson, Ga.



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Penn. Guard Chinook Gives Air Force C-130 A Lift

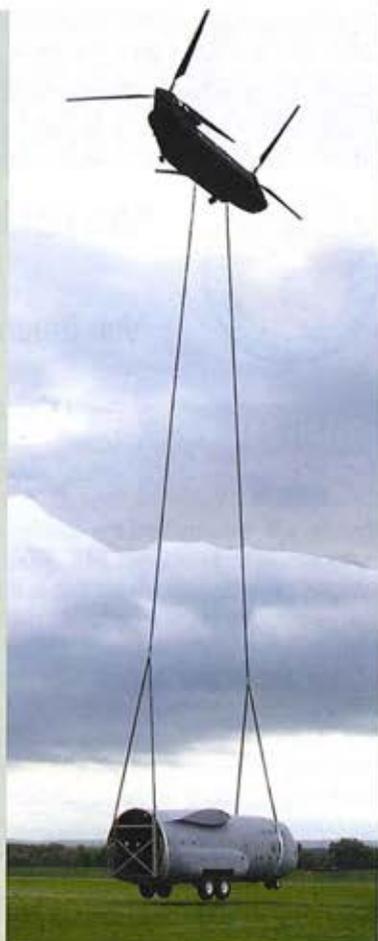
Residents of the Scranton and Wilkes-Barre, Pa., area may have been a tad startled on the afternoon of Sept. 14 when they saw the fuselage of a C-130 "Hercules" cargo aircraft flying through the sky without benefit of wings or a tail. Members of Co. G "Nomads," 104th Avn. Regt., Pennsylvania Army National Guard, airlifted the plane in two massive pieces from Forty Fort Airport in Luzerne County to the Tobyhanna Army Depot in Monroe County using a CH-47D Chinook helicopter.

Based out of Fort Indiantown Gap, the pilots, CW4 Jeff Reep and CW4 Patrick Quinton, said the 11-ton payload was among the largest loads they had ever seen carried by a Chinook. The crew was slightly nervous about the heavy cargo, they said, so they reduced their airspeed and were careful to avoid populated areas while en route.

"The load was swaying more than we had anticipated," Reep said, "so it took a little longer than we had hoped to get to our destination. But you have to expect the unexpected when you're carrying a non-standard load." The mission went well said Reep. "Anytime we can lift something it's a good day for a Chinook pilot. That's what we're in the business for."

The reassembled aircraft from a de-activating Air Force Reserve unit will now be used by the depot to test various electronic communication systems that must be able to be transported by a C-130. Tobyhanna is the Defense Department's largest center for the repair, overhaul and fabrication of electronic systems and components, from tactical field radios to the ground terminals for the defense satellite communications network.

From a Field Report by SPC Matthew E. Jones, Pennsylvania ARNG Public Affairs.



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OBJECTIVE & SCOPE

The Army Aviation Association of America (AAAA) will sponsor the 34th Annual Joseph P. Cribbins Aviation Product Symposium for interested members of industry and the aviation logistics and acquisition communities on February 13-14, 2008. The theme of this year's symposium is "Aviation Transition to the Future."

The purpose of the Aviation Product Symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning the support of Army Aviation's Warfighters.

The symposium will consist of individual and panel presentations with follow-on question and answer sessions. This year, the focus will be on future acquisition and logistics challenges encountered from both the government and the industry/academia perspective. We will also have updates from the

Commanding General, Aviation and Missile Command and the Program Executive Office, Aviation in addition to presentations by government, aviation field and aviation directorate key note speakers.

The Aviation Product Symposium will provide a unique opportunity for senior leaders from industry, military, and the government to interact and share their thoughts on the future of aviation logistics. The key objective of this year's symposium will be to build on last year's discussions on how industry and the government can work together to provide a smooth transition to the future for the Army Aviation Warfighter.

For information regarding the symposium, please contact Ms. Debi Charlier or Ms. Janice Sanders supporting the Tennessee Valley Chapter of the Army Aviation Association of America at (256) 464-9191, or via e-mail at cribbins@aepco.com, or visit the Aviation Product Symposium website at www.cribbinsaps.com.

AGENDA

WEDNESDAY, FEBRUARY 13

- 1400 – 1900 APS Registration – Von Braun Center – North Hall
- 1630 – 1930 Early Bird Reception Hosted by Tennessee Valley Chapter, AAAA & Redstone AHS
Von Braun Center – North Hall, Rooms 1 & 2

THURSDAY, FEBRUARY 14

Morning Session:

- 0630 – 0745 Continental Breakfast – Von Braun Center – North Hall
- 0700 Registration Opens
- 0745 – 0800 Opening Remarks, COL(R) Robert Birmingham – TVC President
- 0800 – 0830 Government Keynote Speaker – To Be Determined
- 0830 – 0900 AMCOM Update – MG James R. Myles, CG, AMCOM
- 0900 – 0930 Break
- 0930 – 1000 Aviation Field Perspective – To Be Determined
- 1000 – 1130 Future Acquisition and Logistics Challenges (Government Perspective) - Chairman, Dr. Richard Amos w/Panel of Selected Government/Industry Personnel

Lunch:

- 1130 – 1315 Luncheon Speaker – COL(P) Walter Golden, Jr., Dep Cdr, USAAWC – South Hall

Afternoon Session:

- 1315 – 1445 Future Acquisition and Logistics Challenges (Industry & Academia Perspective) Chairman, COL(P) Timothy Crosby w/Panel of Selected Government/Industry Personnel

- 1445 – 1515 Break
- 1515 – 1540 Aviation, PEO Update – Mr. Paul Bogosian, PEO, Aviation
- 1540 – 1615 Aviation Directorate Perspective – BG Stephen D. Mundt, Dir, Avn Task Force
- 1615 Questions and Answers

Evening Session:

- 1830 – 1930 Reception – Von Braun Center – Pre-function Area, South Hall
- 1930 – 2045 Banquet – Von Braun Center, South Hall
- 2045 – 2200 Awards Presentation & Guest Speaker – To Be Determined

FRIDAY, FEBRUARY 15

Bob Jones Auditorium, Sparkman Center

- 0800 – 1200 Attendees invited to attend General Officer Review Board at the Bob Jones Auditorium – Sparkman Center

Uniform of the Day: APS Attendees: Military- Duty Uniform/Civilian- Appropriate Civilian Attire. **Panel Members and Speakers:** Duty Uniform/Civilian-Coat & Tie. **Evening Session:** Military & Civilian-Coat & Tie

Other Aviation Week Activities:

- February 12-13: American Helicopter Society (AHS) – Specialist Meeting on Condition Based Maintenance; Von Braun Center – South Hall (separate registration required)
- February 11-14: Worldwide Aviation Logistics Conference – Bob Jones Auditorium – Sparkman Center – Redstone Arsenal (separate registration required)



AAAA JOSEPH P. CRIBBINS 34TH ANNUAL AVIATION PRODUCT SYMPOSIUM

Registration Form

February 13-14, 2008 NORTH AND SOUTH HALL
Von Braun Center, Huntsville, Alabama



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LAST NAME : _____

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TITLE: (FOR BADGE) _____ COMPANY: _____

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FEES: (Retired government working for industry must pay industry fees)

- AAAA INDUSTRY (Includes lunch and banquet) - \$380.00
 - NON MEMBER INDUSTRY (Includes lunch and banquet) - \$410.00
 - VENDOR BOOTH (includes registration for one attendee) - \$1000.00
- (PLEASE ALSO COMPLETE VENDOR FORM ONLINE AT OUR WEBSITE: www.cribbinsaps.com)**
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MEALS: (meals are not included in the government rate)

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- OTHER:LUNCH GUEST(S): _____ x \$20.00 = _____
NAME OF GUEST(S): _____
- BANQUET GUEST(S): _____ x \$35.00 = _____
NAME OF GUEST(S) - _____
- MEMBERSHIP - \$26.00 (join today and get the member rate)

Please check if applicable:

- I am an invited speaker/panel member.
- I am an awardee.
- I am an APS committee member/volunteer.

Total:

METHOD OF PAYMENT: (we accept cash, check, Visa, Mastercard, Discover and AMX)

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Name on Card (if other than registered attendee) _____

- Personal Check
- Corporate Check (Please make checks payable to AAAA (Tennessee Valley Chapter))

Cut-off for ALL Pre-registrations on website, by fax, mail, or email is February 6, 2008

Complete this registration form and fax to: **Fax: 256-464-9291 Attn: Janice Sanders Phone: 256-464-9191**
or mail to: **AAAA, 9238 Madison Blvd. Bldg. 2 Ste 110, Madison, AL 35758**

Please make your own hotel reservations at the Embassy Suites Hotel in Huntsville, Alabama (256) 539-7373
Be sure to tell them you are attending the AAAA APS event, code is "QUA" for Government and
"QUP" for Industry. You must register by January 11, 2008 to get the APS rate.

Family Readiness Group Lessons Learned Virginia Army National Guard

By Jill McMillin

My role as a family readiness group (FRG) leader began when my husband took command of the 2nd Bn., 224th Avn. Regt., Virginia Army National Guard in February 2003. Its 400 Soldiers, in six companies, deployed to Operation Iraqi Freedom from October 2005 to February 2007.

Although there weren't as many resources available then, much of our efforts and planning are now commonplace for all units in the Virginia ARNG thanks to the support of our state Family Programs Office. In April 2003, I attended basic FRG leadership training offered by the Family Programs Office. At that time my FRG responsibilities centered on planning summer and holiday events, and fundraising. Meetings were bi-monthly as needed, and there were only two volunteers to help.

Appreciating that this current structure was similar to what had always been in place, it certainly would not support a deployment. In our current military world, it was not a matter of *if* we would deploy, but *when*. We needed to have our own deployment plan in order to be successful.

Developing FRG Plans

My proposed plan was well received and after one meeting discussing what families need during deployment, I had a core group of about 10 family members who helped create a new FRG structure. Much was centered on our experiences with previous deployments—no matter good, bad, when, where or how long. We gathered information from the Family Programs Office and the Family Assistance Centers in our area. We also surveyed our unit's needs and planned how to address them as follows:

- Organize a "chain of concern" for each company with each having an FRG coordinator, and an overall battalion FRG leader to provide a communication structure similar to the military side.
- Provide a consistent way to communicate in our chain of concern, with a primary mode for everyday info via e-mail, and a crisis-phone means (if information not appropriate for e-mail); and a secondary mode with our monthly newsletters to supplement e-mail and reach all family members, especially parents. Later it was noted that our children also needed information, so we added a "children's page" to the newsletter that was written by children for children.
- Establish an additional support network with a *parent coordinator* to disseminate info specific to the needs of a large single Soldier population with actively involved parents.
- Schedule FRG meetings on a consistent date and time and plan child care services so Soldiers and families living all over Virginia and Maryland could plan ahead to attend.
- Have regional volunteers coordinate a local social and support network for dispersed families.

Other Efforts for Success

Once our plan was agreed upon, we began filling roles



FRG leaders (l to r) Jill McMillin, Cindy Leipertz, Kelly McKenney and Shelley Pridgen donned colorful unit golf shirts to show their unity during an event they attended.

with volunteers. I later attended the National Volunteer Workshop sponsored by NGB Family Programs in July 2005. This training, combined with our new structure, laid the framework for October's deployment.

We scheduled a *Family Day* that included briefings from Tricare, the Red Cross, the Finance and Legal offices, Family Readiness and on the unit mission. This event formally rolled out our new FRG structure and introduced our company coordinators.

Our next hurdle was building the relationships between our company commanders and the company coordinators. That proved to be a constant work in progress, but worth investing the effort. I established formal communication lines with the rear detachment leadership and our assigned Family Assistant Center (FAC). We decided on how we would communicate and updated rosters as much as we could.

Battle Testing the FRG

Once the unit mobilized to Fort Dix, N.J., we had few calls during stateside training and most of our work was spent updating and organizing Soldier and family rosters.

When the unit deployed to Iraq in January 2006, the FRG was up and running, with only our regional representative positions not filled. Now our calls and e-mails picked up. All family concerns were to go through the company coordinators, or me if the situation warranted, and then routed to the appropriate person or office.

Military concerns went to the rear detachment, or to the company or battalion commanders; other concerns about Tricare, DEERS, financial or legal needs, or family members were referred to an FAC in their area. Most calls were handled at the company level and I was only consulted as needed. At first I would get two to three calls a day. Most were quick fixes getting people on e-mail, updating personal info, or directing family members to the local FAC.

When the units arrived in Iraq, most of the calls and emails we received centered on the wellbeing of the deployed loved ones. This is where having good and timely communication with the unit command made all the difference. Most of the issues were resolved at the company level; however some requests would always come through me as



Family readiness group leaders from the 2nd. Bn., 244th Avn. Regt. pose for a picture with the author during the unit's change of command ceremony in August. Front row (l to r): Lesley Butts, author Jill McMillin, Cindy Leipertz, Kelly McKenney and Wendy Waldeck. Back row (l to r): Leigh Anne Ring and Sheree Temple.

warranted by the battalion commander.

By the end of the deployment, there was very little that couldn't get accomplished at either the unit or FRG side.

Facing Challenges

The most prevalent issues throughout the deployment (no particular order) were:

- Initial pay problems.
- Inaccurate information in DEERS.
- Red Cross messages (both ways).
- Personal relationship problems (i.e. child support, related benefits, custody, separation).
- Lack of knowledge of benefits and where to get help.
- Family morale support (i.e. current situation, increase in daily stress, coping and needing to talk).

Our major challenges during the deployment and how we resolved them were:

- Inconsistent communication methods between families and Soldiers. *Resolution:* Nothing, this one you have to let alone unless there is a safety concern.
- The Media (watching news all the time). *Resolution:* Recommend families limit news if results are affecting daily life and increased stress. This improved as trust in FRG communication grew. No news is good news!
- New Soldiers added to unit after mobilization and deployment. *Resolution:* Most company commanders, or a designee, would send updated information about the Soldier to include a family contact. This was not as good as it could have been.
- Follow-up difficulty with longer term issues (when challenged with kids, yard, bills, etc.) *Resolution:* Have another FRG coordinator step in to help.

Staying Alert

As a leadership group, our biggest concerns were over the safety of the Soldiers and making sure that we had good communication with our commanders. We felt we would be able to handle a crisis should one occur. It was an unwritten rule that I would always keep up with the news. One of our leaders worked in a place that had news on all the time, so she would call me immediately if a UH-60 Black Hawk went down. We got really good at knowing who was flying and if a helicopter went down, we could quickly tell by the number of crew members if we needed to worry. I had wonderful support from the Virginia ARNG Chief of Staff's Office and could rely upon them in a crisis.

This still can never take away the horrible pit in your stomach when you are out being a mom at the ball field, shopping or just driving, and you hear a helicopter went down. You know that you must quickly get clarification and possibly enact the plan you always have in place for the care of your children in case of an emergency.

Thank goodness we had only a handful of these scares.

Black Hawk Down

One specific event took place on Jan. 20, 2007, which proves the importance of a well organized and supported FRG. I was driving home from Williamsburg when my cell phone rang; it was one of our company coordinators.

She received a call from a pilot's wife watching the news about a report of a downed UH-60 in the same area as one of our units. The only available number I had was for the state ARNG chaplain and within 20 minutes I was assured that it was not our unit. I called the company coordinator back, and then another FRG coordinator, to send emails to all. I still had an unsettled feeling and learned later that evening that two Soldiers on that aircraft were from our aviation community. Although with another group, the impact on our families would be great. I knew we needed to come together to mourn the loss of our friends. Through our network we were able to inform our whole unit and many others, and within 36 hours we arranged a prayer service with over 120 in attendance. Our FRG also provided initial, as well as long term, support to both families.

Summary

Our deployment was made better because of our FRG and the wonderful volunteers that stepped up to help. I am proud of the foundation we built so the 2-224th Avn. will continue to have a strong FRG, and hope that the Total Army recognizes that a viable FRG is an integral part of today's military life. Incidentally, this past spring I was asked to offer testimony on my FRG leader experiences to a congressionally appointed committee looking into family readiness for the Guard and Reserves. It is clearly a topic that is gaining much attention as we enter into a new era of using our nation's military resources.



Jill McMillin is the former first lady of the 2nd Bn., 224th Avn. Regt., and is the spouse of LTC Robert E. McMillin, who is the deputy director on the Joint Forces Headquarters Staff of the Virginia National Guard, Richmond.

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Industry News

And Announcements Related to Army Aviation Matters

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

EAATS Gets Chinook Trainer Capability



BOEING PHOTO BY JASON BARRAS

The instructor operator station allows maintenance personnel to simulate "faults" or malfunctions, which will enhance diagnostics and problem-solving skills. The trainer, modified from a retired Army CH-47D, was ready for training at the end of October.

The Boeing Company, St. Louis, Mo., shipped a new CH-47D Chinook Helicopter Maintenance Trainer Oct. 10 to the Eastern Army National Guard Aviation Training Site at Fort Indiantown Gap, Pa. The CHMT is a full-sized, high-fidelity replica of a CH-47D designed to train maintenance tasks to Soldiers, technicians and other flight personnel.

Laser Warning System Contract Awarded

The **Goodrich Corp.**, Charlotte, N.C., reported Oct. 8 its ISR Systems team in Danbury, Conn. has been awarded a five-year \$187 million contract by the Army for the procurement of up to 855 AN/AVR-2B(V) Laser Warning Systems. The AN/AVR-2B(V) detects rangefinders, target designators and beamrider laser-aided systems. Goodrich has supplied production threat detection and laser warning systems for use on military platforms for over 20 years.

CH-47F CAAS Cockpit Declared Operational

Rockwell Collins, Washington, D.C., reported Oct. 8 its Common Avionics Architecture System in the cockpit of the new build CH-47F Chinook has been declared operationally ready for deployment by the Army. The CAAS uses common, reusable processing elements in each piece of hardware and incorporates an open systems architecture based on commercial standards. Initially developed for the Army's Special Operations Aviation MH-47 and MH-60 helicopter fleets, the CAAS solution has also been selected for the Army's UH-60M and ARH-70A aircraft.



BOEING PHOTO BY MIKE GOETTINGS

Boeing Delivers First Block II Apache

The Boeing Company, St. Louis, Mo., handed over Oct. 3 its first Block II AH-64D attack helicopter to the Army at the company's Apache production facility in Mesa, Ariz. COL Derek Paquette, left, the Apache Project Manager, accepted the aircraft's logbook and keys on behalf of the Army from Al Winn, Boeing's vice president for Apache Programs. This Longbow is the first of 217 older AH-64A Apaches re-manufactured to Block II D models; adding night-vision

sensors, color cockpit displays, digital maps, integrated avionics and weapons, plus a digital modem that transmits secure battlefield information. This is the 502nd D model helicopter delivered.

C-27J Retained for Joint Cargo Aircraft Program

The Government Accountability Office in Washington, D.C., reconfirmed Sept. 27 the selection of the C-27J Spartan for the Army and the Air Force's Joint Cargo Aircraft program. The Army Aviation and Missile Command's contracting agency awarded the JCA contract to L-3 Communications Integrated Systems Group on June 13; however a protest on the selection was filed June 22 with the GAO by a rival contract team. "We are pleased that the GAO confirmed the selection of our C-27J offering. We have had confidence in our JCA offering and our team from the beginning," said Bob Drewes, L-3 ISG president and chief oper-

ating officer. L-3 is teamed with Alenia North America, Boeing Integrated Defense Systems and Global Military Aircraft Systems to provide the mid-range, multifunctional intra-theater C-27J aircraft.

A160T Makes 8-Hour Flight with Half-Ton Payload

The Boeing Company, St. Louis, Mo., successfully flew its A160T Hummingbird unmanned rotorcraft Sept. 26 for eight hours while carrying a 1,000-pound payload. The longest and 42nd flight to date for the program, the A160T reached an altitude of 5,000 feet near Victorville, Calif. The flight simulated the delivery of battlefield supplies. This turbine-powered aircraft is the second of 11 A160Ts being built for the Defense Advanced Projects Research Agency. Boeing is working towards an 18-hour continuous flight with a 300-pound payload. Future payloads will include a combination of sensors, weapons and systems, or the ability to retrieve downed personnel.



BOEING PHOTO BY KEITH SKELTON

1,000,000th Gen 3 Intensifier Tube Delivered to Army



ITT PHOTO

ITT Corporation's Night Vision division, Roanoke, Va., announced Sept. 24 the delivery of its one millionth Generation 3 image intensifier tube to the Army. ITT began producing the Gen 3 night vision tubes in 1982 when it received its first contract for the AN/AVS-6 aviation goggle. Today's military-grade Gen 3 goggle tube offers a photo-response—the ability to detect available light—with more than 10 times the power of Gen 1 tube technology of the 1960s.

Army Awards T700-701D Upgrade Contract

The Army awarded **GE Aviation** of Lynn, Mass., a contract Sept. 20 to support an increase in the number of T700-701D engine upgrades being conducted at the Corpus Christi Army Depot in Texas. The \$30 million contract continues the UH-60 and AH-64 helicopter fleet-wide upgrade program that could involve more than 5,000 engines. Overhaul turn around times have been reduced by nearly 80 percent, while production capacity has tripled from 500 engines per year to about 1,600. The GE-CCAD teaming has eliminated engine backlogs during the global conflict, while sustaining fleet operating demands at 2-to-4 times the norm.

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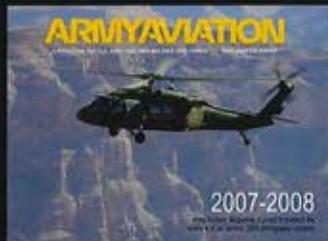


photo contest

Sponsored by **ARMY AVIATION** Magazine.

Twelve cash prizes will be awarded for **1st place (\$500)**, **2nd (\$300)**, **3rd (\$200)**, **4th (\$100)**, and **eight honorable mentions of \$50** each for the best shots that reflect an Army Aviation subject or theme. Winners to be published in the magazine and in an Army Aviation calendar to be distributed at the AAAA Annual Convention. Contest is open to current AAAA members in good standing at time of entry. Persons who are not AAAA members may participate by joining AAAA.

Photographs must have been taken during calendar year 2007. Entries must be received by **January 15, 2008**.

Visit the AAAA website at www.quad-a.org for complete rules and entry form.



Army Orders More One System Remote Video Terminals

AAI Corp., Hunt Valley, Md., received orders in September totaling \$19.9 million from the Army for production of 613 additional One System remote video terminals and 208 extended-range mobile directional antenna systems (MDAS). The OSRVT is a mobile hand-held system capable of receiving live video and telemetry data from an array of unmanned and manned aircraft. A video "footprint" and icons identify enemy and friendly units, vehicles, facilities, landscape, and other features that are overlaid on a dynamic, live geo-location map. The MDAS antenna provides the OSRVT with reception up to 80 kilometers.



ARMY PHOTO BY TERRY HOLLINGSWORTH

Army Buys ASE Systems for Attack Helos

The Army's Program Director for Aircraft Survivability Equipment awarded an \$8 million contract Sept. 7 to **WestWind Technologies, Inc.**, of Huntsville, Ala., for the production and delivery of 182 AAR-57 Common Missile Warning System A-Kits for the AH-64D Apache helicopter, with an option for an additional 60 kits. The CMWS is a passive detection system component of a suite of countermeasures which detects incoming missiles, provides warning to the crew, and dispenses countermeasures to increase survivability of aircraft against the threat posed by infrared guided (heat seeking) missiles.

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

The Boeing Co., Huntington Beach, Calif., was awarded Sept. 28 a \$1.1M contract to deliver an A160T aircraft and modified pod for the autonomous real-time ground ubiquitous surveillance-imaging system (ARGUS-IS) program. Defense Advanced Research Projects Agency in Arlington, Va., issued the contract and work should be completed in May 2009.

Wallbridge Aldinger, Detroit, Mich., was awarded Sept. 28 an \$18.2M contract for the design and construction of combat aviation brigade and tactical maintenance facilities at Fort Bliss, Texas, with completion by June 30, 2009.

Northrop Grumman Systems Corp., Sierra Vista, Ariz., was awarded Sept. 28 a \$22.4M contract for the Hunter Green Dart. Work should be completed by July 31, 2008.

General Atomics Aeronautical Systems, San Diego, Calif., was awarded Sept. 28 a one-year \$27.5M contract for contractor logistics support for the Sky Warrior Block 0 unmanned aircraft system.

General Atomics Aeronautical Systems, San Diego, Calif., was awarded Sept. 14 a one-year \$11.3M contract for contractor logistics support for the IGNAT Warrior-A unmanned aircraft system.

Northrop Grumman Systems Corp., Sierra Vista, Ariz., was awarded Sept. 14 a \$9.7M contract for rehabilitation, reconstitution, repair, modification, and integration of damaged and obsolete flight team Hunter unmanned aircraft equipment. Work should be completed by Sept. 30, 2008.

The Boeing Co., Ridley Park, Pa., was awarded Sept. 13 a \$25.5M contract for the procurement of a new build CH-47F Chinook helicopter with a Dec. 31, 2012 delivery.

AeHensel Phelps Construction Co., Austin, Texas, was awarded Sept. 5 a \$28.1M contract for design and construction of combat aviation brigade hangars at Fort Bliss, Texas with completion by July 31, 2011.

ARMY AVIATION

MAGAZINE

Upcoming Special Focus:

DECEMBER ISSUE

Industry Partners Listings
Industry Support and Challenges

JANUARY

Aviation Product & Logistics Support

Contact: **Bob Lachowski**

Advertising Director

Tel: (203) 268-2450 x131

POTM

ARMY AVIATION ASSOCIATION

PEOPLE ON THE MOVE

AVIATION GENERAL OFFICERS

LTG John M. Curran was placed on the retired list Oct. 1 after he culminated more than 33 years of service as the director, Futures Center, U.S. Army Training and Doctrine Command, Fort Monroe, Va.

Secretary of Defense Robert M. Gates announced Oct. 16 that the President has nominated **COL Rhonda L. S. Cornum** for promotion to the grade of brigadier general. Cornum is currently serving as the chief of the Department of Surgery, Ireland Army Community Hospital, Fort Knox, Ky.

PROMOTIONS

Army Aviation Magazine apologizes for leaving out the list of other aviation officers serving in specialty career fields in the October issue. These officers are on the Fiscal Year 07 Army Competitive Category Lt. Col. selection board results released July 31. AAAAA congratulates the following 65 officers.

Other Career Fields

250 Alley, David W. *48
 137 Baird, Jerry L. 49
 79 Ball, James M. 53
 325 Bamburg, James A. AC
 17 Barnwell, Patrick H. 53
 218 Battiston, Matthew 48
 * 401 Beilstein, Del L. 57
 259 Brence, John R. 24
 245 Brock, Jerome P. 53
 238 Campbell, Charles B. 40
 145 Consani, Quint A. 53
 233 Cote, Courtney P. * AC
 348 Crino, Scott T. 49
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4 Harris, Kenneth W. 49
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 * 373 Johnson, Jeffrey H. * AC
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 * 362 Killen, Bradley J. * AC
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 172 Lee, Jong H. * AC
 267 Libby, Jeffrey A. 49
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 284 Tschida, Carol M. AC
 173 Turner, Jason J. 48
 * 367 Vanriper, Steven G. * AC
 324 Watts, Billy Jr. 48
 287 Williams, Kevin D. AC

FLIGHT SCHOOL GRADUATES

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

Class 07-24, 43 Officers, Graduated October 3 ABOLC

LT Carmel A. Cammack *DG
 LT David H. Aamidor * HG
 LT Michael D. Henderson * HG
 LT Christopher R. Will * HG
 LT Robert J. Binz *
 LT Jonathan D. Cichowicz
 LT Curby A. Colvin
 LT Megan E. Hartley

CHANGES OF COMMAND

28th CAB Gets New Commander



ARMY PHOTO BY CPT CORY ANGEL

COL Christopher Latchford relinquished command of the 28th Cbt. Avn. Bde., 28th Inf. Div., Pennsylvania Army National Guard, to **COL Teresa Gallagher** on Sept. 29 at Muir Army Airfield, Fort Indiantown Gap, Pa. Latchford retires after 32 years of service and will move to serve as the director of the

Northeast Counter Drug Training Center at Fort Indiantown Gap. Gallagher served as the 28th CAB executive officer before taking command. Above, Latchford watches as BG Jerry G. Beck, 28th ID commanding general, passes the 28th CAB colors to Gallagher.

EAATS Changes Commanders

COL Larie J. Wilson relinquished command of the Eastern Army National Guard Aviation Training Site on Sept. 28 to promotable **LTC Timothy J. Hilty** at Fort Indiantown Gap, Pa. Hilty previously served as the executive officer of EAATS. Wilson is now the state army aviation officer for the Pennsylvania ARNG.



ARMY PHOTO BY SFC DAVID J. CABRERA

Above, CSM Nicholas S. Gilliland, EAATS CSM, hands the unit colors to Wilson, as MG Jessica L. Wright, right, the Adjutant General of Pennsylvania, and Hilty await to complete the transfer of command.

Career Fields

24 = Telecomm Systems Engineer
 30 = Information Operations
 34 = Strategic Intelligence
 40 = Space Operations
 43 = Human Resources
 45 = Comptroller
 46 = Public Affairs
 48 = Foreign Area Officer
 49 = Opns, Research & System Analysis
 53 = Info Systems Management
 57 = Simulation Operations
 AC = Acquisition Corps

* Below the Zone

* = AAAAA Member
 * = Life Member

The Human Resources Command released Sept. 27 the calendar year 2007 Reserve Component Individual Ready Reserve and Drilling Individual Mobilization Augmentee Staff Sergeant thru Sergeant Major selection board results. Congratulations to the following four aviation NCOs.

To Master Sergeant

Davis, William A. 15Q4 to 15Z5
 Jones, Bonita Y. 15P4 to 15P5

To Staff Sergeant

Fleming, Eric M. 15T2 to 15T3
 Kivel, James B. 15T2 to 15T3

LT Brian D. Williams
 LT Ashley L. Willis
 LT Radu M. Paraschiv

AWOBC

WO1 Matthew J. Blazewicz *DG
 WO1 Jacob S. Bartholomew *HG
 WO1 Aaron L. McCament HG
 WO1 Lionel D. Hamilton *HG
 WO1 Edward D. Alvey
 WO1 Bryan P. Bartucci

FLIGHT SCHOOL GRADUATES

WO1 Rollin C. Burley *
 WO1 Kevin Dice
 WO1 Billy C. Dove III *
 WO1 Raul H. D'Souza
 WO1 Amanda G. Follett *
 WO1 Brian J. Hamm
 WO1 Chad E. Kutlik *
 WO1 Joshua J. Lee *
 WO1 Travis W.H. Marzolf *
 WO1 Christopher J. Mitchell *
 WO1 Ryan M. Mullins
 WO1 Peter G. Terrazas
 WO1 Catherine A. Turner
 WO1 George P. Pietje
 WO1 Justin W. Winstead

Class 07-25, 52 Officers, Graduated October 18 ABOLC

LT Timothy A. Speace * DG
 LT David C. Winchell HG
 LT Laura A. Naigle HG
 LT Roy A. Reed * HG
 LT Melissa L. Sayers HG
 LT MaryAnn B. Alves *
 LT Anne E. Bahu *
 LT Daniel F. Bair *
 LT Bethany R. Barden
 LT Matthew P. Basil
 LT Sarah E. Benson *
 LT John S. Bilal *
 LT Andrew P. Eggers
 LT Nathan S. Ellis *
 LT Joel D. Funk *
 LT Shaun J. Gaul
 LT Douglas G. Gray
 LT Donald N. Grimes II
 LT Michael S. Hahn-Conti *
 LT Michael Kim
 LT Justin R. Lovejoy
 LT Robert L. Mineo
 LT Justin M. Rude *
 LT Glenn C. Tupper *

AWOBC

WO1 Robert B. Bartlett * DG
 WO1 Alan J. Kersbergen HG
 WO1 Marc H. Quini * HG
 WO1 Michael D. MacFarlane * HG
 WO1 Evan P. Vreeland * HG
 WO1 Drew M. Streit CLG
 WO1 Albert L. Akiona III *
 WO1 Aaron C. Atkinson *

WO1 William A. Basel *
 WO1 Alberto J. Camacho
 WO1 Patrick T. Dukes
 WO1 Ashley S. Higar *
 WO1 Andrew J. Hunter
 WO1 William D. Kaine
 WO1 Thomas J. Leppert *
 WO1 Daniel A. Mayle *
 WO1 John A. Nicholson
 WO1 Erik A. Price *
 WO1 Kris Rawlinson
 WO1 Jonathan E. Rowland *
 WO1 Mathew E. Rowley
 WO1 Jason S. Ruge
 WO1 Kristina S. Sofchak *
 WO1 Timothy C. Starnes *
 WO1 William J. Vanek
 WO1 Steven P. Varella
 WO1 Dustin P. Wehlmann
 WO1 Jason W. Wise *

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

AWARDS

ARMY PHOTO BY SFC MICHAEL MONTELLO



Aviator Receives 41st Air Medal

MG Benjamin Mixon, left, 25th Inf. Div. commander, presented CW4 Robert M. Giebner with his 41st Air Medal on Oct. 1 at Contingency Operation Base Speicher, Tikrit, Iraq. Giebner, with the "Wolfpack" of 1st Bn., 82nd Avn. Regt. and attached to the 25th Cbt. Avn. Bde., was recognized with the award for actions while supporting Operation Iraqi Freedom 06-08. His first two combat tours began in Vietnam in 1969, flying UH-1 or "Huey" helicopters with the 134th Assault Helicopter Company at Thu-Hiep Air Field. He also served a tour during Operations Desert Shield and Desert Storm. He retired in the late 1990s, but felt the call to serve again on active duty after nearly 9 years in retirement. "I also said if I had a chance to come back I would... frankly, I'm an Army aviator, a Soldier, and I like being around these Soldiers serving in Iraq," he said. Giebner is scheduled to return back to Fort Bragg, N.C. after nearly 15 months of service in Iraq.

ARMY PHOTO BY SFC AUBREE RUNDLE



When an incident in August caused the precautionary landings of two AH-64 Apache helicopters in inclement weather in the Paktika province of Afghanistan, members of the downed aircraft recovery team (DART) at Forward Operating Base Salerno sprang into action. The DART members on Task Force Desert Hawk, under the 82nd Cbt. Avn. Bde., quickly recovered the four pilots, who suffered only minor injuries. "I was so relieved when we arrived to find that all four pilots were together and okay," said CPT Erika Salerno, a TF Desert Hawk pilot from the 1st Bn., 285th Avn. Regt., Arizona Army National Guard, deployed in support of Operation Enduring Freedom VIII. The DART was responsible for assessing the location of the aircraft, the conditions of the crew and aircraft, and the actions required to extract the helicopters and safely return them to base. Here, with AH-64 pilots, front and center, join members of the TF Desert Hawk DART for a post-recovery photo on Aug. 18.

RE-ENLISTMENTS



ARMY PHOTO BY LT JESSE TAPOVA

Husband Re-enlists Wife for Long Haul

A medical specialist with 1st Air Cavalry Bde. jumped at the opportunity to have her husband reenlist her in Iraq. 2LT Jeffery Spencer issued the oath of re-enlistment to his wife SSG Misty Spencer, right, on Oct. 6 at Camp Taji. The Spencers have been married for a year and a half, and both are in the 1st Cav. Div. They met when they worked at the military entrance processing station in Phoenix, Ariz., where she was part of the medical staff conducting screenings of potential military enlistees and he was a civilian employee. SSG Spencer is assigned to Hqs. Spt. Co., "Cold Steel" 615th Avn. Spt. Bn., and 2LT Spencer leads the explosive ordnance disposal security platoon of Special Troops Bn. of the 1st Bde. Cbt. Team. "How often do you get to have your spouse at your re-enlistment - let alone being the one to re-enlist you," she said. "I thought it would be great to have him re-enlist me." Now that she is committed to an Army career, Spencer looks to the future. "I've thought about medical school, but it is not the right path for me. I have two options that I am looking at for myself: put in a flight packet or become a registered nurse," she said.



RECOGNIZE EXCELLENCE

Solicitation for CY07 AAAA National Functional Awards



Suspense: January 1, 2008 Send In Your Nominations Today!

◆OUTSTANDING AVIATION UNIT AWARD

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

◆NON-COMMISSIONED OFFICER OF THE YEAR AWARD

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

◆THE ROBERT M. LEICH AWARD

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

◆AVIATION SOLDIER OF THE YEAR AWARD

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

◆JAMES H. MCCLELLAN AVIATION SAFETY AWARD

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

◆ACTIVE AVIATION UNIT OF THE YEAR AWARD

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

◆ARNG AVIATION UNIT AWARD

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

◆USAR AVIATION UNIT AWARD

Sponsored by Honeywell, this award is presented annually by the AAAA "to the U.S. Army Reserve aviation unit, (Battalion and below), that has made an outstanding contribution to or innovation in the employment of Army aviation over and above the normal mission assigned to the unit during the awards

period encompassing the previous calendar year." Any USAR aviation unit or organization meeting the criteria is eligible for this award.

◆MICHAEL J. NOVOSEL AVIATOR OF THE YEAR

Sponsored by the Sikorsky Aircraft Corporation, and in memory of CW4 Michael J. Novosel, Sr., this award is presented annually through the AAAA "to the Army aviator who has made an outstanding individual contribution to Army aviation during the Awards period encompassing the previous calendar year." Membership in AAAA is not a requirement for consideration. A candidate for this award must be a rated Army aviator in the active U.S. Army or reserve components, and must have made an outstanding individual achievement.

◆JOSEPH P. CRIBBINS DAC OF THE YEAR AWARD

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

◆HENRY Q. DUNN

CREW CHIEF OF THE YEAR AWARD

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

Nomination forms are obtainable from the AAAA National Office, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Telephone: (203) 268-2450 FAX: (203) 268-5870 and on the AAAA Website: www.quad-a.org. Suspense is January 1, 2008.

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Bacon, Jeff
Ballenger, John P., Dr.
Beaumont, David L., WO1
Begin, Lee
Bohannon, Travis C., WO1
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Bowman, Mike
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FALLEN HEROES



SSG Townes

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

Operation Iraqi Freedom

SSG Michael Lopez Townes, 29, of Las Vegas, died Sept. 16 in Balad, Iraq, from a non-combat related illness. Lopez was a vehicle mechanic assigned to Co. E, 4th Bn., 227th Avn. Regt., Cbt. Avn. Bde., 1st Cav. Div., Fort Hood, Texas. His death is under investigation.

(Information from Defense Department news releases and other media sources.)

IN MEMORIAM



ARMY PHOTO BY SGT MARY FLYNN

Iraq Helicopter Crash Victims Remembered, Buried Together

Hundreds of Soldiers, family members and friends gathered Oct. 12 at Arlington National Cemetery in Washington, D.C., to honor 12 Soldiers killed in a helicopter shoot down in Iraq earlier this year. The Soldiers, 10 Army National Guardsmen and two active Army, died Jan. 20 when their UH-60 Black Hawk helicopter was hit by a rocket-propelled grenade south of Baqubah, about 30 miles northeast of Baghdad. Their combat deaths were the highest number of ARNG fatalities in a single incident since 2001.

The Guardsmen were: COL Paul M. Kelly and SSG Darryl D. Booker of Virginia; LTC David C. Canegata III and SFC Floyd E. Lake Sr. of the Virgin Islands; CPT Michael V. Taylor, 1SG William T. Warren and SFC John G. Brown of Arkansas; CPT Sean E. Lyerly of Texas; CSM Marilyn L. Gabbard of Iowa; and CSM Roger W. Haller of Maryland. The active-duty Soldiers were COL Brian D. Allgood of Oklahoma and CPL Victor M. Langarica of Georgia. Mourners gathered in a grassy area at the cemetery near a hillside, where other group interments have occurred. Honors included a casket team, a firing party and a bugler who played "Taps." A single casket contained remains of the 12 Soldiers.

The Honor Guard, above, held 12 folded American flags for presentation to members of the families, ceremoniously touching each flag to the casket before presenting them. Service leaders, including Army Secretary Pete Geren, Vice Chief of Staff GEN Richard A. Cody, LTG Clyde Vaughn, director of the Army National Guard, and several state adjutants general, stood silently near the families during the ceremony. "I think it was the right thing to do," Vaughn said. The country owes it to the families to inter these soldiers at Arlington, to let them know that the whole nation is behind them, he said.

"There is a healing peace that goes with this," Vaughn said. "(There's a) helpful healing between people who have the exact same issue, (who can) wrap their arms around and look at someone who's going through precisely the same thing."

From a report by SGT Mary Flynn, National Guard Bureau Public Affairs.



AMR PHOTO

CW4 William Ludwig Ruf II

Retired CW4 William "Willie" L. Ruf II, 84, of Daleville, Ala., died Sept. 20 after a long illness following heart surgery. Ruf, an AAAA life member and an Order of St. Michael Silver award recipient, was born Feb. 16, 1923, in Monmouth, N.J.

He enlisted at age 18 during World War II, and had extensive combat experiences as an infantryman in six campaigns in the Pacific theater, rising through the ranks as a squad leader and platoon sergeant, up to regimental sergeant major. Then he participated in two campaigns during the Korean conflict, again as an infantry regimental SGM.

He received his warrant officer appointment in 1951 and served as a weapons instructor at the Infantry School until 1954.

Ruf graduated April 30, 1955 with the first helicopter pilot class (55F) at then Camp Rucker, Ala., and was assigned to the first CH-34 Choctaw unit, the 587th Transportation Company. In 1959, he was selected to the prestigious Army Executive Flight Detachment and piloted "Army One," a VCH-34A, for Presidents Eisenhower, Kennedy, Johnson and Nixon.

Ruf flew combat missions in Vietnam in 1964 with the 11th Air Assault Division, amassing 1,200 combat hours. Upon returning in 1965, he served as a standardization instructor pilot at Fort Rucker until his retirement from active duty.

During his 28 year career, Ruf earned the Silver Star, the Legion of Merit, the Bronze Star, the Purple Heart, and numerous Air Medals for valor. After retirement Ruf remained as a civilian flight instructor with the Aviation Center and continued to amass flight hours until his second retirement, then with over 16,000 flight hours in AH-1G, CH-21A-C, CH-34A-C, VH-3, CH-47A-B, OH-6A-B, OH-13B, OH-23A-D and the UH-1A-N.

Later in his retirement years, Ruf remained active as a Red Cross volunteer at the Fort Rucker hospital, and as a strong supporter of and a tour guide at the U.S. Army Aviation Museum. He was also a popular guest speaker at flight school graduations and other ceremonies.

Ruf was preceded in death by his first wife of 50 years, Grace Madeline Ireland Ruf. He is survived by his wife Yuok "Kim" Ruf, son William L. Ruf III; daughter Teresa Ann and husband Dr. Raymond Crawford III, and their children Mrs. Kimberly Buxton, Jennifer and 1LT Brian Crawford.

A memorial service with hundreds in attendance was held Oct. 12 in the U.S. Army Aviation Museum at Fort Rucker. Ruf was cremated and his ashes interred Oct. 20 in the family cemetery in Centreville, Md.

CONGRESS SIGNALS ACTION ON IRAQ WAR

In response to the successes of GEN David Petraeus and his troops "surge" in Iraq, many Americans now support giving the new strategy in Iraq a chance in spite of a reported multi-million dollar anti-war campaign conducted during the summer. During the weekend of Sept. 15, veteran organizations including TMC members contacted congressional members and were mentioned by the press for their rally against the large anti-war protests in Washington, D.C.

Pundits concluded that the MoveOn.org full page newspaper ad defaming Petraeus on the first day of his presentations to Congress backfired, discrediting the left wing organization.

Since the August recess, the majority party in the House and the Senate was thwarted in a number of legislative efforts to alter the course of the Iraq War.

- On Sept. 19, a bipartisan proposal initiated by Sen. James Webb (D-VA) promising U.S. troops more time at home between overseas tours was defeated 56-40, short of the 60 needed for cloture.
- On Sept. 21, the third Senate bill intended to mandate a nearly complete withdrawal from Iraq was defeated 47-47, short of the 60 votes needed to stop debate with the cloture rule.
- On Sept. 21, a Senate bill to cut off funds for Iraq by Jun. 2008 was defeated 28-70.
- On Oct. 2, the House took up legislation by Rep. John Tanner (D-TN) and Rep. Neil Abercrombie (D-OH) to require President Bush to submit a plan for the withdrawal of troops from Iraq in 60 days and to provide updates at 90 day intervals.

CONGRESS PASSES CONTINUING RESOLUTION

Lawmakers approved a 45-day *Continuing Resolution Authority* to fund the overall government, including the Defense Dept. at 2007 levels for the appropriations that were not approved by the President before the end of Sept.

On Sept. 27, Army Secretary Peter Geren explained to reporters that the CRA funding uncertainty causes inefficient shifts of funds and makes it nearly impossible to plan for upgrades and other initiatives that need some lead time.

CONFERENCE COMMITTEE GETS DEFENSE AUTHORIZATION ACTS

The House and Senate versions of the 2008 *National Defense Authorization Acts* (NDAA), which passed respectively on May 18 and Oct. 1, were passed to counterpart conference committees for issue resolution before final passage by Congress and forwarding to the President for signature.

Both appropriations committees kept the base Defense funding bill clean of Iraq war language and reserved that debate until the war supplemental package is considered separately. Congress appears to be working to complete



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

the NDAA in the near term to support the war efforts.

The *Dignified Treatment of Wounded Warriors Act* which was passed earlier was included by amendment to the NDAA.

The veto cautions sent to Congress concerning a hate-crimes amendment by Sen. Edward Kennedy (D-MA), buy American equipment requirements, proposed changes to DOD personnel policies and other issues complicate estimating the content of the act as approved by the conference committee.

TMC AIDS DEFENSE CONFERENCE COMMITTEE

The TMC, after examining the House and Senate conference committee issues, sent amplifying information and recommendations in support of TMC's goals to the appropriate congressional members and staff.

Many of these items will be discussed in future issues of this report.

FY08 SUPPLEMENTAL APPROVAL EXPECTS DONNYBROOK

A supplemental budget of \$190 billion was requested for the FY2008 NDAA for the Iraq and Afghanistan wars.

Defense Secretary Robert Gates said the request takes into account President Bush's decision to bring 5 brigades home next summer.

Gates hopes Congress will quickly approve the request without excessive and counterproductive restrictions and that the inefficient shifting of funds within the Army can be avoided.

Insiders believe the majority party plans to extend approval, if needed, into 2008 and to use this request as leverage to bring the troops home, although they lack a veto-proof majority.

TURKISH GENOCIDE RESOLUTION SOURS RELATIONS

The House International Relations Committee on Oct. 10 voted 27-21 for a non-binding resolution declaring the alleged mass killing of Armenians during the WWI by Turkish forces was an act of genocide.

The Turkish government response included the recall of their ambassador to the U.S. and the Prime Minister's request for parliament to approve a large deployment of the troops and an incursion across the Kurdish-Iraqi border against P.K.K. terrorists operating in that area.

Concurrently, DOD is planning alternate logistic routes to Iraq in the event that Turkey withdraws permission for the use of their roads and airfields.

The bill is opposed by the State Department, president and eight former Secretaries of State.

Recent reports suggest that support to pass the resolution in a full House vote is ebbing.

This unnecessary political action has the potential of destabilizing relations with Turkey, a long-time close ally, and severely damaging logistics support of our forces in the Iraq War.

ARMY AND AIR FORCE CONTINUE UAS WRANGLE

After the Sept. 13 memorandum signed by Deputy Secretary of Defense Gordon England, the control of the unmanned aircraft systems (UAS) remains with the services that use them with an oversight shift to DOD.

A DOD task force will examine UAS issues and map out a coherent strategy for all the services to develop drone needs, missions and systems so their resources are not wasted and there is better coordination.

The Air Force continues to seek the executive authority for high and medium altitude UAS that they requested prior to the DOD decision.

The Army, Navy and Marines are reluctant to concede control of their UAS for fear that they will not be available overhead when needed.

ARMY JOINT CARGO AIRCRAFT THREATENED

The Senate sent the FY 2008 NDAA to the Conference Committee with directions for the Joint Chiefs of Staff to make the Air Force responsible for fixed wing support for the Army Logistics on the battlefield.

Additionally, \$157 million was moved from the Army's procurement budget request for the JCA to the Air Force's Science and Technology budget line.

This unexpected change occurred in spite of an urgent request by LTG Steven Blum, National Guard Bureau chief, stating that he was comfortable with both the Army and the Air National Guard flying the JCA, and later opposition by 25 senators.

The Army urgently needs the 54 C-27J Spartan aircraft that began production in June 2007 to replace the aged C-23 Sherpa fleet supporting fighting forces in Iraq and Afghanistan.

PHOTO BY CW2 JOSEPH FOUR



National Executive Board

Long time AAAA National Executive Board member retired Air Force Brig. Gen. Harry Bendorf was presented with the Gold award of the Honorable Order of St. Michael on Oct. 8 during the NEB meeting in Washington, D.C. As chairman of the AAAA Strategic Planning Committee, Bendorf has spearheaded a number of initiatives for the association that have resulted in a vast increase in its influence with senior leaders in and out of government and helped AAAA become an even stronger voice for all of its members. Pictured with Bendorf, center, are AAAA President Jim Snider, right, and Executive Director Bill Harris, left.

PHOTO BY DANIEL J. RUBEERY



Lindbergh Chapter

LC President Paul Hendrickson presented the Silver award of the Order of St. Michael to retired **LTC David E. Reichert** on Aug. 18 in O'Fallon, Mo. Reichert, vice president of Marketing for the Purdy Corporation, was honored for his contributions to Army aviation as a Soldier, an industry partner, and a twice past president of the Lindbergh Chapter. Reichert started his aviation career as an enlisted maintainer, and then received his commission after graduating from the Officer Candidate School. Following flight school, he flew combat mission in Vietnam; then served in numerous aviation assignments in Korea, Germany and stateside. He received the Legion of Merit for his work in the Program Manager Office for UH-60 Black Hawk as the fielding team chief personally managing the fielding of some 500 aircraft. After retiring, he continued his support of Army aviation with the Purdy Corp. enhancing Black Hawk readiness. Always an active AAAA participant, his early efforts greatly enhanced the LC's scholarship program. Reichert served two terms as chapter president and is currently serving as vice president for Programs.

PHOTO BY SSG JESUIT SANTOS



Savannah Chapter

CW4 Brock A. Tedrick was inducted into the Honorable Order of St. Michael during his retirement ceremony on Sept. 28 at Hunter Army Airfield, Ga. Tedrick was a fully mission qualified pilot and standardization instructor pilot in Co. B, 3rd Bn., 160th Special Operations Avn. Regt. (Airborne). MAJ Mark C. Johnson, Co. B commander, presented Tedrick with the Meritorious Service Medal and the Bronze OSM award. As an aviator with over 23 years of service, Tedrick exemplifies courage and valor, volunteering for some of the toughest and most dangerous missions in support of Operations Enduring Freedom and Iraqi Freedom. He deployed five times in support of the Global War on Terrorism, and flew over 3,400 accident free flight hours including 1,300 night vision goggle hours during his career. Tedrick plans to fly helicopters next for a Gulf of Mexico-based oil company.

ARMY PHOTO BY SFC SEANT WHELAN



Keystone Chapter

MG Jessica L. Wright, the Adjutant General of the Pennsylvania National Guard, presented the Legion of Merit and the Silver award of the Order of St. Michael to **COL Christopher D. Latchford** during a retirement ceremony Oct. 12 at Fort Indiantown Gap, Pa. Latchford retires after 32 years of service to the Nation and the state Army National Guard.

During his career Latchford served as the commander of the 28th Combat Aviation Brigade, the State Army Aviation Officer for the Penn. ARNG, and as chairman of the National Guard Association Aviation Task Force.

PHOTO BY MICHELLE OWENS



Aviation Center Chapter

Department of the Army civilian **Paula G. Allman** was inducted into the Honorable Order of St. Michael and presented with the Bronze award Sept. 20 by newly appointed ACC President Robert Carter at Fort Rucker, Ala. Allman, the editor of *Flightfax* and *Knowledge* magazines with the U.S. Army Combat Readiness Center, was recognized for her years of service and support to the aviation community. Allman loves Soldiers and cares about their safety and the safety of the equipment they use. Her passion for safety is reflected in the quality of the publications she has produced over the years and her desire for Soldiers to return safely home to their families.

AAAA: Supporting the U.S. Army Aviation Soldier and Family



Tennessee Valley Chapter

The TVC celebrated its 10th Anniversary of supporting the Redstone Arsenal and Huntsville community by hosting an Alabama BBQ on Aug. 10 in historic downtown Huntsville. While AAAA has been at Redstone Arsenal since 1976, the merger the former Aviation and Troop Command from St. Louis, with the Army's Missile Command in 1996 kicked off a new era for the TVC. Leveraging the efforts of TVC members with transferring St. Louis-based Lindbergh Chapter members, the TVC became a more vibrant chapter, growing to be the second largest chapter in the Association. Here, Larry Thomas, a senior V.P. with Westar, one of 11 major sponsors is thanked by (l to r) Dr Richard Amos, deputy to the AMCOM commanding general; Paul Bogosian, Program Executive Officer for Aviation; and retired BG Tom Konitzer, past AAAA National President.



Jack H. Dibrell-Alamo Chapter

The Jack H. Dibrell-Alamo Chapter recently recognized two chapter scholarship recipients and the family of the officer whom the chapter is named in honor of. The widow of COL Dibrell, Anne Dibrell, and her youngest son retired Air Force Maj. Mark Dibrell, were on hand Oct. 9 in the historic quadrangle of Fort Sam Houston, Texas, for a scholarship award ceremony. Samantha Merkle, daughter of LTC John Merkle, and Kathia Asborno, wife of MAJ Anthony Asborno, both of San Antonio, are each recipients of a \$1000 AAAA Scholarship for 2007. Merkle is attending the University of Florida and Asborno is at the University of Texas. The Dibrell family has donated nearly \$4000 to the scholarship program, and after the ceremony Anne contributed another \$500 to the chapter matching scholarship fund. Pictured here (l to r) are: retired CW3 Al Cargen, V.P. for Scholarships; Mark and Anne Dibrell, and MAJ Daniel Clark, JHDAC president.

NEW AAAA ORDER OF ST. MICHAEL RECIPIENTS

GOLD

BG Harry H. Bendorf, Retired

USAF

SILVER

COL Dennis R. Miller

CW5 Dean E. Stoops

BRONZE

DAC John A. O'Boyle

Reverend W. Karl Volz

LTC Mark C. Taylor

LTC Margaret M. Venasse

LTC John P. Poppie

Mrs. Paula G. Allman

CW4 Donald P. Wilds

DAC John A. Shaw

MAJ Mathew J. Hannah

COL Jerome Litschke

COL Ronald Neumeister

SGM Jeffrey Lindberg

LTC R. Clay Brock

SSG Casey Roberts

SFC Argelio Rodriguez

CPT Michael Troxell

ISG James Schley

COL William R. Coats

LTC M. Todd Hunt

MAJ Michael Hill

MAJ Brian C. Pierce

LTC Kevin J. Fowler

LTC William D. McGarrity

LTC John B. McNally

LTC Robert E. Wilson

SFC Micah B. Mason

NEW CHAPTER OFFICERS

Rio Grande Chapter

CW2 Carmina D. Quintanilla,

Treasurer

Black Knights Chapter

LTC Todd A. Messitt,

President;

MAJ James R. Yastrzemy,

Senior Vice President

Big Red One Chapter

COL Jessie O. Farrington,

President

NEW LIFETIME MEMBERS

BG Louis A. Abbenate, Ret.

CSM Victor S. Angry

CW5 Paul E. Beane

CW4 Hugh V. Berthot, Ret.

LTC John S. Bolton, Ret.

CPT James D. Cahill

COL Donald Cowan, Ret.

Joseph P. Holt

Steven K. Martin

BG Virgil L. Packett II

CPT Brian J. Pipkin

CW5 Paul L. Price, Ret.

LTC Alan M. Smith, Ret.

COL Robert W. Soll, Ret.

MAJ John D. Stahl

INSTRUCTORS OF THE YEAR

SSG Mark E. Mierta

October 2007

Colonial Virginia Chapter

GS Marion D. Thomas

October 2007

Colonial Virginia Chapter

ACES

MSG Terrence D. Sheehan

Colonial Virginia Chapter

NCO OF THE QUARTER

SSG Jacob Smith

2nd Quarter 2007

Narragansett Bay Chapter

SFC Edward F. Smith

3rd Quarter 2007

Narragansett Bay Chapter

SGT Richard E. Lomas, Jr.

4th Quarter

Narragansett Bay Chapter

NCO OF THE YEAR

SGT Mark A. Fortin

Narragansett Bay Chapter

SOLDIER OF THE MONTH

PV2 Patricia C. Murphy

September 2007

Bluegrass Chapter

PFC Franklin L. Noyes

October 2007

Bluegrass Chapter

SGT Stephen M. Langelier, Jr.

July 2007

SPC Craig S. Garvey

August 2007

PVT Oscar L. Estranda, Jr.

September 2007

PVT Stephen A. LaFoy

October 2007

SGT Brian J. Proppe

November 2007

Narragansett Bay Chapter

SPC Joshua T. Shackelford

August 2007

SGT Wesley E. Fox

September 2007

SPC Ryan Oakes

October 2007

Voodoo Chapter

NEW INDUSTRY PARTNERS

Blackhawk Modifications, Inc.

National Defense Industrial

Association

Ridgeline Technology

Thrane & Thrane, Inc.

USAMC Logistics Support

Activity

IN MEMORIAM

Mr. Jay Groen

CW4 William L. Ruf II, Ret.



PHOTO BY CWS MARK W. GRAPIN

Bluegrass Chapter

On Oct. 12, PV2 Patricia C. Murphy, a flight operations specialist with Co. B, 2nd Bn., 147th Avn. Regt., was honored as the

BGC Soldier of the Month for September in Frankfort, Ky. CPT Jeremy A. Kearny, Co. B commander, assisted by CSM Mark J. Newby, 63rd Theater Avn. Bde. CSM, presented Murphy with the Corporal Eddie Ward Memorial award on behalf of the Bluegrass chapter. Murphy excelled during recent flight operations, working long hours, and making immediate contributions to her unit in readiness and records management. Pictured here are (l to r): 1LT Susan Matsubara, BGC V.P. for Scholarships, Murphy, Kearny and Newby.



PHOTO BY CWS DEAN E. STOOFS

Bluegrass Chapter

BGC President COL Benjamin F. Adams III welcomed SGT Lucinda D. Silver as the chapter's 150th member during their general membership meeting held Sept. 20 in Frankfort, Ky. Silver, a personnel services specialist with HHC, 63rd Theater Avn. Bde., was presented with a certificate of recognition for her membership milestone. Noteworthy is the fact this milestone was accomplished in less than six months from the chapter's start-up and now seats the chapter president on the National Executive Board. Pictured here are (l to r): Adams, Silver with daughter Shannon, and COL Phillip K. Miller, BGC V.P. for Awards.

Upcoming Events

JANUARY 2008

- Jan 9-11 **AUSA Army Aviation Symposium**, Arlington VA
- Jan 22-25 **Aviation Senior Leaders Conference**, Fort Rucker, AL
- Jan 23 **AAAA National Functional Awards Dinner**, Fort Rucker, AL
- Jan 25 **AAAA Scholarship Executive Committee Meeting**, NGRC, Arlington, VA
- Jan 26 **AAAA National Awards Committee Selection Meeting**, NGRC, Arlington, VA

FEBRUARY 2008

- Feb 13-14 **Joseph P. Cribbins Product Support Symposium**, Huntsville, AL
- Feb 27-29 **AUSA Winter Symposium**, Fort Lauderdale, FL

APRIL 2008

- April 6-9 **AAAA Annual Convention** Gaylord National, Landover, MD
- April 29 - May 1 **AHS Annual Forum & Technology Display**, Montreal, Quebec



ARMY AVIATION ASSOCIATION OF AMERICA (AAAA)

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Please check one: Change of Address New Membership

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

AAAA ANNUAL DUES

Applications other than those listed below:
 () 1 yr, \$26; () 2 yrs, \$47; () 3 yrs, \$70
 Full-Time Students; Enlisted; WO1s; GS-8 DACs & Below;
 Wage Board 12 DACs & Below:
 () 1 yr, \$15; () 2 yrs, \$27; () 3 yrs, \$39
 Add \$5 per year if you have a foreign, non-APO address.
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- () Army Active Duty () Defense Industry
- () ARNG () JAGR () Foreign Military Service
- () USAR () JAGR () Other
- () DAC
- () Army Retired () Former
- () Other US Military Service

Are you a former AAAA member? Yes No

If yes, what year did you join? _____

Chapter Affiliation Preferred _____

Print Name of Recruiter _____

Rank/GS Grade _____ First Name _____ MI _____ Last Name _____

Sex _____

Mailing Address _____

Mailing Address _____

City _____ State _____ Zip + 4 Code _____

Active Duty or Civilian Job Title and Unit or Firm name _____ E-Mail _____

Area Code Office Phone _____ Area Code Residence Phone _____ Area Code FAX _____

Consent: I do I do not consent to the publication or release of the above information to third parties.

Signature _____ Date _____

Citizenship _____ Nickname _____ Spouse's Name _____

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.

Nominations are currently being requested for the 2009 induction.

The deadline for receipt of nominations is May 1, 2008.

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

MEDAL OF HONOR MAJOR WILLIAM E. ADAMS

ARMY AVIATION HALL OF FAME 1990 INDUCTION

MAJ William E. Adams distinguished himself on May 25, 1971, when he volunteered to fly a lightly armed helicopter in an attempt to evacuate three seriously wounded Soldiers from a small fire base in Kontum Province in the Republic of Vietnam, which was under attack by a large enemy force.

Adams, assigned to A/227th Assault Helicopter Company, 52nd Aviation Battalion, 1st Aviation Brigade, made the decision with full knowledge that numerous anti-aircraft weapons were positioned around the base and that the clear weather would afford the enemy gunners unobstructed view of all routes into the base.

As he approached the base, the enemy gunners opened fire with heavy machine guns, rocket-propelled grenades and small arms.

Undaunted by the fusillade, he continued his approach determined to accomplish the mission.

Displaying tremendous courage under fire, he calmly directed the attacks of supporting gunships while maintaining absolute control of the helicopter he was flying.

He landed the aircraft at the fire base despite the ever-increasing enemy fire and calmly waited until the wounded Soldiers were placed on board.

As Adam's aircraft departed from the fire base, it was struck and seriously damaged by enemy anti-aircraft fire and began descending.

Flying with exceptional skill, he immediately regained control of the crippled aircraft and attempted a controlled landing.

Despite his valiant efforts, the helicopter exploded, overturned, and plummeted to earth amid the hail of enemy fire.

Adams' conspicuous gallantry, intrepidity, and humanitarian regard for his fellow man were in keeping with the most cherished traditions of the military service and reflected utmost credit on him and the U.S. Army.



Editor's Note: *Vice President Gerald Ford presented Adam's posthumously awarded Medal of Honor to his family on Aug. 8, 1974. Adams is interred in Fort Logan National Cemetery in Denver County, Colo.*



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