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Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Army Announces Aviation Rotation to Afghanistan

The Army announced Sept. 3 the extension of the **3rd Cbt. Avn. Brigade's** deployment in Afghanistan for an additional 14 days to allow follow-on units to accrue one year of time at home station before redeploying. Late next spring the **10th Cbt. Avn. Bde.** from Fort Drum, N.Y., will depart for a one year deployment to Afghanistan. The 3rd CAB will then return to its home base at Hunter Army Airfield near Savannah, Ga.

More Guard Aviation Heads to Afghanistan

About 70 members of **Co. B, 1st Bn., 169th Avn. Regt.**, Alabama Army National Guard, bid farewell Sept. 1 to family and friends during a ceremony at their Army Aviation Support Facility at the Birmingham-Shuttlesworth International Airport. The CH-47D Chinook helicopter company heads to Afghanistan in December after training at Fort Sill, Okla., for a year long tour in support of the 3rd Inf. Div. The Wyoming National Guard announced Aug. 5 it's sending 22 Soldiers and three HH-60 helicopters from **Co. C, 5th Bn., 159th Avn. Regt.**, an air ambulance unit, to Afghanistan in October for a 10 month tour. The unit also completed two months of training at Fort Sill.

FORSCOM ARMS Conference

The Army Forces Command held its G3 Aviation Resource Management conference July 28 and 29 in Orlando, Fla. The event was geared to assisting commanders with resetting, assessing and training their forces in support of world-wide contingency operations. To obtain presentations from the conference and the current FORSCOM ARMS Guide, visit the AKO website at <https://www.us.army.mil/suite/page/592726> or contact LTC Timothy Burke at (404) 464-5068 or timothy.burke@us.army.mil

Guard Unit Named National Aviation Task Force

Colorado National Guard officials announced July 22 that the **2nd Bn. "Blackjacks," 135th Avn. Regt.**, based at Buckley Air Force Base near Aurora, will lead as the Aviation Task Force for the continental U.S. Its new mission is to respond to chemical, biological, nuclear and radiological emergencies or explosions caused by natural disasters, accidents or terrorist attacks. This is the first Guard unit to be delegated the responsibility, which had been assigned to only active duty Army units in the past.

Colorado Guard Rescues Missing Hikers



EAGLE COUNTY SHERIFFS OFFICE PHOTO

A Colorado Army National Guard UH-60 Black Hawk crew helped rescue two male hikers in their mid-40s Aug. 12 from the Mount of the Holy Cross near Vail. The hikers from Michigan were last seen around 3:30 p.m. on Aug. 10 at an altitude of 13,500 feet and the search began the next morning after another companion reported their failure to return to their campsite. The UH-60 crew from the ARNG's **High Altitude Aviation Training Site** in Gypsum joined the search on Aug. 12 and spotted a signal mirror at about 8 a.m., while inserting the second of two ground search teams. About 15 minutes later the helicopter extracted the hikers from Reeds Meadow and handed them off to Eagle County Sheriff's Office, who reported their condition as good.

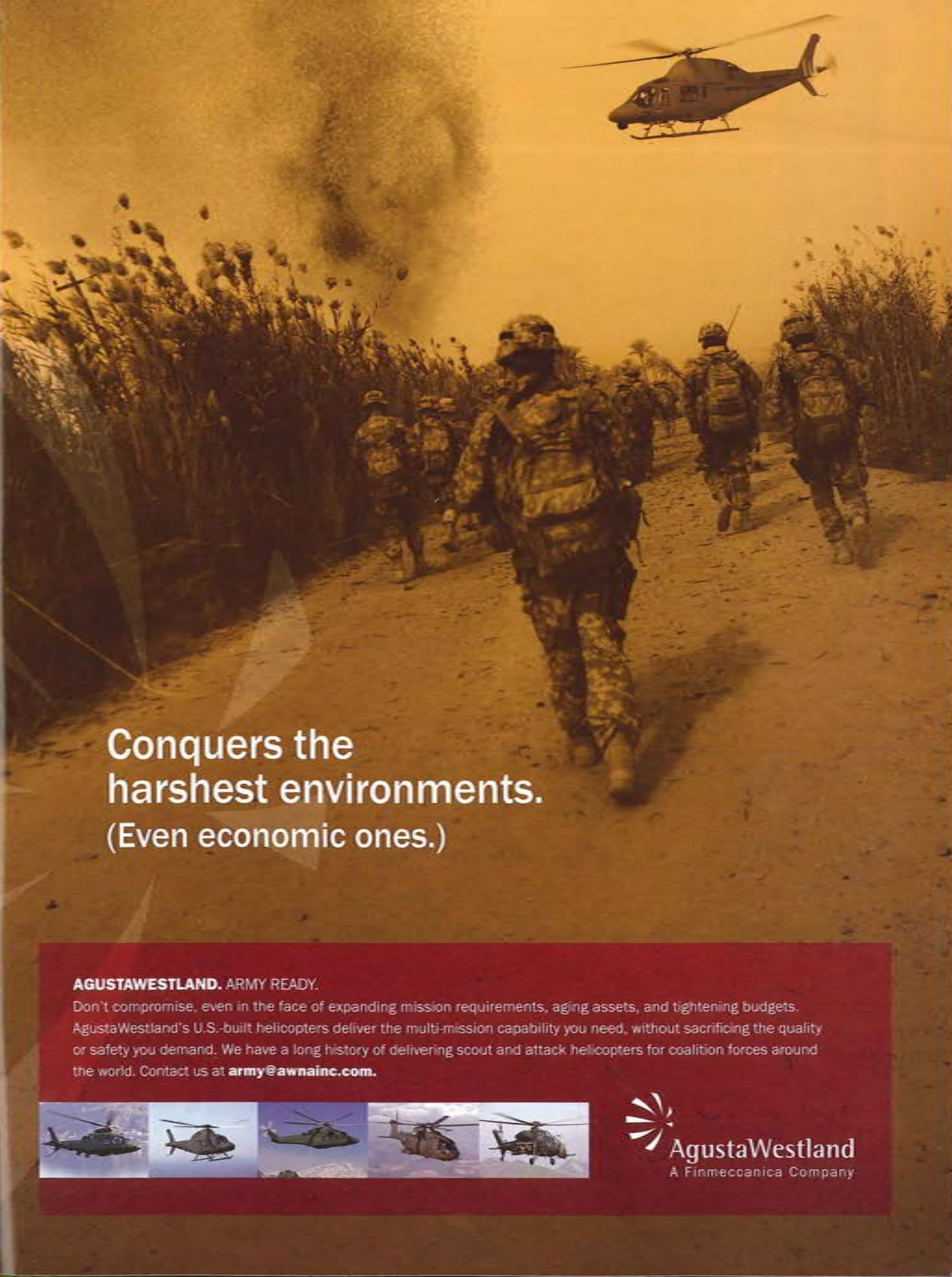
Ky. Guard Aviation Supports Kosovo

Two Kentucky Army National Guard aviation units had a farewell ceremony Aug. 9 in Frankfort before leaving for training at Camp Atterbury, Ind. **Co. B, 2nd Bn., 147th Avn. Regt.**, with 86 Soldiers and 11 UH-60 Black Hawks, and **Co. C, 169th Avn. Regt.**, an air ambulance unit, will be on a year-long deployment to Kosovo.

Correction: In the August/September 2009 issue, page 146, the lost members section should have indicated that AAAA members assisting us in locating a lost member will receive a free MONTH extension added onto their membership, not a "free membership".

2009 PHOTO CONTEST

See page 48 or
www.quad-a.org for more details



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AAAA's Season of Engagements

As mentioned in last month's Cockpit, our third Senior Associates meeting of the year was held Sept. 15 at the Army Navy Club in Washington, D.C. The Senior Associates are a group of 12 retired, non-aviator, senior general officers who volunteer their time to help ensure Army Aviation remains an effective and efficient warfighting force.

This meeting, under the leadership of Chairman GEN (Ret.) Jack Keane, met with GEN Peter Chiarelli, the Army vice chief of staff; LTG J.D. Thurman, deputy chief of staff for Operations (G3/5/7); and with the leadership of the aviation community, to hold round-table discussions focused on understanding the Army's priorities and initiatives.

The insights from this meeting will enable our senior associates and the association to represent the aviation branch with an effective voice.

We thank the participants for their valuable time, considerable effort and major support for the continuing success of Army Aviation.

The annual meeting Oct. 5-7 of the Association of the U. S. Army was the start of a rather full and busy time for our association. Our National Executive Board held its second and final meeting of the year on the first day of AUSA's conference and the association is in strong shape.

Now AAAA's action-packed fall events schedule continues with the 7th annual Luther G. Jones Maintenance Summit being held in Corpus Christi, Texas from Nov. 3 to 6.

It will be closely followed by our Aircraft Survivability Equipment (ASE) Symposium Nov. 9-11 in Nashville, Tenn.; and then just a couple of weeks before Saint Nick arrives, we'll hold our Unmanned Aircraft Systems (UAS) Symposium Dec. 9 to 11 in Arlington, Va.

Anyone who has worn a uniform of



AAAA's 2009 Avionics Award recipient SSG Joebob Parker is flanked by his wife Kristin and LTG Jeffrey A. Sorenson, following the Sept. 16 presentation of his trophy and certificate at the 2009 C4ISR Conference hosted by many Fort Monmouth, N.J. associations including our own AAAA Monmouth Chapter.

this great nation takes pride when an outstanding young troop and his family are recognized.

Such was the case last month when SSG Joebob R. Parker arrived stateside Sept. 14 from Afghanistan to receive AAAA's Avionics Soldier of the Year award, presented to him Sept. 16 at the C4ISR Conference hosted by many Fort Monmouth, N.J. associations including our own AAAA Monmouth Chapter.

He and his lovely wife Kristin are a great example of an outstanding military family and were honored by many Fort Monmouth area associations, including our own Monmouth Chapter.

Parker, who is assigned to Trp. D, 7th Sqdn., 17th Cav. Regt., with the 159th Cbt. Avn. Bde. at Fort Campbell, Ky., headed back to his unit in Afghanistan on the 18th.

Revenues in 2008 made it a landmark year for the Association, and the 2009 numbers are on track to exceed expectations.

It is my belief that you can never say "thank you" enough, so to our renewing members who sustain this

organization and our industry members who year-after-year improve their exhibits at the convention, "Thank You" for your tremendous support.

This revenue truly helps keep dues down and makes it possible for the association to "Support the U.S. Army Aviation Soldier and Family."

Also this month in the magazine, CW5 Mark Grapin, our new vice president for Membership, provides information on AAAA's complimentary membership program and recognizing Soldier excellence. I invite you to read his informative article on page 8.

With several AAAA events on the calendar, please visit the website www.quad-a.org for the latest information on ASE, UAS, and the 2010 Annual Convention in April.

I look forward to seeing you at our upcoming events.

The door is open!

BG (Ret.) Rod Wolfe
AAAA President
rod.wolfe@quad-a.org



Photo Courtesy of Ryan Reuter

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AAAA Membership Memo



Complimentary Memberships and Recognizing Excellence

I was deeply honored when asked if I would be interested in the vice presidency for Membership, with the expectation that successes in a chapter-level program could be brought to the national level.

Indeed, those same programs that catapulted the Bluegrass Chapter from a start-up of 64 to a roster of over 300 members are the very same programs that each chapter may leverage.

In the next several issues of ARMYAVIATION, we'll spotlight several of these programs, examining program elements, and give some tips for their practical application.

There are at least five spheres of influence that overlap when it comes to association membership: the vice presidencies of Membership and that of Chapter Affairs, the chapter and national awards programs, the touchstone services provided by our national staff in Monroe, Conn., and even those services provided by this very magazine – in that each broadcasts the message of our overarching mission to serve the needs of our Aviation Soldier and their families.

By natural extension, this mission includes those needs common to our service civilians and industry partners who remove the roadblocks to ensure our continued success in each corner of aviation.

And while many of our membership programs on the industry end of the scale help ensure our corporate fiscal health and longevity, let's start this series discussing a program on the opposite end of that spectrum, one designed to recognize and reward excellence in the very best and brightest of those newest to the aviation branch: our Soldiers of the Month.

Every month, chapters are invited to consider those who have gone above and beyond. AAAA membership is certainly not a prerequisite for considering whether PFC Joe Smith or PV2 Mary Adams has done something worthy of special recognition.

For some of our 69 chapters, these Soldiers have performed consistently in a noteworthy manner over the span of several months; or are conspicuous in their spending extra hours in mentoring others or preparing for an inspection.

Each of our chapters has 12 opportunities per year to grow our ranks, providing each one of these outstanding selectees with a one-year complimentary

membership and a seal-embossed certificate, at no cost to the Soldier or the chapter.

For our smaller chapters, adding 12 new members in a year represents a significant boost to their rosters. And, this program potentially adds 828 new members to our association each year!

With our total membership of just over 17,000, this influx of new members could significantly bolster the voice with which we speak and serves as an innovative tool by which our chapters and association supports the aviation commander in recognizing their very best and brightest.

Several local chapters have added their own local flavor to these monthly awards, which only enhances the spirit in which our association strives to support the Aviation Soldier.

When the AAAA Soldier of the Month certificate is presented by a commander before their formation, and later a photo brief appears in our national magazine, the second and third order effects of organizational and individual esprit are immediately evident and long-lasting.

Details on the Soldier of the Month program and the corresponding one-year complimentary membership are outlined in the AAAA INFOFILE (the association's version of an SOP) maintained by each senior chapter officer.

Abstracts are also available by request at aaaa@quad-a.org.

Next issue, we'll look at some key elements of individual membership and even membership extensions for those deployed to the combat theater.

I invite your questions on this program and any other membership issues.

CW5 Mark Grapin
AAAA Vice President for Membership
mark.grapin@quad-a.org

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To learn more, e-mail us at EO_IR@aalcorp.com.



Army Aircraft Survivability Equipment Adaptable for Today, Prepared for the Future

By MG James O. Barclay III

In this issue, you'll read about great Army aircraft survivability equipment efforts.

Here is an example of how Army aviation operates as an enterprise and can rapidly adapt to the threat and maintain the edge over our adversaries – all the while improving the warfighting capabilities of our combat crewmembers.

You have all seen changes and innovations in how we constantly analyze the threat, develop and field new ASE equipment, train our formations, and tie in valuable lessons learned across all of the mission design series in our aviation fleet.

Success requires input from the warfighter, our national intelligence sources, our industry partners and the requirements developer right here at the Aviation Center of Excellence.

Since our deployments to Operation Enduring Freedom and Operation Iraqi Freedom, we mandated that the highest priority of our RAH-66 Comanche dollar re-investment must address aircraft survivability equipment. That is a promise delivered.

Consider the investment we made by designing, testing and fielding the Common Missile Warning System across the bulk of the fleet.

Not only did we field this necessary capability, we learned additional lessons as it was deployed, and again re-engineered and adjusted how we fitted it onto our platforms to maximize the investment through greater safety for our crews.

Simultaneous work was devoted to reducing the infra-red (IR) signatures of our aircraft, which resulted in improved IR suppression kits and further reduced our vulnerability to IR missiles.

While we would ideally like to believe that the materiel improve-



As the requirements developer for Army aircraft survivability equipment, the Aviation Center of Excellence is fully engaged in identifying the requirements and turning them into funded programs. Here, an AH-64D Longbow attack helicopter from Co. B, 1st Bn., 227th Avn. Regt., fires off a pair of decoy flares used to defeat heat seeking missiles while conducting combat operations in early August near Camp Taji in Iraq.

ments we made were the only facet required to defeat the enemy anti-aircraft threat, we must be honest with ourselves.

New and better equipment is only as good as the crewmember using it in the fight. Because of that, we have also endeavored to improve our training and tactics.

The Aviation Shoot Down Assessment Team, our tactical operations (TACOPS) officers, and every crewmember in our formations provide the critical lessons learned we demand in order to minimize our vulnerability while maximizing our combat effectiveness.

Success in the human dimension of ASE is one of the reasons why we have been able to stay ahead of emerging threats.

Our exhaustive efforts in this arena can never stop.

We have seen that our enemies will adapt to the changes we make in both tactics and equipment. The sparring contest continues because they will not rest and neither can we.

But our resolve is unmatched, and while we have seized the initiative in our approach to ASE, we must remain committed to continued evolution and rapid implementation of new tactics, techniques and procedures, and with



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- Exhibits
- Feedback from the Field



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AAAA Unmanned Aircraft Symposium (UAS) Crystal Gateway Marriott, Arlington, VA

- U.S. Army Aviation Branch Leaders
- Joint Integration Panel
- UAS Awards
- Exhibits
- Feedback from the Field

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technologies to maintain our edge.

Leaders across the Army join me in my concern for the safety of our crews wherever they are deployed.

However, we must also invest efforts today to understand and defeat the threat of tomorrow.

I'm confident we are delivering the ASE capabilities we need to win today's fight.

An important ASE question facing us is, "How do we continue to improve today's capabilities while we define future requirements?"

As the requirements developer for Army ASE, the Capabilities and Requirements Directorate here is fully engaged in identifying those gaps and requirements, documenting them and writing the "capabilities development document" which will turn the requirements into fully funded programs of record.

The result is an integrated suite of capabilities which addresses all

known and emerging threats.

Our answers and options will be vested across the Aviation Enterprise so that we all understand the materiel solutions, the training demands, and the life cycle sustainment costs well ahead of the time when we must send another crewmember into harm's way.

For those of you who are actively engaged in the aircraft survivability mission, I thank you for your tireless efforts and issue you the continuing challenge to stay ahead of the threat and make sure Army aviation is prepared for any fight, at any place, at any time.

Above the Best!



MG James O. Barclay III is the Aviation branch chief and the commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, Ala.



Campbell Welcomes Nam Vets Home

On Aug. 15, Fort Campbell, Ky., home of the "Screaming Eagles" of the 101st Airborne Division, held a "welcome home" ceremony for hundreds of Vietnam War veterans. More than 1,400 Army, Marine Corps, Navy, Air Force and Coast Guard veterans were officially welcomed home in Hangar 3 by MG John F. Campbell, the commanding general of the division and the post. "This is a time for celebration and a time for healing...welcome home...and thank you," Campbell said as he addressed the teary-eyed veterans, families and supporters from across the country. These are words generally expected, if not taken for granted, upon return. However, ranging from 34 to 50 years ago, a neglected segment of Americans never heard those words in reference to where they had been or what they did. From 1959 until this month, America failed to tell them, "Welcome home." One appreciative veteran said, "This is amazing. We're being accepted like royalty. I am grateful. I am humbled. I am finally home!"



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"How testing affects you."

Chief Warrant Officer of the Branch Update



Warrant Aviation Safety Officers Key to Strong and Effective Safety Programs

By CW5 Jeffrey A. Reichard

During deployment, adherence to established standards is critical. The slogan, "this is combat" is not an excuse for violating standards. Here, a UH-60 Black Hawk with the 2nd Bn., 82nd Avn. Regt., executes a two-wheel landing on a pinnacle in the Kandahar Province of Afghanistan during a deliberate extraction Aug. 23 of troops from the 1st Bn., 12th Inf. Regt., 4th Inf. Div.



ARMY PHOTO BY SGT AUBREE RUNDLE

SPECIAL FOCUS

SAFETY

Army Aviation – both words call to mind professions that are, in their nature, laden with risk.

Safety starts with the right attitude or belief by every single member of the unit. Essentially safety starts with the right culture, which is a shared set of attitudes and beliefs of a given group.

The Army has already illustrated its commitment to safety in developing the idea of Composite Risk Management (CRM) to guide every mission we undertake.

Field Manual 5-19 was an update to FM 100-14, which expanded our application of risk management beyond the tactical hazards of accomplishing the mission.

CRM provides clear standards and

guidance on how the risk management process was to be applied. In a bigger sense, CRM represents a culture change for the Army.

In Army Regulation 5-19 Composite Risk Management, dated 2006, it departs from the past cookie cutter safety and risk management mentality through teaching Soldiers 'how to think' rather than telling them 'what to think.'

It recognizes the limitless potential of each Soldier to protect one's self, their brothers and sisters in arms, and their equipment.

In every institution, leadership is the key to fostering a culture of safety and ensuring that every member takes ownership of that belief.

Essentially each Soldier becomes an extension of their leaders, who can be the eyes and ears on the ground to report and mitigate the risks that we face daily in aviation.

Despite all the risks involved, through a strict adherence to stan-

dards, accurate reporting and fostering a culture of safety, aviation continues to save the lives of its own and the Soldiers on the ground.

To further expound from a warrant safety officer's point of view, I have invited CW5 James Hood and CW4 William Keith to present their experiences and reflections on the importance of a strong and effective safety program.

CW5 Hood is the chief warrant officer of the brigade and the aviation safety officer with the 1st Inf. Division's combat aviation brigade at Fort Riley, Kan.

CW4 Keith is an OH-58D Kiowa Warrior pilot serving as the 25th Cbt. Avn. Bde.'s safety officer currently deployed to Iraq.

Keith is a certified safety professional and recently served as a guest speaker briefing "Safety Deployment Issues" at the 17th annual Joint Services Safety Professional Development Conference.



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SAFETY FOCUS

Techniques for a Successful Safety Program

By CW5 James Hood

Developing a safety program within a company can be difficult. When aviators graduate the safety course and commanders graduate the captain career course their first attempts at being successful can be a daunting task.

Barriers and misconceptions exist in the aviation community that can overwhelm younger safety officers and commanders when they try and implement safety measures.

There are multiple ways to implement successful programs and they are all correct, if they work, but for argument's sake let's explore a few concepts that may be helpful in developing a program whether you're a commander or a safety officer.



ARMY PHOTO BY SGT TRAVIS ZELINSKI

The Army Readiness Assessment Program is a useful tool to learn of unit member's perceptions, attitudes and beliefs about risk and safety and provides tremendous insight into the command's current state of safety. Before flight, CW3 Roberto Torres, a CH-47F Chinook pilot with Co. B, 2nd Bn., 227th Avn. Regt., conducts his required system checks for his Aug. 8 mission from Camp Taji, Iraq.

Relationships

The commander, the aviation safety officer (ASO) and the standardization pilot (SP) must develop a strong working relationship. Understanding each other's strengths and weaknesses, understanding the commander's intent and showing the team you are of one mind goes a long way with troops.

Soldiers, NCOs and officers feed off positive attitudes and a strong leadership team. Go to the first sergeant and let him know you support him or her.

You'll find it works both ways and your efforts to enlist support among the Soldiers will be easy when they see you and the top NCO are working well together. Always seek the advice of more seasoned safety officers and commanders.

Too often we look at higher headquarters as the task master, not the mentor. I cannot tell you how many times I see young safety officers ask very simple questions on the safety list server when they easily could have asked their battalion ASO.

Anywhere your relationship chain breaks, fix it. You and your unit need the chain to be solid.

Preventive Safety

Too often we see units that seem to chase safety rather than run ahead of the pack. Take advantage of all the tools the Army gives you to get the message out that safety is best for the mission, the unit, and for each and every Soldier.

Commanders: Don't wait for your safety officer to give you ideas, lead the way and use your command team to advise you with their ideas.

ASOs: Know your commander's issues, think hard how to help, learn what your SP is doing for training, and see the risk of all missions under your area.

Fighter management: If you don't follow it then you can't help enforce it; it's an absolute proven preventative tool.

Get outside the box when thinking of risk – composite risk management should be natural to your decision making process and not everything revolves around pilots.

Go watch your crew dogs and see where they may be at risk. Visit with maintenance crews regularly, do a test flight, help PMD (daily) an aircraft. Get involved in every part of your unit. Help develop the training calendar, learn what issues the lieutenants

have, and watch how they schedule and select crews. Get out in front and don't chase safety; fly with everyone and know your people.

The adage, "There are old pilots and bold pilots, but no old-bold pilots" cannot be truer today.

You'll know the bold ones and be in a positive position to prevent accidents when those bold ones in your formation rear their ugly head.

Accident Reporting

Reporting accidents is not only required, but is absolute for the command team to get their arms around trends. The mere act of reporting accidents is difficult in most units. Sure large Class A-C accidents always get their due; it's the smaller accidents that seem to go unnoticed as either accidents or being important in general.

Getting people to report accidents is twofold. First, the commander sets the tone by telling everyone it's not negotiable, and if necessary, sets certain policies for reporting, such as all abbreviated aviation accident reports will be completed immediately upon return to duty station, and the abbreviated ground accident reports will be filled out on all emergency room visits by close of business the next day.

The Army has regulatory reporting, but commanders may find that having people write info down immediately gets better results.

The ASO can always correct or add later; just getting the report started is the hardest battle at times.

Second, educate your unit on how trends of smaller accidents help prevent the larger accidents. Know and understand your trends, then use them to provide best practices back to the individual or unit.

Conduct regular monthly safety meetings. Meaningful, productive safety meetings that convey the commander's seriousness with all safety matters go far.

Whereas the 15 minute classes on fire safety, with ensuring everyone signs the roster, don't do much to encourage safety and leaves most thinking of safety in a negative way.

I've found the most effective safety down days are when young leaders lead discussions with vignettes throughout the day on all topics; this includes accident trends and why they are important. Senior leaders should do round robins to validate the mes-

sage and ensure compliance.

Having giant theatre meetings with one-hour-long PowerPoint presentations for an entire day is probably the least effective way to get the message out and again builds a negative rapport with the Soldiers.

Summary

Everything in life that is worthwhile involves hard work.

Safety at times is tough to manage because it's just plain hard work.

Developing relationships is tough, staying competent is tough, consistently watching, enforcing and analyzing to prevent the next accident is tough, getting people to report small accidents is tough, teaching relevant and uplifting classes is tough, getting people to truly believe in safety is tough.

Losing a Soldier to a preventable accident is tougher and forever.

SAFETY FOCUS

Commander's Aviation Safety Program

By CW4 William Keith

The commander's aviation safety program highlights focus areas for units preparing to deploy, thereby mitigating risks, reducing accidents, and improving force readiness along with the over-all well being of our Soldiers.

Safety climate and risk management, the semi-annual accident prevention survey, and foreign object damage awareness all require planning and foresight to prevent accidents and ensure force stability throughout the deployment cycle.

Within 90 days of a battalion change of command, commanders should enroll and complete the Army Readiness Assessment Program (ARAP) at <https://safety.army.mil/LeadersCorner/arap.aspx>. This program is a battalion commander's tool addressing root causes of accidental loss by focusing on organizational safety climate and culture.

Assessing the command's safety climate and culture is a critical component in determining a plan of action for achieving a strong safety program.



ARMY PHOTO BY CWO MICHAEL ANGELO

In his article discussing preventive safety, CW5 James Hood advocates getting "outside the box when thinking of risk" and "not everything revolves around pilots." He promotes visiting with maintenance and crew "dogs" regularly where they work. Here, a 4th Inf. Div. Soldier prepares a UH-60 Black Hawk at Camp Taji on Aug. 27 for ground transport across Iraq to another installation. This is a risky operation and great attention to detail is needed to protect the delicate aircraft from damage during its move.

An analysis of unit member's perceptions, attitudes and beliefs about risk and safety provides tremendous insight into the command's current state of safety.

ARAP is a 63-question on-line assessment, completed by Soldiers anonymously, which captures unit posture on command and control, standards of performance, accountability and risk management.

It provides commanders with data on their formation's readiness posture and allows them to take an honest look at their safety culture and evaluate composite risk management processes.

A confidential debrief on the results is only conducted on a one-on-one basis between the commander and the U.S. Army Combat Readiness/Safety Center.

The success of this program is highlighted by the fact that units that score poorly on the ARAP statistically have increased accident rates.

Currently, the USACR/SC data shows that units in the bottom 25 percent have more fatalities and nearly twice the number of Class A accidents than those in the upper quartile.

After receiving results, commanders must provide feedback to their Soldiers on their input. This valuable feedback initiates Soldier ownership and involvement in the safety program, particularly with first line supervisors ensuring total participation.

By completing the process commanders are informed of their command capabilities and ability to

improve on individual weaknesses.

Additionally, commanders must implement a semi-annual Aviation Accident Prevention Survey.

Other great tools available are use of a USACR/SC field team, or a Forces Command Aviation Resource Management Survey (ARMS) team; key experts who assist with identifying areas needing particular focus compared to other aviation units.

Areas identified on the ARMS are placed on the unit hazard log and resolved on a highest hazard, highest priority method.

Establishing the ARMS commitment early-on, and prior to deployment, places necessary focus on unit standards and procedures for the duration of a deployment. During deployment, adherence to established standards is critical and must be used and enforced without exception.

The slogan, "this is combat" is not an excuse for standards violation. Soldiers must remain disciplined in adhering to standards, especially in a deployed status.

Recently, Class A accidents occurring in Iraq resulted from aircraft striking the ground or objects attached to the ground. Antennas, power lines, T-walls, and other aircraft operating during ground taxi, are typical scenarios. Use of aircraft clearance, separation and flight discipline may have prevented these catastrophic events.

Training flights within the traffic pattern of the deployment airfield cause additional accidents.

ARMY PHOTO BY SGT TRAVIS ZIELINSKI



CW4 William Keith notes in his article that recent Class A accidents in Iraq resulted from aircraft striking the ground or objects such as antennas, power lines, T-walls, and other aircraft operating during hover and ground operations. Night operations with low illumination and limited visibility require vigilance by all personnel. Here, Soldiers with the 1st Cav. Div. conduct night sling-load training Aug. 15 at Camp Taji with a CH-47F Chinook from the 1st Air Cav. Bde.

Complying with established standards and discipline through the composite risk management process could have prevented these accidents from occurring, or at least reduced the impact and severity of damage or injury.

Units preparing to reintegrate and return from deployment face significant challenges in the transition from a combat mindset back to life in garrison.

Safety awareness in post-deployment training is paramount for Soldier survival. Preliminary loss reports constantly remind us of the impact of Soldiers failing to use discipline while operating their privately owned vehicles (POV) following deployment. Reintegration and adjustment back to typical behavior for our Soldiers requires time and awareness.

Commanders using the “no POV operations within 24 hours of redeployment” and safety day training similar to a “safety stand-down” day allow time and training for Soldier reintegration.

In a typical year, approximately 65 percent of the Soldier fatalities occur off-duty with the highest occurrences involving Soldiers operating their POVs and motorcycles.

With the various options available to the commander, the aviation safety, maintenance and standardization programs are managed by the unit’s senior warrant officers in combination with a number of tools designed to help identify and mitigate aviation risks throughout the formation.

The preservation of combat power comes through the aggressive application of safety programs by engaged leadership.

Concluding Comments

Thanks again to CW5 James Hood and CW4 William Keith for their contribution. As future leaders and the “go to” technical experts, it’s our responsibility as warrants to uphold the standards and help our commanders foster a culture of safety.

We also need to help all Soldiers in aviation understand that safety goes beyond reports and policies. It is not just about making the numbers and implementing policies. Although these tools are critical, aviation safety holds the Soldier as the center and most valuable asset to protect.

I would like to take this opportunity to announce the branch is accepting qualified and competitive junior warrants directly from rotary flight training into the Army’s fixed wing program.

Candidates must meet criteria, maintain a 90 percent overall ranking on the order of merit list, as well as displaying their leadership and moral character.

Congratulations to our recent selectees: WO1 Andrea Baker, WO1 Justis Dastrop, WO1 James Kendrick, WO1 Adam Moore, WO1 John Sowers Jr., WO1 Michael Stafford and WO1 Michael Wear.

Above the Best!



CW5 Jeffrey A. Reichard is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, Ala.



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U.S. Army Combat Readiness/Safety Center



Welcome to the New CRC/SC CSM

By BG William T. Wolf

As your director of Army Safety, it gives me great pleasure to introduce you to the newest member of our command team, CSM Michael Eyer.

CSM Eyer is coming to us from the 170th Bde. Cbt. Team (previously the 2nd BCT) with the 1st Armored Div. in Germany, where he served as their command sergeant major. CSM Eyer brings a wealth of experience and knowledge to the USACR/Safety Center and soon will be hitting the road to meet with your command's safety professionals and to talk to leaders and Soldiers.

I encourage each of you to create a meaningful safety dialogue with CSM Eyer and bring him your concerns on safety and listen to what he has to say. He's here to help.

Again, welcome CSM Mike Eyer!

I'm Here to Serve You

Passion for the mission and a vested interest in the success of our Soldiers by every member of the team makes the Total Army more effective.

I recently finished a tour of Iraq with the 2nd Bde. Cbt. Tm., 1st Arm. Div. On numerous occasions as I walked the streets of southern Baghdad with the Iron Brigade troops, I found among the 2nd BCT Soldiers a passion to make things better for the Iraqi people.

This passion for the mission and commitment to excellence drove the brigade's success throughout a 14-month deployment.

In my new role with the U.S. Army Combat Readiness/Safety Center, I intend to work with that same passion as we strive together to make our Army safer both on and off duty.

During more than 25 years of service, I have learned that every successful mission or duty – whether at home, in garrison or on a battlefield – begins with a commitment to safety.

This month, the USACR/Safety Center launched the 2009 Army Safe

Fall/Winter campaign to provide every member of the Army team the tools they need to make seasonal activities as safe as possible.

Whether hitting the slopes, planning a holiday party or packing your gear for a hunting trip, I encourage you to visit the campaign site at <https://safety.army.mil> to check out the wealth of articles, posters and videos that offer safety tips and reminders relating to many fall and winter activities.

Coming on the heels of one of the most successful summer safety campaigns ever, I'm excited to see how this campaign will strengthen our Army team's commitment to safety and help us further reduce accidental Army losses during these colder months.

I challenge each of you to incorporate important composite risk mitigation measures into everything you do throughout the year.

As you incorporate these risk mitigation measures into your own lives, think about how what you do could be used to keep our entire band of brothers and sisters safe and tell us about it.

What works for you could absolutely work for someone else and we want to hear about it.

This month, the Safety Center launched the second installment of the peer-to-peer video competition to help Soldiers spread off-duty safety awareness among their fellow troops.

The competition is open to active duty, Army Reserve and National Guard Soldiers. Winners will receive a "Safety Emmy" and up to a \$2,000 cash prize courtesy of the Army's Better Opportunities for Single Soldiers program.

We received many wonderful, insightful videos during the first installment of the peer-to-peer competition and I can't wait to see what our great Army Soldiers can come up with this time.



The second installment of the peer-to-peer video competition is open to active duty, Army Reserve and National Guard Soldiers.

I would like to thank BG Wolf for this opportunity to serve our great warriors and their families and the many civilians who make up our Army team.

Additionally, I'd like to thank CSM Tod Glidewell for his tireless efforts over the past two years, he has truly made a change in the way we as leaders view the safety of our force.

I am committed to keeping our band of brothers and sisters safe wherever their lives may take them and look forward to working with every one of you as we constantly work to integrate risk mitigation measures into every aspect of our day.

I'm here to serve you and your team.
Army Safe is Army Strong!

CSM Mike Eyer



BG William T. Wolf is the director of Army Safety and the commanding general, and CSM Michael Eyer is the command sergeant major, of the U.S. Army Combat Readiness/Safety Center at Fort Rucker, Ala.

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Aviation Summit Centers on Readiness and Experience

By Ed Mickley

As with many great ideas, a concept that allegedly started on the back of a napkin at a local eatery has grown into an important annual meeting that spotlights rotary wing airframe, engine and component repair artisanship.

The Luther G. Jones Aviation Summit, named for a past commander of the Corpus Christi Army Depot, held annually in Texas since 2002, gathers together industry and military leaders to discuss and evaluate best practices, lessons learned, tactics and techniques for a consistent yet innovative way ahead for the rotary wing repair and recapitalization industry.

Started by former CCAD commander retired COL James Budney, he said he wanted to host an annual event which would “showcase the depot’s capabilities and success stories to the aviation maintenance community, senior leadership of the Army and industry.”

It began as a small get-together for maintainers and artisans to discuss techniques to improve engine perfor-



Larry Simone, director of Aircraft Production, discusses airframe repair techniques for the CH-47 Chinook helicopter with MG James R. Myles, commanding general of the Aviation and Missile Command, during the 2008 Aviation Summit.

mance, maintenance, overhaul and repair, but has expanded, reaching across the entire spectrum of helicopter manufacture and repair.

Slated for November 3–6, presenters and attendees disseminate a broad swath of information concerning platform recapitalization, airframe and structural refurbishment, component and rotor blade repair, and power train remanufacturing.

Each year the conference and breakout sessions have added not only knowledge, but developed camaraderie and relationships among program managers, depot leaders and military leadership – which open doors to resource sharing, partnering and innovation.

Attendees consistently take away valuable additions for their tool boxes, increasing reliability or maintainability of their particular platforms.

“The summit provides an outstanding forum for those of us in the maintenance, repair and overhaul of helicopters and related components, to share ideas,” said Dennis Williamson, CCAD’s assistant deputy commander for Maintenance Operations.

In its seventh year, Budney’s idea has grown into a dynamic occasion.

Depot leaders and key personnel relate production issues, improvements and achievements, and the future outlook with customers, program managers, original equipment manufacturers and contractors.

The discussions center on rotary

wing platforms, including the Army’s UH-60 Black Hawk, CH-47 Chinook, AH-64D Apache and OH-58D Kiowa Warrior, and the Air Force’s HH-60 Pave Hawk.

Rotary wing industry experts and Army aviation program managers add to the conversation, voicing their perspective on critical maintenance and readiness issues for the warfighters through intense breakout sessions and in-depth discussions.

In past years, answers to tough questions have been addressed, meeting the needs of different programs and allowing the depot to move forward with the transition to new techniques, tactics or procedures.

Exhibitors display their wares to increase awareness of new technologies and processes found in the aviation research and development industry.

The engineers, experts, maintainers and other forces engage and empower the aviation-wide workforce to grasp cutting-edge methods and processes that meet CCAD’s mission of being “the cornerstone of aviation readiness, working with industry partners to support the warfighter.”

Structural improvements to the various airframes, decreased repair turnaround times on internal components, and improved tooling for power plant maintenance are a few of the ideas that have surfaced out of the past conferences.

There is always a chance to learn



Here in the exhibit hall, Terry Burgess, left, with CCAD’s Business Development Office, shares a lighter moment with one of the 700 attendees to the depot’s 2008 summit.

something new at each conference.

"We've gained tremendous insight into new technologies and repair techniques at each of these events and always find ways to better sustain the warfighters on the frontlines," added Williamson. It is this insight and resource management that led the depot to strive toward and receive numerous accolades, including the Shingo Bronze Medallion award for the HH-60 Pave Hawk Joint Depot Level Maintenance program and receiving ISO 9001-2000, AS 9100 and AS 9110 certifications.

Designated a "Center of Industrial and Technical Excellence" for rotary wing aircraft, the Corpus Christi Army Depot is the largest facility of its type in the world. The artisans employed here consistently tap into events of this nature to increase overall capability, quality and end-user satisfaction.

To cover the gamut of information, a rigorous schedule is implemented that includes roundtable discussions peering inside the depot's business base and workshops to provide direction for local enterprises to engage opportunities available within the depot.

Hosting the event for the first time,

the Army Aviation Association of America with its "One Team, One Fight, One Future" theme captures the essence of this full-schedule, three-day event. AAAA representatives have attended in years past, but this is the first year the aviation-focused organization is involved this deeply.

"This year, under the AAAA theme, we'll bring in leadership and expertise from the Army Aviation Directorate," said COL Joe Dunaway, CCAD commander.

"And with the assistance of AAAA National, revise the event to maximize dialogue and press deeper to utilize the invaluable relationship with our PEO [program executive office] and OEM [original equipment manufacturer] partners to provide the very best support to the warfighter."

Through cooperation with AAAA, the event has the potential to grow further providing a wider breadth of resource sharing among aviation professionals. The first summit in 2002 featured seven agency exhibits and registration of less than 50 off-site attendees, concentrating on engines alone.

"We experienced record attendance, exhibits and participation in

last year's gathering as we expanded beyond the partners of the industrial base and included senior leadership from the aviation branch proponent," Dunaway said.

Last year more than 700 attendees and 60 exhibitors were at the summit.

This year's event includes keynote speakers MG James R. Myles, commanding general of the Army Aviation and Missile Command, and BG Walter L. Davis, the director of Army Aviation on the Army Staff.

Other presenters include BG William T. Crosby, Program Executive Officer, Aviation; BG Alberto J. Jimenez, commander of Maryland National Guard; BG William T. Wolf, director of Army Safety and the commanding general of the Army Combat Readiness/Safety Center; Joe Cisneros, the executive vice president of the Corpus Christi Regional Economic Development Corp.; and Paul Savage, training specialist with the Defense Department's Voluntary Protection Program Center of Excellence.



Ed Mickley is the public affairs officer for the Corpus Christi Army Depot, Texas.

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Aircraft Survivability in Counter-Insurgency

By Michael Crapanzano,
John G. Wilcox and James Holland

SPECIAL FOCUS

AIRCRAFT SURVIVABILITY EQUIPMENT

Dateline: Baghdad, Iraq in 2009 – The crew of a UH-60 helicopter carrying troops from Camp Victory is descending to 1,500 feet above-ground-level for landing at Forward Operating Base Marez.

The crew feels and sees flares launch as the “missile warning” from their common missile warning system (CMWS) sounds in their headsets and displays an inbound threat on their threat warning display.

Seconds later, the shoulder-fired surface to air missile heading at them passes by harmlessly over 100 meters away – it works!

The missile goes after the countermeasures, and the Black Hawk lands safely with just a little more excitement than originally anticipated in the mission plan.

Protecting Warfighters

Aircraft survivability equipment, or ASE, is the crew’s best friend in an infra-red (IR) guided missile threat environment of the current counter-insurgency (COIN) operations.

Many aircraft have been protected by ASE from shoulder-fired missiles in Iraq and Afghanistan.

These systems work to protect our warfighters day and night, wherever our forces are operating.

The key to understanding the need for effective ASE is to know that engagement durations against modern air defense systems are extremely short, with only seconds deciding the



ARMY PHOTO

Here, a UH-60 Black Hawk helicopter’s on board aircraft survivability equipment senses a threat and instantly deploys the appropriate countermeasures (dispensing flares) during a mission over Iraq. The ARAT supports ASE countermeasure software for more than 30 different aircraft being threatened by radar, electro-optic, infrared, and other anti-aircraft target sensing systems.

difference between survival and loss.

ASE must be able to automatically detect, classify and respond effectively – often in time frames too short for aircrews to react.

There are many behind-the-scenes activities that occur to ensure the effectiveness of our ASE systems.

This article discusses the development, maintenance and distribution of ASE mission data; the software that keeps the ASE system capable of protecting aircraft from radar and IR guided threats; and how these multiple mission software packages are developed and disseminated.

Threats differ from region-to-region around the world. These differences are due to many factors as national capabilities, regional alliances and economic factors.

Composition of aircraft threat systems in a specific region change over time as a result of technology upgrades applied by the enemy to existing systems and the introduction of new systems.

To keep pace with changes in oper-

ational areas, and to maintain capability against upgraded or new threats, it is essential that aircraft be kept current with new ASE mission data software when changes are necessary.

However, mission data software is not just “load-and-forget” from the aircrew perspective.

Software configurations for one operational area may have significantly different displays, indications and responses from software used in another area.

Some threat specific aircraft maneuvering may be required during or after an engagement to further enhance survivability.

Ever wonder where all of the information can be found on what you are seeing and hearing from your ASE in the cockpit?

Your tactical operations (TACOPS) officer knows!

ASE Software Development Process

The development and proliferation of threats to aviation began accelerating after a lull in the 1990s.

All engine filters are **not** created equal

Tough mission? Try a tough filter.

The U.S. Army protects the engines of its UH-60 BLACK HAWK, OH-58 Kiowa Warrior and AH/MH-6J Little Bird helicopters with proven Inlet Barrier Filters from Aerospace Filtration Systems (AFS). Our advanced technology virtually eliminates the sand, salt, and FOD that threaten engines, performance and readiness.

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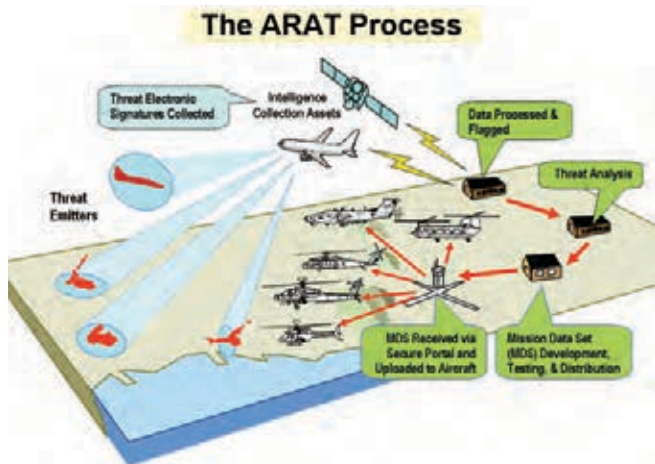


Figure 1: The ARAT process integrates and automates the detection of new threat parameters; processes relevant threat information; and then develops, tests and releases mission data sets for Army force protection, threat-warning and target sensing systems.

Detection and countermeasure of these threats requires exploitation across the full spectrum of electronic combat capabilities.

As previously mentioned, threats differ from region-to-region, and may even require multiple mission data loads to address localized threat compositions within the same area of operation.

Threats in the current theaters of operation are mainly hostile ground fire and man-portable air defense systems.

But this could change overnight if the theaters expand, or operations begin in nearby or distant regions where radar guided anti-aircraft artillery and surface-to-air missile air defenses are extensively employed.

Information on threats are collected by all-source intelligence means.

This intelligence is analyzed to provide ASE mission software programming by personnel from the Army's Reprogramming Analysis Team, or ARAT.

The ARAT uses different activities or "cells" to perform threat analysis, mission data impact analysis, software reprogramming and testing, and mission data software distribution services for warfighters from all the U.S. services and many allied nations.

Determination of threat composition in operating regions, and the signatures and vulnerabilities of threats to countermeasure occurs in cells called "threat analysis," or ARAT-TA.

Threat analysis is continuously being performed to ensure fielded mission data for each ASE component are capable of protecting deployed aircraft.

Mission data is maintained through periodic releases and is developed and released on an expedited basis when required for a new operational area or when a new threat type or operating mode has been observed.

The threat signatures and countermeasures are translated into mission data software "load sets" by the ARAT Software Engineering section or ARAT-SE.

ARAT-SE works closely with the ARAT-TA to program sensors and countermeasure systems to provide the complete detection, classification, and response capability required to survive in the modern air defense environments.

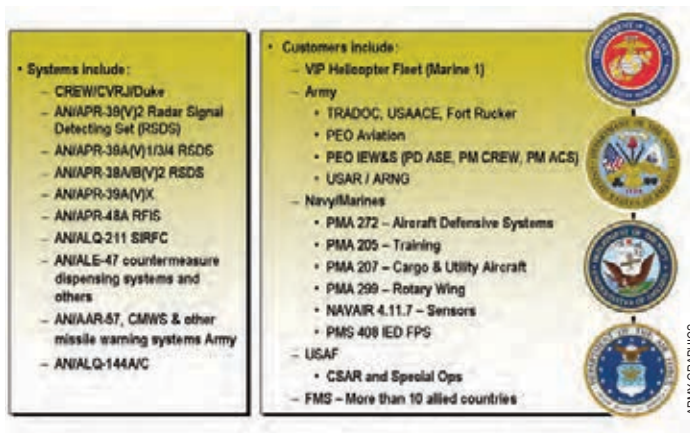


Figure 2: Systems and customers supported by ARAT.

When mission data programming is completed, the software is tested by modeling and simulation, and by flight testing.

Release of mission data is coordinated with the ARAT Support Cell (SC) at Fort Rucker, Ala.; the program director for ASE (PD-ASE) and the ARAT-SC in Huntsville, Ala.; the specific ASE product offices, the platform managers, and the operational commands.

Once distribution is approved, the ARAT Operations Center, or ARAT-OC, posts the new load sets to the Army Warfighter Software Survivability Support Portal on the secret internet protocol router network or SIPRNET, and a message alerting TACOPS officers is sent to the field.

Mission software comes in a variety of naming conventions based on the ASE component.

Normally, mission data components are specific to a particular region for each reprogrammable ASE system on board Army aircraft.

Unit TACOPS officers are charged with the vitally important responsibility of ensuring that the correct software loads are used on each aircraft. See *Figure 1*.

Current Operations

The ARAT has been supporting the Army aviation community since 1991.

Created shortly after Desert Storm, the ARAT is chartered as the executive agent for software rapid reprogramming of all Army target sensing systems (TSS), including Army force protection systems (FPS) and other Defense Department and foreign military sales that use the Army TSS.

ARAT is an element of the Communications and Electronics Life Cycle Management Command's Software Engineering Center under the Army Materiel Command.

As such, it is responsible for all post production software support.

Today, ARAT supports radar, electro-optic/infrared (EO/IR), and other target sensing systems for more than 30 different aircraft types, models and series depicted in *Figure 2*.

ARAT leverages the relationships established with service activities, corporations and academic partners, to provide timely and effective support for research, development, fielding and operational support of Army ASE.

Working in partnership with PD-ASE, the ARAT is in the process of forming a "center of excellence" for repro-

gramming of ASE to the benefit of the Army and the warfighter using organic capability in support of rapid reprogramming.

The newly established ARAT Program Charter, that is the foundation of this COE initiative, was signed in July by LTG James Pillsbury at the Army Materiel Command.

ARAT supports the Training and Doctrine Command (TRADOC) in developing electronic warfare (EW) capabilities based analysis (CBA), including the joint EW CBA still in process.

Additionally, ARAT provides technical assistance visits from commands down to the flight line.

The unit level visits include assistance on ASE operation, maintenance and on-aircraft ASE trouble shooting.

The ARAT provides technical assistance to TRADOC in the development of computer based aviator training aids for ASE.

The Future

The ARAT's research and development program continues to develop integrated ASE test environments and is developing improved EO/IR and multispectral support capabilities.

In the platform specific TSS and survivability area, we are continuing improvements in the areas of integrated radar and IR detection and countermeasure.

Short term efforts include significant increases in Army capability to create and field more effective countermeasure patterns.

The ARAT mission is to ensure that Army aviation stays

ahead of our adversaries' "observe, orient, decide and act" loops; and we do this through continuous threat analysis of adversary capabilities worldwide, which produces the best and most effective programming of ASE systems delivered anywhere in the world.

The ARAT Program Office continues to work in support of Army and joint organizations to ensure that their force protection systems are organically supportable.

The ARAT Program Office also wants to ensure that post production software support enables quick reaction, high quality and warfighter inclusive products to the field that increase situational awareness and survivability in support of transformation.

Army aviators and force protection warfighters can be confident that ARAT will continue to provide the timely and effective support required for current and future operations.

We invite you to contact us via our website: <https://ako.sec.army.mil/aral/>



Michael Crapanzano is the chief of the Army Reprogramming Analysis Team with the Program Office for Aviation, Countermeasures and Sensors with the Software Engineering Center, U.S. Army Communications-Electronic Life Cycle Management Command, Fort Monmouth, N.J. John "Greg" Wilcox is the ARAT liaison to the Department of the Army in Washington, D.C.; and James Holland is an ARAT senior system engineer in Lexington Park, Md.



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CMWS

Providing Protection One Year Early

By Brandon Pollachek

In a New Hampshire industrial plant far away from the battlefields of Iraq and Afghanistan, a system that has provided Soldiers with a great amount of protection reached its original acquisition program objective on April 30. The Army accepted the delivery of the 1,710th Common Missile Warning System, or CMWS, approximately one year ahead of schedule from BAE Systems.

With CMWS systems installed on almost all Army aircraft in the combat zones, pilots flying missions in Operation Enduring Freedom and Operation Iraqi Freedom have been afforded a sense of security, which was not available to them prior to the device's inclusion as a part of the onboard aircraft survivability equipment.

The rate of aircraft downing due to enemy shoulder-launched missiles decreased as quickly as the systems were introduced into theater.

The systems, managed by the Project Director for Aircraft Survivability Equipment (PD-ASE), were fielded to aviation units on an accelerated timetable.

Following the loss of a CH-47D Chinook helicopter to an enemy missile in November 2003, then Acting Secretary of the Army R.L. Brownlee called for a plan "...to equip all our helicopters in Iraq and Afghanistan with the most effective systems we have in development or procurement."

In response to Brownlee's direction, less than a year later, the first CMWS system was installed.

Now pilots are provided with persis-

tent protection from the threat of man portable air defense missile systems, which proliferated the battlefield in the early phases of OEF and OIF.

"The Army is committed to ensuring Soldiers are fully equipped to perform their missions and have the best force protection capabilities possible," said BG Thomas Cole, the program executive officer for Intelligence, Electronics Warfare and Sensors.

"CMWS has proven to be a game changing system allowing aircraft to move throughout theater in a much safer manner. Whether providing close air support, transporting troops or conducting medical evacuations the CMWS has improved our effectiveness in all areas," Cole said.

In addition to improved safety figures, Army aviators are finding CMWS allows them to neutralize potential threats.

"The bad guys are finding out the hard way that shooting a missile at

Army aircraft is a lose-lose situation for them. They have an extremely low probability of a hit, and due to the CMWS and similar systems, they also have a high probability of being detected and destroyed after the shot," said CW5 Pat Shores, a UH-60 pilot who flew with the 4th Inf. Div. in Iraq.

Plans are for the acquisition program objective to be extended as requests for the CMWS continue to come in.

The CMWS is currently in the early stages of partnering with the Advanced Threat Infrared Countermeasures, or ATRICM, to continue to advance the protection envelope for Army aircraft and crews.



Brandon Pollachek is the public affairs officer for the Program Executive Office for Intelligence, Electronic Warfare and Sensors, Fort Monmouth, N.J.



Here, a CH-47F Chinook helicopter airlifts a 155mm howitzer to Forward Operating Base Shank in Afghanistan. The crew can be confident with being protected from the threat of enemy shoulder launched anti-aircraft missiles with their onboard common missile warning system.

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Preserving the Health and Safety of the U.S. Army Warfighter

By COL Joseph F. McKeon

The U.S. Army Aeromedical Research Laboratory (USAARL) at Fort Rucker, Ala., one of six laboratories in the Army's Medical Research and Materiel Command, conducts operational medicine research to solve medical and health-related problems that compromise the safety of Army aviators and Soldiers, or deters their optimal mission performance.

Our USAARL research focuses on enhancing force effectiveness by preventing and reducing neurosensory injury, developing return-to-duty standards for wounded warriors, and testing and evaluating medical equipment for the aeromedical evacuation environment.

The laboratory's research also aims to provide materiel developers with expertise and information to enhance the performance and safety of future Army systems. This article summarizes some of USAARL's most recent aviation research.

Aerial Control and Command of UAS

Unmanned Aircraft Systems (UAS) are commonly used by today's military forces. Research demonstrates that UAS operators experience visual motion cues from their control screens while controlling the aircraft from sta-

The USAARL's Airworthiness Certification and Evaluation Branch is responsible for testing and evaluating the efficacy of medical systems used in the aeromedical evacuation community. They conduct electromagnetic interference, or EMI, testing and evaluation of medical systems used onboard the HH-60 aircraft at the Joint Primes Test Facility at Eglin Air Force Base, Fla.

tionary control platforms.

These visual perceptions without corresponding motion can lead to states of discomfort such as motion sickness and spatial disorientation. Now imagine the impact of attempting to control an unmanned aircraft from within another aircraft in flight!

That day is not too distant, yet the physiologic impact on an airborne UAS operator is not well understood; however, USAARL is working to fill that research gap.

The USAARL conducted a study examining the physical effects on operators controlling a UAS from a moving UH-60 Black Hawk in a flight profile that differs from that of an unmanned aircraft controlled in a ground station.

Preliminary results indicate significantly more motion sickness (e.g., vomiting) and disorientation during aggressive phases of the helicopter flight than during level phases, and during flights without outside visual cues than with outside visual cues present.

Interestingly, the only UAS maneuver adversely influenced by operating the simulated unmanned aircraft from the moving helicopter was the UAS takeoff.

Seating positions within the Black Hawk did not play a significant role in UAS flight performance.

These findings are important in understanding the operational stressors that can influence and affect the performance and health of UAS operators.

Helicopter Flight Simulator Sickness

Simulator sickness (SS) is a common problem during flight school and can have a negative impact on military aviation training, including reduced simulator use, ineffective simulator training, and compromised ground and air safety.

The USAARL conducted a study in response to complaints of SS associated with the use of new rotary-wing simulators.

The problem was evaluated using an SS questionnaire to collect data on instructor and student pilots who used

the new simulators.

Based on the survey results, user comments and a search of the literature, we made the recommendations in *Table 1* to counteract SS.

After the recommendations were implemented, there was a significant reduction in SS.

Recommendations to Counteract Simulator Sickness

- Limit simulator flights to 2 hours.
- Remove unusual or unnatural flight maneuvers.
- Turn off the side screens to reduce the field-of-view.
- Avoid using improperly calibrated simulators until repaired.
- Focus on proper rest and health.

ARMY GRAPHIC

Table 1. Recommendations to counteract simulator sickness.

Adjusting Pilot Hyperstereo Vision

A number of helmet-mounted display (HMD) designs relocate the image intensification (I2) tubes to the sides of the helmet.

The results are: 1) reduces the center-of-mass offset that is induced by night vision goggles, and 2) allows projected heads-up, binocular, see-through symbology and imagery on the visor.

The USAARL has worked extensively with Canadian and Australian forces researching one such design, the "TopOwl HMD" by Thales Avionics. When the I2 tubes are located on the sides of the helmet, the effective distance between the eyes increases and a visual condition called *hyperstereo* vision (or *hyperstereopsis*) is induced.

Hyperstereo vision causes an exaggerated sense of depth perception, causing near- to mid-range objects to appear closer than their actual location. As one might imagine, this is a potential concern for helicopter operations conducted at low altitudes.

How and to what extent pilots adjust to hyperstereo vision over time, and what training is required to adjust to hyperstereo vision, has been the focus of USAARL research.

Tactile Situation Awareness System

The tactile situation awareness system, or TSAS, is an advanced interface that uses the sense of touch to

provide situational awareness information to pilots.

The TSAS presents information, including body position, attitude, altitude, velocity, navigation, acceleration, threat and target locations through the use of tactile stimulators distributed on the torso.

The safety benefits of TSAS to the military includes reduced spatial disorientation mishaps, improved situation awareness, improved pilot control, and reduced pilot workload during critical flight maneuvers – such as hovering in zero visibility, flight transitions, approaches and landings.

TSAS reduces pilot workload and increases situational awareness and mission effectiveness allowing pilots to devote more time to weapons delivery systems and other tasks requiring visual attention.

In the future, USAARL plans to use TSAS technology as a rehabilitation tool for patients experiencing balance deficits due to concussion or blast exposure.

Airworthiness of Medical Systems

The Airworthiness Certification and Evaluation (ACE) Branch at USAARL maintains the unique capability of testing and evaluating the efficacy of medical systems in the military aeromedical evacuation environment, ensuring the safe interaction among medical equipment, patients, aircrew and aircraft.


Airworthiness testing and/or certification were recently completed on 13 items of medical carry-on equipment for use aboard medical evacuation helicopters.

Four additional items of carry-on equipment are currently being tested and six medical items are planned for future testing.

Through the U.S. Transportation Command, the ACE is collaborating with all military services to develop the Joint Enroute Care Equipment Testing and Certification (JECETC) requirements. The JECETC document will revise the existing joint airworthiness certification requirements to include ground and sea environments.


Casualties with traumatic brain injuries (TBI) and/or spinal cord injuries (SCI) are often exposed to vehicle shock and vibration during transport that can exacerbate these injuries.

The ACE and one of its collaborators are developing a transport litter


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ARMY PHOTO BY SCOTT CHILDRESS

Here, an unmanned aircraft systems operator serves as a test subject in a USAARL study investigating the physiological effects of controlling a simulated UAS onboard a moving helicopter. These results are important in understanding the operational stressors and what and how the effects may impact operator performance.

kit to reduce vehicle shock and vibration transmission experienced by casualties with TBI or SCI during evacuation.

Reducing exposure to vehicle shock and vibration during transport will significantly improve recovery chances and in some cases reduce time to return-to-duty.

Cockpit Air Bag System Assessment

The Aviation Life Support Equipment Retrieval Program (ALSERP) at USAARL reviews the performance of aviation safety equipment following accidents.

The data collected is used to capture trends, successful or deficient, which may affect aviators in future accidents and combat incidents.

USAARL is actively involved in reviewing the Cockpit Air Bag Systems (CABS) in the UH-60L and OH-58D airframes.

Original modeling estimated that CABS would reduce head and upper torso trauma by 23 percent and non-fatal flail injuries by 50 percent.

There was also a projected reduction of fatalities by 15 percent for UH-60L and 30 percent for light helicopters.

The ALSERP is reviewing accidents prior to and following the introduction of CABS.

The use of kinematic and injury data will allow the evaluation of whether CABS has reduced the number of fatalities and the severity of injuries due to flail.

Conclusion

Today, USAARL continues to conduct laboratory and field-based studies in support of the U.S. Army Medical Department's mission to "conserve the fighting strength."

Our highly skilled team of rated aviators, physicians, researchers, technicians and safety experts are dedicated to preserving the health and safety of the Army Soldier and aviation crew members.

We are proud of our accomplishments and aim to preserve and enhance the health, safety, combat effectiveness and survivability of the U.S. Army warfighter.



COL Joseph F. McKeon is the commander of the U.S. Army Aeromedical Research Laboratory at Fort Rucker, Ala.

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Utility Helicopter Update

By LTC Norbert E. Vergez

The UH-60M Black Hawk is the Army's newest combat utility helicopter that features an autopilot, a digital avionics suite with open architecture, improved situational awareness with an improved data modem, digital map, embedded global positioning system with an inertial navigation system and an active vibration control system.

Other improvements include crash-worthy external fuel tanks, better infrared heat suppression from the engines, an integrated Common Missile Warning System, and the 2000 shaft-horse-power General Electric 701D engines.

1st Inf. Div. MTT

With many deployments accomplished and another on the horizon for the 1st Infantry Division, the Army's leadership has implemented a balanced plan to prepare the unit for their next mission.

The Program Executive Office for Aviation, in concert with the Aviation



ARMY PHOTO BY PAT SHEAHAN

Here, a 3rd Bn., 1st Avn. Regt. pilot trains on flight maneuvers in the T-BOS (a transportable Black Hawk operations simulator) configured as a UH-60M series cockpit.

Center of Excellence, has developed a mobile training team (MTT) concept.

This effort is designed to field new end items without requiring extensive temporary duty of 1st ID Soldiers away from home station.

The Utility Helicopters Project Office (UHPO) recently fielded the first of 30 new UH-60M Black Hawk helicopters to the 3rd Bn., 1st Avn. Regt., with the 1st ID's combat aviation brigade at Fort Riley, Kan.

CBM Making the Grade with MTT

Not only does the UH-60M have better engines, all M models come equipped with an integrated vehicle health usage monitoring system (IVHUMS).

This maintenance management system constantly monitors systems on the aircraft as part of a condition based maintenance system (CBM) where maintainers only replace components when the monitoring systems on board tell maintainers when it's time to replace them.

"The IVHUMS saved us countless hours of troubleshooting and guesswork on what components might be failing on the aircraft," said SFC Michael Fuller, the 3-1st Avn. production control NCOIC.

Simulation Augments MTT Training

The UHPO also provides a Transportable Black Hawk Operations Simulator or T-BOS; a maintenance contact team, parts and special tools to support the training and fielding effort.

The UH-60L/M T-BOS is a transportable and deployable mission simulator, with pilot and co-pilot positions that replicate the L and M series cockpit configurations.

The T-BOS provides training capability for normal and emergency air-



ARMY PHOTO BY SFC JEFF TROTH

MAJ Bradley Bruce, left, the assistant program manager for UH-60M fielding, presented the log book and keys of the first M model Black Hawk delivered to the 3rd Bn., 1st Avn. Regt., to LTC Andrew Cole, commander, on April 22 at Fort Riley, Kan.

craft operations, and can be used to train basic, advanced, emergency and instrument flight maneuvers.

The T-BOS is capable of complete mission simulation and was used to train both the pilot and copilot simultaneously on the same mission, enhancing crew coordination.

Saving Dwell Time for Soldiers

In the interest of the quality of life for these aviation Soldiers, UHPO, the Directorate of Evaluation and Standardization (DES), the Training and Doctrine Command and the Army Forces Command, put together an MTT that started in late April with the first of six UH-60M qualification courses taught by a team of DES instructor pilots.

The U.S. Army Aviation Logistics School at Fort Eustis, Va. sent two Category-B trainers and a team of instructors to conduct the maintainer training for enlisted Soldiers.

All training is on track to be completed in December, which will result in over 50 pilots and 100 crew chiefs qualified, current and prepared to perform their wartime mission in their new UH-60M aircraft.

The MTT course currently being conducted at Fort Riley is building a cohesive training environment to enable the 3-1st Avn. to meet and exceed its ability to conduct combat operations.

In addition to allowing these Soldiers to go home at night to their families, the MTT reduces some of the workload on both the Fort Rucker schoolhouse and the USAALS maintainer training at Fort Eustis.

The DES-led pilot MTT program has recruited instructor pilots from Fort Rucker, Special Operations Aviation, the Aviation Technical Test Center and the Army National Guard communities, as well as the unit itself.

This initial success has initiated a new UH-60M maintenance test pilot course slated for this fall, which will qualify 6 to 8 of the 1st IDs combat aviation brigade's UH-60M maintenance test pilots at home station.



LTC Norbert E. Vergez is the product manager for the UH-60A/L/M aircraft series with the Utility Helicopters Project Office, Program Executive Office for Aviation, Redstone Arsenal, Ala.

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Photo courtesy of SFC Kevin Doffeny

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Manned-Unmanned Aircraft Teaming Making the Quantum Leap

By LTC Christopher B. Carlile and William S. Larese

The emergence of unmanned aircraft systems (UAS) in the mid-1990s brought new unmanned technologies to the warfighter as the preferred means to accomplish the difficult, risky and critical missions of intelligence, surveillance and reconnaissance (ISR).

Since then, UAS employment has continued to expand at an unprecedented pace with thousands of hours logged in support of Operations Iraqi Freedom and Enduring Freedom.

Embraced and valued by the warfighters who employ them, these systems are in high demand and will continue to have an increasing role in Army operations.

Just as mechanized warfare and airpower resulted in a revolution in military affairs, the introduction of unmanned aircraft to the force has significant implications on how we'll fight wars for generations to come.

Technical Evolution

During the Korean War, the helicopter shortened medical evacuation times, often making the difference in life or death for our wounded.

Commanders also made use of aircraft with vertical takeoff and landing abilities as a scout reconnaissance platform to improve their situational

Embraced by the warfighter, remotely operated unmanned aircraft like the Shadow, here on final approach for landing, have emerged as a critical asset for supporting dangerous missions and collecting real time intelligence for commanders.

awareness of the battlefield.

During the Vietnam War, the helicopter came into its own transforming from only medical evacuation and reconnaissance missions into a variety of attack and assault roles.

Likewise, the advent of remotely operated unmanned systems is rapidly emerging as a preferred method for supporting dangerous missions in today's conflicts.

The UAS provides Soldiers improved situational awareness, reduces risk and exposure to the enemy, and improves the "sensor to shooter" time.

Unmanned aircraft have longer on-station times with the capability to carry multiple payloads containing reconnaissance sensors and weapon systems.

Today's technological advances now permit the sharing and controlling of data with and between manned and unmanned aircraft.

The MUM Concept

The manned-unmanned (MUM) teaming provides an unprecedented capability for new standoff ranges for attack aircraft.

Now AH-64D Apache Longbow

crews can initiate target engagements at longer ranges, while increasing their survivability from threat acquisition and weapons systems.

MUM teaming extends the shooter's eyes on targets and allows crews to develop courses of action well before reaching the target engagement area or before the enemy knows what is happening.

This teaming maximizes coordination, integration and synchronization, and reduces the likelihood of risk exposure to the manned aircraft.

The MUM teaming also provides the warfighter with an in-the-loop ability for early "eyes-on" awareness to see, understand, decide and act first.

The key benefits from this MUM teaming for warfighters are:

- Increased operational tempos.
- Increased endurance.
- Increased lethality.
- Increased agility.
- Increased survivability.
- Persistent surveillance.
- Reduced unknown and high risk factors.
- Reliable combat information.
- Puts decision makers forward.

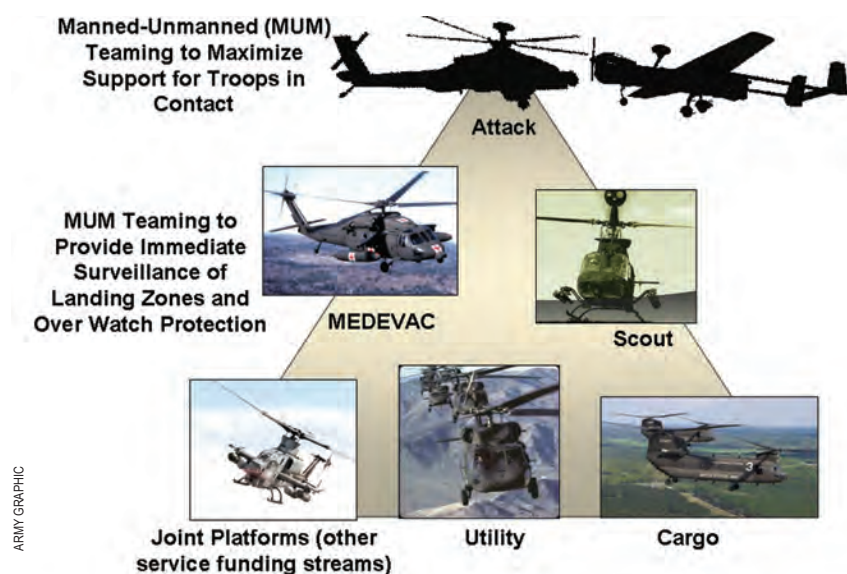
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Teaming manned AH-64D Apache helicopters with unmanned aircraft provides enhanced capabilities to support increased operational tempos with greater endurance, lethality, agility and survivability, with continuous surveillance and reliable combat information, while helping to reduce risk to aviation and ground forces.

Connectivity

The means for joining manned and unmanned systems together is the one system remote video terminal or OSRVT, which gathers and disseminates its data from a variety of sources.

The data coming to the Apache crew could come from the UAS or from a universal ground control station. The Apache crew has potential access to as many as 20 sensors placed around the battlefield using the OSRVT. This MUM teaming makes for unprecedented situational awareness, mission planning and mission execution.

Apache pilots can now view video feeds from the UAS; and the Army is working towards their ability to control the UAS in the future at a level never before realized.

Along with advancements in system technologies comes a significant upgrade for the AH-64D helicopter. These upgrades will allow the Apache Longbow crew to access the UAS data feeds via an onboard video unmanned aircraft systems intelligence teaming (VUIT-2) interface panel.

The pilots are able to view the video and sensor images with the data, providing them situational awareness beyond their organic onboard sensors.

Apache crews can now receive video images from the UAS in more

than a two-dimensional view.

The added VUIT-2 capability gives Apache crews' additional situational awareness by allowing them to view the same object or target from other angles.

Taking Control

In the future, upgrades to VUIT-2 will give the Apache crew the ability to control the UAS, enabling them to maneuver the unmanned aircraft to different positions on the battlefield to obtain a better view of hostile targets and friendly forces on the ground.

In time, it may be possible for the Apache and other manned aircrews to have operational control of several UAS simultaneously.

However, this will be dependent on crew station technologies and cognitive decision-aiding software that reduces task saturation and mission operational tempo.

The exchanging of sensor data between the manned aircraft and the UAS, and vice versa, reduces the risk to both platforms and increases mission effectiveness and survivability rates.

MUM teaming helps provide support to troops in contact, or for immediate surveillance of landing zones, and becomes a bigger part of the overall Aviation team.

There are several levels of control that an operator can have with UAS.

The Army defines these levels of control as:

Level 1 – Indirect receipt where information must be pulled.

Level 2 – Receipt of UAS video and other sensor information.

Level 3 – Allows control of the camera and sensors on the UAS.

Level 4 – Allows control of the flight path and weapons systems.

Level 5 – Allows full control of the UAS, including take off and landings.

Currently, Apache crews have Level 2 access with the UAS.

The Next Tech Leap

With the implementation of the Digital Data Link, the MUM concept will grow from "near real time" to instantaneous.

The DDL will allow faster encrypted video with precision clarity to identify the enemy and other threats, and respond with rapid execution at greater distances across the battlefield.

The Level 4 MUM allows extension of UAS control beyond the line-of-site of the universal ground control station (UGCS).

Where communication gaps with an UGCS may occur, with MUM teaming the Apache can take control of the unmanned aircraft and move it forward to an objective that may not otherwise be observed due to terrain obstructions or other limiting factors.

Additionally, if there is a break in control communications between a UGCS and the UAS, MUM teaming has the ability to retrieve the UAS and bring it back into mission parameters, preventing the loss of a valuable asset.

One Team, One Fight

Improved situational awareness contributes greatly to the joint fight.

The addition of the manned and unmanned teaming allows total Joint Forces integration through enabling ISR data from all realms of the battle to include the land, sea and air.

UAS will continue to save lives and keep troops out of harm's way.

Through layering these capabilities across multiple echelons, Army UAS provide greater situational awareness and tactical flexibility for ground commanders, enhancing their ability to rapidly assess and respond to threats and changing situations in operations across the spectrum of conflict.



The Pain May Be More Than a Strain Overdoing the Workout

By Dr. (CPT) Jon R. Gray and Dr. (COL) John P. Albano

Editor's note: We would like to thank Dr. (COL) John Albano, who helped create "Ask the Flight Surgeon" for ARMYAVIATION magazine, for his many contributions over the past year. This is Dr. Albano's last article and we wish him good fortune and success as he moves on to a new assignment. Thanks for helping to address medical concerns of the aviation community.

Q: I started training hard, including 20 minutes of flutter kicks. My thighs were very sore afterwards and turned into pain on movement, especially in a few hours. What Wrong?

FS: This sounds like Rhabdomyolysis – a disease process that happens when muscles are severely traumatized and break down and their cellular contents enter the blood stream. This can cause permanent damage to the kidneys, as well as cause extreme swelling in the affected muscle group that may eventually cut off blood flow to muscles or damage nerves.

Q: That sounds pretty serious. How could I get Rhabdomyolysis?

FS: Among others, a cause of Rhabdomyolysis is extreme overexertion when exercising. This can be made worse if the weather is very hot, if you're carrying a lot of extra weight, or if you're dehydrated. Also, if you have gotten out of shape and try to undertake a particularly rigorous PT program, you can set yourself up to get Rhabdomyolysis. Other causes include having a fever or bad infection, taking certain medications; have seizures, electrical injuries or burns, or are inappropriately taking nutritional supplements.

Q: What should I look for and what do I do if it is Rhabdomyolysis?

FS: The major symptoms are muscle soreness that seems greater than usual for you, any abnormal swelling, a decreased range of motion of the arms, legs, chest or back; and a reddish or brown discoloration of your urine. Symptoms such as mental cloudiness and abnormal heart

beating portend a worsening of the condition. If you think you have Rhabdomyolysis, get medical attention as soon as you can. If the clinic is closed, go to an emergency room as quickly and safely as you can. The goal is to dilute and wash out the cellular impurities so that they won't cause permanent damage. Pressure of extremity swelling that cuts off circulation to the hands or feet will need to be released by a surgical procedure.

Q: How can I prevent myself or my Soldiers from getting Rhabdomyolysis?

FS: The best way to treat Rhabdomyolysis is to not get it in the first place! You should try and maintain hydration as much as possible, even if it's not very hot out. Make sure you ease into any new workouts by building up the intensity and duration slowly and gradually. Maintain a good balanced diet while avoiding any nutritional fads and excess caffeine. Lastly, if you choose to use any nutritional supplements, educate yourself about the ingredients and definitely make sure your flight surgeon knows about and approves of them for duties involving flight. Supervisors should always be aware and implement appropriate rest-work cycles, know if any Soldiers have prior heat injuries, and make sure everyone is eating all their meals and staying hydrated.

Q: Can I still fly if I get Rhabdomyolysis?

FS: Due to an increase in the number of cases over the past 10 years, aeromedical specialists at the U.S. Army Aeromedical Activity at Fort Rucker, Ala., and the Naval Aerospace Medical Institute at Naval Air Station Pensacola, Fla., are currently creating a waiver policy regarding Rhabdomyolysis. Rhabdomyolysis threatens flight safety when symptoms are vague before proceeding with the flight mission, only to have the symptoms worsen during the flight. If you have or suspect you have Rhabdomyolysis, see your flight surgeon and they will help you decide if flying is safe or if a down period is required.

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to AskFS@quad-a.org. Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues. As always, fly safe!

The views and opinions offered are those of the author and researchers and should not be construed as an official Department of the Army position unless otherwise stated.



Dr. (CPT) Jon Gray is a flight surgeon and a resident in aerospace medicine. Dr. (COL) John Albano is a flight surgeon and served as the Army associate director to the U.S. Navy Aerospace Medicine Residency Program, Pensacola NAS, Fla.

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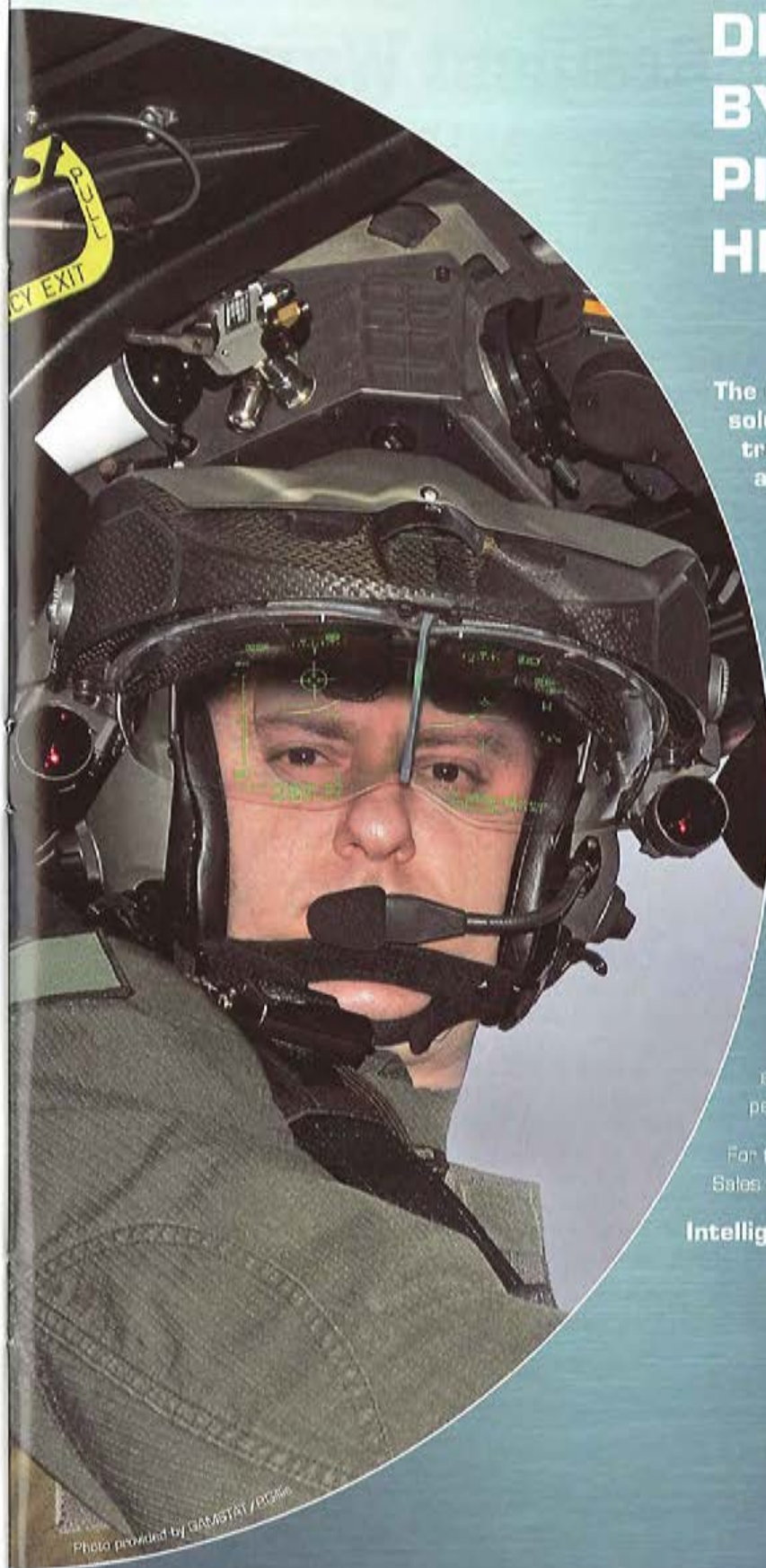


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AAAA Spouses' Corner

Relevant Help for Resilient Warriors

By MG (Ret.) Robert F. Dees

Our nation's military is truly the exoderm, the outer skin, of our country.

They protect the internal organs to ensure the freedoms and way of life which make us America.

At best, their lives in the military are significantly challenged with hardships, separation and selfless service around the world.

As warriors, ambassadors, and on-the-ground statesmen for our nation – they often get bruised and cut, and they bleed. And yes, many of them pay the ultimate sacrifice. Their families and loved ones also sacrifice greatly.

Our military and their families certainly deserve our utmost respect and appreciation, but can “we” do more?

The answer is a resounding “yes” – which we will illumine in this short orientation to “Bridges to Healing: Spiritual Solutions for Combat Trauma.”¹

First, the reality of war is that everyone gets wounded.

Some wounds heal rapidly, but some last for a lifetime. Some wounds can be seen. Some wounds are invisible: inside the heart, soul and spirit of the warrior.

These unseen wounds, ranging from mild reintegration issues to severe post traumatic stress disorder (PTSD), are often the most difficult to heal – they must truly heal from the inside out.

Army aviation personnel are not immune to these traumas of war.

The growing relevance and presence of aviation on today's battlefields makes combat trauma a very real issue for those members of the aviation team who have “been there, done that.”

In fact, whether through their own high order combat experiences, or through high resolution optics on today's platforms, aviation personnel, including those operating remotely piloted vehicles, often have a “front row seat” to the chaos and carnage which often precipitate varying



SSG Andrea Westfall, a flight medic with the Oregon Army National Guard, has overcome her PTSD challenges from her experiences during her deployment in support of Operation Iraqi Freedom in 2002 and 2003. Today she supports Military Ministry as a lecturer and outreach speaker, sharing her experiences with PTSD with others.

degrees of combat trauma.

While the reality and scope of PTSD and related trauma issues were vigorously debated just a few years ago, the discussion has shifted to how to respond to a “clear and present danger” to the mental health of this generation of returning warriors.

For example, the Department of Defense's recent Mental Health Task Force's report found that 49 percent of Guard members, 38 percent of Soldiers, and 31 percent of Marines are experiencing some mental health issues after serving in Iraq and Afghanistan.

The Task Force recognized that programs within DOD did not adequately reflect the increasing demand.

These shortcomings are caused partly by a lack of resources.

In addition, stigma is a significant hurdle blocking treatment.

In the report, DOD characterized PTSD as a “signature” wound of wars in Iraq and Afghanistan.²

In response to the pervasive reality

of PTSD, the Department of Veterans Affairs (VA) is seeking to add 40,000 new hospital beds for mental health purposes, roughly \$3 billion of expenditures on mental health,³ and significantly increase the number of mental health professionals.⁴

The services are likewise scrambling to achieve the capacity and the focus to handle the PTSD challenge.

In spring 2007, the Army surveyed over 100 combat-tested company commanders who indicated that “dealing with combat stress/PTSD among your soldiers” was a major area in which they and others needed deeper understanding.⁵

The Army, seeking to better train its leaders, conducted “chain teaching” on PTSD for all echelons of command. All of the services are working hard and fast on PTSD and other related family issues.

As this “long war” grinds on, the second and third order-of-effects are also becoming more evident, most graphically punctuated by recent his-

toric suicide statistics in the Army and Marine Corps (i.e. 2008, with 2009 statistics trending even higher).

Our national institutions are working hard to help wounded warriors from past battlefields of World War II, Korea and Vietnam, and wounded warriors from the current Global War on Terrorism conflicts in the Persian Gulf and around the world.

In particular, the Armed Forces and the VA, as well as numerous civilian organizations, are working feverishly to help with the mental wounds of war. The reality, however, is that the wounds of heart, soul, and spirit also have a spiritual component – an incredibly relevant faith component – that is not being adequately addressed.

Despite the valiant efforts of many organizations and commitment of billions of dollars to address these issues, we have yet to fully tap faith resources and communities in America on behalf of our troops and families. For example, there are over 361,000 churches in America; a lot of “combat power” that is still on the sidelines.

Whether for the veteran who has lived in the lonely isolation of combat memories for decades, or young war-

riors just returning from their first horrors of combat – the power of God, the power of God’s written word, and the community of God’s people around our nation can become powerful resources in this healing process for troops and families.

As an example from the Bible, David’s Psalms indicate he was also a serious PTSD sufferer. For instance, consider his following lament: *“My heart is in anguish within me, and the terrors of death have fallen upon me. Fear and trembling come upon me, and horror has overwhelmed me.”* (Psalms 55:4-5; NASB)

And David’s faith in God for his ultimate healing: *“He will redeem my soul in peace from the battle which is against me.”* (Psalms 55:18, NASB)

Faith is absolutely a critical factor in resilient recovery from combat trauma, every bit as relevant today as in David’s age.

Daily we receive reports from Iraq, Afghanistan and other corners of the earth that testify to the importance, the existential importance, of “faith in the foxhole” and “hope on the home front.”

At Military Ministry (www.militaryministry.org), our privilege is to

assist chaplains and commanders with caring for the spiritual well-being of troops and their families, to include working feverishly to provide spiritual solutions relevant to PTSD sufferers.

We seek high leverage means to accelerate the spiritual healing of literally tens of thousands of veterans and returning warriors.

Hence, we have established the “Bridges to Healing Ministry.”

Military Ministry, with associated partners, seeks to mobilize a “corps of compassion” within civilian and military communities across America to develop and deliver biblically-based spiritual content and training for PTSD sufferers, families and caregivers.

In the early stages of the Bridges to Healing Ministry, we’ve seen churches and communities across our nation capture this vision in powerful ways.

Military Ministry has developed relevant biblically-based resources for PTSD sufferers and caregivers which are being widely used in warrior transition units, in unit spiritual fitness programs, with PTSD recovery groups, and in family programs across the Total Army.

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Examples of these resources are:

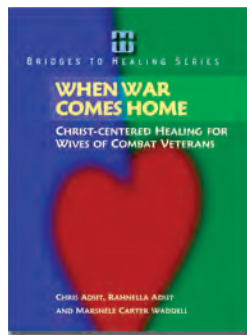


Church Guide for Ministering to the Military provides a basic orientation, including combat trauma, and a treasure house of references for churches and civic organizations seeking to come alongside our military at this critical time in our nation's history.⁶

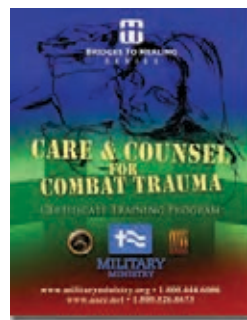


Combat Trauma Healing Manual offers spiritual solutions for PTSD sufferers, combining the latest insights of the medical and psychiatric communities with

the timeless principles of God's Word.⁷



When War Comes Home provides help to wives of combat veterans, helping them construct a healing environment for spouse, self, and others.⁸



Care and Counsel for Combat Trauma provides continuing education training for counselors and caregivers.⁹

To summarize, Stonewall Jackson said, "Get everything in the fight!" Our nation's returning warriors deserve nothing less and we must provide everything in the fight on behalf of their full healing and restoration – including the power of faith-based programs and

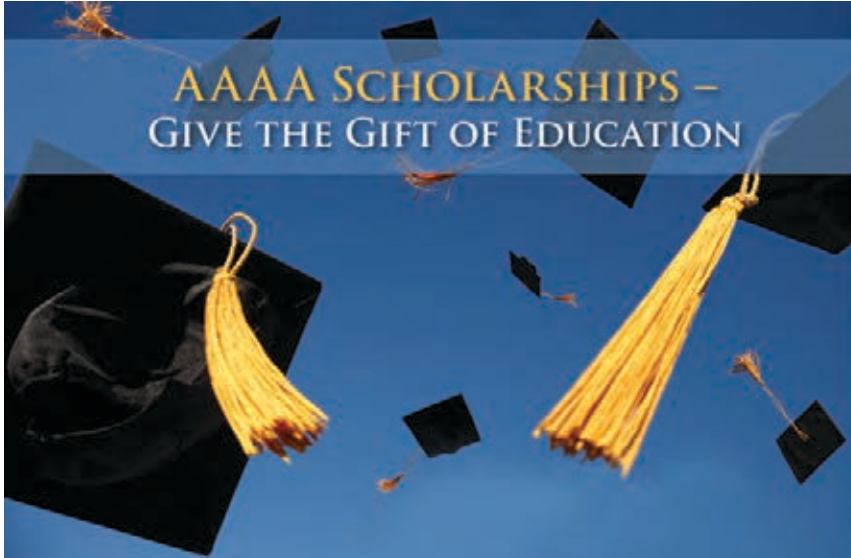
resources, which have stood the test of time for generations of warriors.


Retired MG Robert "Bob" F. Dees is the executive director of Military Ministry, a division of Campus Crusade for Christ International, and resides in Williamsburg, Va.

Footnotes:

- 1 "Bridges to Healing" is the Military Ministry designation for its PTSD spiritual healing ministry which seeks to inspire and equip individuals, churches, civic organizations and professional counselors to become "Bridges to Healing" for our nation's veterans, current military personnel and their families.
- 2 "Report of the Department of Defense Mental Health Task Force," July 25, 2007.
- 3 Gayle Putrich and Rick Maze, "VA urged to focus on suicide prevention," Army Times, Sept. 2006.
- 4 Alex Keenan, "VA devotes more resources to diagnosing, treating PTSD," Army Times, Jan. 2007.
- 5 "Top Challenges of Army Company Commanders in Iraq," Army magazine, Sept. 2007.
- 6 "Church Guide for Ministering to the Military - including Spiritual Care for Combat Trauma," Military Ministry Press, Sept. 2007. (free at www.ptsdhealing.org)
- 7 Chris Adsit, Combat Trauma Healing Manual, Military Ministry Press, 2007. (www.ptsdhealing.org)
- 8 Chris Adsit, Rahnella Adsit and Marshelle Carter Waddell, "When War Comes Home," Military Ministry Press, 2008. (www.ptsdhealing.org)
- 9 Military Ministry and American Association of Christian Counselors. Care and Counsel for Combat Trauma. A 30-hour video series for counselors to reach out with empathy and expertise to combat trauma sufferers and their families 2009. (order at www.ptsdhealing.org)

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Industry News

And Announcements Related to Army Aviation Matters

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



ARMY PHOTO BY SFC KRISHNA GAMBLE

Longbow Block II Head to Korea

The U.S. Army is replacing the 24 AH-64D Longbow Block I, Lot 6 attack helicopters of the "Death Dealers" of the 4th Bn., 2nd Avn. Regt, in South Korea with newer Block II, Lot 11 model aircraft. The first three of the new Block II aircraft, the current version in service, arrived Sept. 9 at Osan Air Base. The swap out is at a rate of six aircraft a month with final deliveries by December. The new Block II features improved cockpit displays for safer night and foul weather flight, and an improved forward looking infrared and camera sensor system. Here, CW4 Wade Fox, left, and CW2 Daniel White, are the first pilots to ferry the new Block II to Camp Humphreys on Sept. 10.

UH-72A HELOTRAC RL Program Enhanced

Sikorsky Aerospace Services, Stratford, Conn., announced Aug. 27 it has delivered improvements to the HELOTRAC RL maintenance management system software program used with the Army's UH-72A Lakota helicopter. SAS provides contractor logistics support to the Lakota program and the enhancements include improvements to: safety, the operating and support management information system, and to fleet management capabilities. The software update was recently launched into production.

Testing Underway to Improve Rotor System Performance

As part of efforts to improve helicopter performance, **Sikorsky Aircraft Corp.** of Stratford, Conn., announced Aug. 26 their partnership with the Army's Aviation Applied Technology Directorate in whirl testing a demonstration rotor system with active flaps. So far, tests have reached a full speed of 450 rpm and commenced testing flap integrity and functionality. The testing investigates rotor reconfiguration to demonstrate the potential to reduce rotor vibration and noise, and increase blade loading, which enables higher maneuverability and speed. Wind tunnel testing with NASA is planned for 2010. The other partners include United Technologies Research Center for the blades and Hamilton Sundstrand Claverham for the flap actuators.

QinetiQ Selected for Special Ops Mission Planning Tools

The Army's Aviation Integration Directorate and the U.S. Special Operations Mission Planning and Execution Program Office awarded a five-year performance period contract Aug. 13 to **QinetiQ North America** for the continued design, development and maintenance of the advanced mission planning tools (AMPT) program. QinetiQ developed flight performance models and performance planning calculator applications for all rotary-wing aircraft assigned to the USSOC. The contract has a potential value of \$10 million.

Army Delivers UH-60M Helo to Patrol Border

On Aug. 19, BG William Crosby, left, the program executive officer for Aviation, passed a log book and keys to John Stanton, the executive director of National Air Security Operations with the U.S. Customs and Border Protection agency, during a ceremony at Redstone Arsenal, Ala. The hand-over was the official delivery of the first of four UH-60M Black Hawk helicopters from the Army to the CBP. The Aviation and Missile Research, Development and Engineering Center teamed with the Utility Helicopter Project Office to help integrate CBP mission-specific equipment requirements into the UH-60M model aircraft. The CBP is modernizing its fleet of UH-60A aircraft by July 2010 used to protect the nation's borders.



ARMY PHOTO

Shadow Tactical UAS Receives All-Digital TCDL

AAI Corp., Hunt Valley, Md., reported Aug. 10 it received an order from the Army's Unmanned Aircraft Systems Project Office at Redstone Arsenal, Ala., valued at more than \$32 million, to provide engineering and manufacturing support to enhance the Shadow tactical unmanned aircraft system with the tactical common data link. The TCDL is a Ku-band digital data link that delivers wide-bandwidth communications and will be designed to provide Shadow TUAS users a common interface with other military systems including the extended-range, multi-purpose Sky Warrior and the Hunter UAS systems, and with the AH-64D helicopter.

FAA Partners with GE Aviation for UAS Integration

GE Aviation, Washington, D.C., announced Aug. 10 it entered into a Cooperative Research and Development Agreement with the Federal Aviation Administration to provide a variety of operational and technical assessments to support integration of unmanned aircraft systems into the National Airspace Systems. GE's participation will include adapting its FAA certified flight management system to achieve reliable trajectory-based control of an unmanned aircraft, including demonstration flights of an AAI Shadow tactical UAS later in 2009. Integration simulations will be conducted at the FAA's William J. Hughes Technical Center beginning this fall and will continue for two years.

ATK to Produce More Apache Ammo

Alliant Techsystems, Minneapolis, Minn., was awarded Aug. 3 an \$86 million contract to provide lightweight 30mm M789 high explosive dual purpose tactical ammunition for the AH-64D Apache attack helicopter. Ongoing combat operations in Iraq and Afghanistan have consumed vast amounts of the ordinance while supporting ground force operations. Production will begin in December at the company's facilities in Elk River, Minn.; Radford, Va.; and Rocket Center, W.Va.

First OCONUS UH-72A Delivered

EADS North America, Arlington, Va., reported July 20 the delivery of the first two UH-72A Lakota helicopters based outside of the continental United States to the Army National Guard in Puerto Rico. These are the 66th and 67th Lakota aircraft delivered to the Army. The helicopters are equipped for general aviation support missions and will be operated by Detachment B of the 1st Bn., 114th Avn. Regt., located at San Juan's Isla Grande Airport.

Aurora Excalibur UAS Makes First Flight



Aurora Flight Sciences

Aurora Flight Sciences Corp., Manassas, Va., announced July 20 that it successfully completed the first flight of the Excalibur unmanned aircraft system on June 24 at Aberdeen Proving Grounds, Md. The vertical takeoff and landing, turbine-hybrid electric UAS is the first of a new class of tactical unmanned combat air vehicles. The first flight included a takeoff and landing, and in flight hover stability and heading control testing. Aurora is working with the Army's Aviation Applied Technology Directorate and the Office of Naval Research.

Kaman Awards LaBarge Black Hawk Contract

LaBarge, Inc., St. Louis, Mo., announced July 15 it was awarded contracts valued at approximately \$12 million from **Kaman Aerospace Corp.**, a sub-contractor to Sikorsky Aircraft Corp., to provide cockpit wiring harnesses for several models of the Black Hawk helicopter. LaBarge wiring harnesses are installed in the cockpits of the UH-60M, UH-60L, HH-60M and HH-60L model helicopters. LaBarge has supported the program since 2005.

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

McDonnell Douglas Helicopter Co., Mesa, Ariz., was awarded in August a \$6.5M contract for tail rotor fork assembly parts for the U.S. Army. Completion of the contract is April 15, 2013.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded Aug. 17 a \$37.6M contract option for two UH-60M and one HH-60M Black Hawk helicopters with 0613R1 and 0614R1 installed on aircraft and 3 auxiliary power unit inlet barrier filter kits. Work is to be completed by Dec. 31, 2012.

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The Boeing Company, Ridley Park, Pa., was awarded July 28 a \$108.8M contract for the second year of a multi-year contract for five CH-47F new build aircraft under production lot 7. Deliveries are to be completed by Sept. 30, 2013.

Hawker Beechcraft Corp., Wichita, Kan. was awarded in July a \$21.6M contract for the purchase of one B350 King Air aircraft, two B350C King Air in the air ambulance, medical evacuation cargo door configuration, and with six one-month options for storage of the aircraft. Estimated completion date is Feb. 28, 2011.

GE Aviation Systems, Vandalia, Ohio, was awarded in July a \$5.1M contract to supply AGH828-2 aviation ground power unit generators for Army AH-64D, CH-47 and UH-60 helicopters. The award is for newer generators with more power capability and longer life characteristics to replace original units. Contract is to be completed by July 31, 2013.

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UPCOMING EVENTS

NOVEMBER 2009

- Nov 2 - 6 **U.S. Army Warrant Officers Assoc. Annual Meeting**, Salt Lake City, UT
- Nov 3 - 6 **AAAA 7th Annual Luther G. Jones Summit**, Corpus Christi, TX
- Nov 9 - 11 **AAAA ASE Symposium**, Sheraton Music City Hotel, Nashville, TN

DECEMBER 2009

- Dec 9 - 11 **AAAA UAS Symposium**, Crystal Gateway Marriott, Arlington, VA

JANUARY 2010

- Jan 5 - 7 **AUSA Aviation Symposium & Exhibition**, Arlington, VA
- Jan 22 **AAAA Scholarship Executive Committee Meeting**, NGRC, Arlington, VA
- Jan 23 **AAAA National Awards Committee Meeting**, NGRC, Arlington, VA
- Jan 25 - 29 **Aviation Senior Leaders Conference**, Fort Rucker, AL

FEBRUARY 2010

- Feb 10 - 11 **Joseph P. Cribbins Aviation Product Symposium**, Huntsville, AL

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November

- **Unmanned Aircraft Systems**
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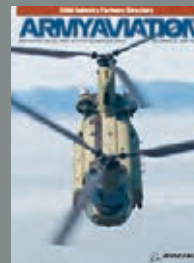
December

- **Industry Partners Listings**
- **Industry Support and Challenges**

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PEOPLE ON THE MOVE

AVIATION GENERAL OFFICERS

The Army Chief of Staff announced July 31 the assignment of **BG James C. McConville**, deputy commanding general for support with the 101st Airborne Div. (Air Assault), Fort Campbell, Ky., to deputy chief of the Legislative Liaison Office with the Office of the Secretary of the Army in Washington, D.C.

CHANGES OF COMMAND AND RESPONSIBILITY

LTC David J. Rude relinquished command of the 1st Bn., 58th Avn. Regt., an airfield operations battalion under the Air Traffic Services Command, to **LTC Thomas G. Moore**, on Aug. 14 at Fort Rucker, Ala. Moore previously served as the professor of Military Science at Texas State University in San Marcos. Rude is now the inspector general for Fort Rucker. The 1-58th Avn. recently returned July 9 after supporting contingency operations in Iraq.

In July, the 1st Air Cav. Bde. conducted two change of responsibility ceremonies at Camp Taji in Iraq. **SGM John Taylor** relinquished responsibility as the command sergeant major of 1st Bn., 227th Avn. Regt. to **CSM Jose Soliz**; and **SGM Gary Durant** passed responsibility for the 4th Bn., 227th Avn. Regt., to **CSM Douglas Greene**.



ARMY PHOTO

Task Force 49 Changes Leaders

COL Chandler C. Sherrell relinquished command of Task Force 49 to interim commander **LTC Michael C. McCurry** June 4 at Fort Wainwright, Alaska. Sherrell departs after a successful deployment to Iraq to attend the Air War College at Maxwell Air Force Base, Ala. **COL Robert W. Werthman** assumed command of Task Force 49 during an Aug. 20 ceremony. Werthman previously served as the chief for Operations Team 2 with the National Airborne Operations Center at Offutt Air Force Base, Neb. Here, Sherrell, right, passes the unit colors to COL Edward Daly, the acting commander of U.S. Army Alaska, signifying the end of his command.



ARMY PHOTO

Reeves New USAALS Commander

MG James O. Barclay III, commanding general of the U.S. Army Aviation Center of Excellence, presided over the change of command for the U.S. Army Aviation Logistics School on July 24 at Fort Eustis, Va. **COL William W. Braley Sr.** relinquished command of the USAALS to **COL Terence W. Reeves**. Reeves previously served as the chief of the Army Sustainment Operations Division of the Defense Support Center in Richmond, Va. Braley, who retires after 36 years, was honored for his service to the nation with the Legion of Merit and the Silver medallion of the Order of St. Michael. He plans to remain in the Fort Eustis area. Here, Barclay, center, passes the USAALS colors to Reeves.



ARMY PHOTO BY RONALD BOWMAN

AATD Changes Commanders

COL Steven Kihara relinquished command of the U.S. Army Aviation Applied Technology Directorate to **COL Thomas Bryant** on June 30 at Fort Eustis, Va. Bryant previously served as the project manager of the Technology Application Program Office with the U.S. Army Special Operations Command at Fort Bragg, N.C. Kihara departs after three years in command and is now the commander of the new U.S. Army Redstone Test Center (Provisional) at Redstone Arsenal, Ala. Here, Bryant, left, passes the colors back to 1SG James Laverty after assuming command.



ARMY PHOTO BY OPTIMIST GARCIA

USAR Unit Transforms and Reflags

MAJ Steven Gambichler relinquished command of the deactivating Co. M, 158th Avn. Regt., U.S. Army Reserve, during an Aug. 2 ceremony at the Naval Air Station Fort Worth in Texas. Co. M has completed a unit transformation into a new unit structure, reactivating on the same day as Co. B, 90th Avn. Spt. Bn. **MAJ Jonathan Johnson** accepted responsibility for the new company under the 90th Avn. Spt. Bn. Pictured here, Johnson, center, passes the guidon for Co. B to 1SG Edilberto Zayas, left, the company's new first sergeant, after accepting it and responsibility for Co. B from LTC Robert Notch, right, 90th ASB commander. CSM Jeffrey Darlington, the command sergeant major of 90th ASB, in background, assisted with the ceremony. Gambichler is now the executive officer of 7th Bn., 158th Avn. Regt. at Fort Hood, Texas.

HONORS



ARMY PHOTO

USAALS Institute of Excellence

LTG David P. Valcourt, right, the deputy commanding general and chief of staff of the U.S. Army Training and Doctrine Command, presented a certificate of accreditation to the U.S. Army Aviation Logistics School during a ceremony June 29 at Fort Eustis, Va. The certificate signifies USAALS's ability to meet the highest levels of academic and operational standards and it is recognized as an "Institute of Excellence." Here, COL William W. Braley Sr., center, commander, and CSM Anthony L. Samuels, the school's command sergeant major, accept on behalf of the staff and facility.



PEOPLE ON THE MOVE



PHOTO BY ISG STEVEN GARVIN

TF 49 Sgt. Named Top NCO

A 15U CH-47 Chinook helicopter technician with Task Force 49 was named as the U.S. Army Pacific's Non-commissioned Officer of the year for 2009. **SSG Neftali Bonilla** won first the U.S. Army Alaska title before winning the USAPAC level competition in June. He was honored June 13 with presentation of the Army Commendation Medal by LTG Benjamin R. Mixon, left, USARPAC commanding general, and CSM Joseph P. Zettlemoyer, USAPAC's senior NCO, during a ceremony at Fort Wainwright, Alaska. Bonilla serves with the headquarters company of the TF 49 and will compete in the Department of the Army NCO and Soldier of the Year "Best Warrior" competition in September at Fort Lee, Va.

between the waves crying for help for a little girl farther out struggling for her life to remain above the water. Bigouette swam quickly out to the drowning girl, wrapped his arm around her shoulder and swam back through the waves toward the shore where his buddy PFC Joshua Davis stood by to help.

RE-ENLISTMENTS



ARMY PHOTO BY NSG MIKE AYALA

Army Career Continues to Soar High

During a July 15 training flight in the sky above the Eastern Army National Guard Aviation Training Site, **SFC Scott R. Laudenslager** took the opportunity to raise his right hand and re-enlist in the Army Guard in the back of his favorite aircraft for six additional years. Laudenslager is a CH-47D flight engineer and also serves as an aviation safety NCO at Fort Indiantown Gap, Pa. The oath of enlistment was administered at 2,500 feet by CW4 Eric M. Trafton, the pilot in command of the aircraft.

SPOTLIGHT



NASA PHOTO

Army Astronaut Makes 1st Flight

The landing of Space Shuttle Discovery (STS-128) Sept. 11 at 5:53 p.m. at Edwards Air Force Base, Calif., marked the end of Army Astronaut **COL Timothy L. Kopra's** first journey off the Earth. Kopra flew aboard SS Endeavour (STS-

127) July 15 at 6:03 p.m. from the Kennedy Space Center, Fla., and spent 58 days in space, including 53 days aboard the International Space Station as a flight engineer for the Expedition 20 crew. NASA played the song "These are Days" by the band 10,000 Maniacs on July 16 as a wake-up call for Kopra. He joined the crew of the ISS on July 17 and the next day on July 18, he made his first spacewalk, pictured above, with fellow astronaut David Wolf outside of the ISS, lasting 5 hours and 32 minutes. Together they removed insulation from the Kibo berthing mechanism, disconnected electrical cables powering the shuttle's integrated cargo carrier, applied a specially designed tool to release the station's Earth-facing unpressurized cargo carriers attachment system, secured covers on the Harmony and Unity modules, and set up a payload attach system on the station's backbone. For the duration of his time, Kopra worked on a number of scientific experiments and medical tests, and performed maintenance tasks on the ISS. Kopra is already scheduled for his next flight as a mission specialist on shuttle mission STS-133, an eight day trip to carry a pressurized logistics module to the ISS, projected for next September.



NASA PHOTO

Retired Aviator Makes 3rd Space Flight

Retired Army **COL Patrick G. Forrester** still serves as an astronaut and mission specialist with the National Air and Space Administration. Forrester made his third space flight as a crew member on the Space Shuttle Discovery's STS-128 mission to the International Space Station. Discovery launched at 11:59 p.m. on Aug. 28 from the Kennedy Space Center, Fla., with a mission to deliver supplies and research facilities to the ISS and transported astronaut Nicole Stott up to replace Army astronaut COL Tim Kopra. Stott replaced Kopra, who completed 53 days aboard the ISS as a member of the Expedition 20 crew. Forrester is a veteran of two previous space flights on STS-105 (2001) and STS-117 (2007) and has four space walks to his credit. After 13 days, 20 hours, 54 minutes and 55 seconds, traveling 5,755,275 statute miles in 219 orbits around the Earth, Forrester and the rest of Discovery's crew touched down at Edwards Air Force Base, Calif., at 5:53 p.m. on Sept. 11. Above, Forrester and Stott float around weightless for a photo.



ARMY PHOTO BY SFC KRISHNA GAMBLE

Soldier Saves Drowning Girl

Governor Moon-Soo Kim of the Gyeonggi province in the Republic of Korea honored **PFC Richard Bigouette** with a silver plaque of appreciation on Aug. 3 in Suwon. Bigouette was recognized for his heroic efforts on June 13 to save a 9-year-old girl from drowning at Haeundae Beach in Busan. An AH-64D Apache armament, avionics and electronics specialist with Co. B, 602nd Avn. Spt. Bn., Bigouette was swimming a short distance from shore with another Soldier when he heard frantic screams from people on the beach pointing to a place more than 50 yards out in the water. A young girl was standing waist-deep in the choppy water



PEOPLE ON THE MOVE



ARMY PHOTO BY PFC JAMES M. WILTON

CCAD Hosts Advanced Training for Guard Techs

Members of **Co. B, 777th Avn. Spt. Bn.**, Hawaii Army National Guard, had an opportunity to improve upon their maintenance skills at one of the Army's best repair facilities during their annual training period May 1 to 15. The Corpus Christi Army Depot in Texas hosted an advanced level of hands-on training for the Soldiers who provide corps and intermediate level aviation maintenance support for ARNG helicopters back at their home base at Wheeler Army Airfield. CCAD teamed each Soldier with one of their employees and placed them in the shop area that corresponds to their military occupation specialty. Once there, the Soldiers were involved in every aspect of the detailed maintenance procedures conducted at stations repairing and rebuilding such aircraft as UH-60 and CH-47 helicopters. On average, about 50 Soldiers attend each of CCAD's sponsored two-week training periods, which can be tailored to split into a week of hands-on training and a week of classroom instruction. Here, SPC Phuc Huyhn, left, and SGT Ignacio Boroga, both CH-47 repair technicians, secure a brake pad to the landing gear of a Chinook aircraft.



DOD PHOTO BY PFC CARMICHAEL YERZ

Father-Daughter Trio Serve

A father and his twin daughters from Greenwood are serving Guardsmen with the Indiana Army National Guard deployed in support of Operation Iraqi Freedom. Pictured here July 15 on the flight

line, **SSG Larry Kazmierzak** and his 22 year-old daughters **SPC Ashley** and **SGT Kari Kazmierzak** are on a one-year tour of duty at Forward Operating Base Diamond Back near Mosul, Iraq. They all work together in the section in their unit Co. F, 3rd Bn., 338th Avn. Regt., based at Camp Atterbury in Indiana.



ARMY PHOTO BY SFC ALIN THOMAS

1st ACB Welcomes State Leaders

Governors from Illinois, Minnesota, Missouri, Nevada and Texas made a goodwill visit July 18 to the Soldiers of the 1st Air Cav. Bde. at Camp Taji in Iraq. The visit by the state leaders was a chance to meet with Soldiers, many from their respective states, and boost morale. They also received briefings about the everyday activities of the 1st ACB and toured facilities and the airfield. Here, Governors Jim Gibbons (Nev.), left, and Rick Perry (Texas) listen as LTC Ralph Litscher, 2nd Bn., 227th Avn. Regt. commander, explains medical evacuation procedures used to support ongoing operations.



ARMY PHOTO

Guard Aviation Conducts "Bosslift"

Approximately 60 influential employers, educators and community leaders from communities across Nebraska participated in special day-long Employer Support of the Guard and Reserve (ESGR) program called Operation Bosslift held Aug. 3 and 10 at the National Guard training center in Wyoming. Army aviation units of the Neb. ARNG supported the two events providing C-23, C-12 and CH-47 aircraft to fly from various cities across Nebraska to Camp Guernsey to spend a day participating in the same kind of training

Guardsmen do. Highlights included using the virtual convoy operations trainer, watching Soldiers practice escaping from a turned-over Humvee in the egress assistance trainer, and simulated shooting enemy troops on the engagement skills trainer. The participants also ate meals-ready-to-eat and flew aboard a Chinook to a range to fire the .50 caliber machinegun. Here, a C-23 Sherpa crew member gives a safety briefing before a flight to Wyoming.



ARMY PHOTO BY PFC SONJA MCMAHER

Troop Supporters Form Giant Ribbon

Members of the 12th Cbt. Avn. Bde. – including Soldiers, family members, civilian employees, local nationals and distinguished guests from nearby German communities – gathered more than 3,000 people together on July 10 to show their support of the troops by forming into a giant "troop support ribbon" on the U.S. Army Garrison Ansbach installation flight line near Illesheim.

PROMOTION SELECTIONS

The active Army fiscal year 09 Command Sgt. Maj./Sgt. Maj./Sergeants Major Course selection board results were released Aug. 6. AAAA congratulates the following 24 Aviation senior non-commissioned officers.

| NAME | PMOS | SEQ# | NCOES | CSM |
|----------------------|------|------|-------|-----|
| Ankrum, Lloyd S. | * | 15Z5 | RES | |
| Arnett, Marion E. | | 15Z5 | 2ALT | |
| Brown, Stanton W. | * | 15Z5 | RES | |
| Hagen, Duane M. | | 15Z5 | ALT | |
| Hamm, James R. | | 15Z5 | ALT | |
| Hauke, Brian N. | | 15Z5 | ALT | |
| Hedrick, Todd W. | | 15Z5 | RES | |
| Henderson, Karen M. | * | 15Z5 | RES | |
| Hurst, Zacchaeus H. | * | 15Z5 | ALT | |
| Inniss, Kirk D. | | 15Z5 | 4ALT | |
| Jones, Shawn L. | * | 15P5 | ALT | |
| McConnell, Robert A. | * | 15Z5 | RES | |
| McGaha, William K. | | 15Z5 | ALT | |
| McGraw, Robert B. | * | 15P5 | ALT | |
| OBlack, Stuart C. | | 15Z5 | ALT | |
| Quarterman, Stacy E. | | 15Z5 | 1ALT | |
| Schley, James R. | | 15Z5 | RES | |
| Smoots, Anthony E. | | 15Z5 | 3 ALT | |
| Taylor, John E. | | 15Z5 | ALT | |
| Thorn, Anthony S. | * | 15Z5 | RES | |
| Todd, Timothy C. | | 15P5 | ALT | |
| Wainwright, Eric I. | | 15Z5 | RES | |
| Wilson, James D. | | 15Z5 | RES | |
| Yeagan, William J. | * | 15Z5 | ALT | |

* = AAAA Member
+ = Life Member

WOCC SELECTIONS

In mid-July, the Army's Recruiting Command released the selection list of candidates for the Warrant Officer Candidate Course at Fort Rucker, Ala. Candidates who successfully complete the six-week course will be conditionally appointed to the grade of warrant officer one. Congratulations to the following 36 Soldiers selected for aviation career tracks.

151A – Avn. Maintenance Technician

SFC Charles Barrier
SFC Elvin Carr
SFC Diane Garza
SFC Jason Opperman
SFC David Wilson
SSG Roger Passie *

153A – Rotary Wing Aviator (aircraft nonspecific)

SFC Matthew Boedeker
SFC Edward Lee
SFC Reinaldo Lopez
SFC Alan Rawleigh
SSG Douglas Aguilar
SSG Craig Bakies
SSG Lily Boaz
SSG Marcelino Cardoza
SSG Kirk Carlson
SSG Hugh Eberhart
SSG Wayne Haggard
SSG Patrick Koenig
SSG Washington Lopez
SSG Steven Paulk
SSG Jason Ragland
SSG Aaron Richardson
SSG James Weedn
SSG Andrew Wickman
SGT Michael Dykman
SGT Aaron Haggard
SGT Robert Ibrahim
SGT Jesse Moore
SGT Kevin Ruark
SGT Timothy Schwanke
SGT Aaron Washburn
SPC David Machel
SPC Shaun O'Connor
SPC Bradley Painter
SPC Robert Shumer
SPC Ryan Vreeland

FLIGHT SCHOOL GRADUATIONS

AAAA congratulates the following graduates of the Flight School XXI initial combat aircraft flight training courses at the U.S. Army Aviation Center of Excellence, Fort Rucker, Ala. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of the flight classes.

Class 09-20, 59 Officers, Graduated August 5**ABOLC**

LT Brian J. Peterson * DG
LT Travis R. Clonch HG
LT Justin M. Moore * HG
LT Scott J. Vetter HG
LT Matthew J. Beigh
LT James C. Bowen *
LT Ronald J. Bryant *
LT Camille Colon-Torres
LT Nikolas M. Folger *

LT Gerald D. Gangaram
LT Michael J. Hill
LT Christopher S. Jackson *
LT Vasil Magamedov
LT Robert F. Murphy
LT Carmen D. Ramos *
LT William J. Spurgeon *
CPT Anne M. Stark
LT Elizabeth S. Verardo
LT Jeffrey M. Wisz
LT Scott M. Wyly
LT Zachary P. Yoklic
LT Mark B. Zinderman

AWOBC

WO1 Karl D. Poland * DG
WO1 Michael T. Carroll * HG
WO1 Bennett W. Monday HG
WO1 Cole J. Taylor * HG
CW2 Benjamin H. Van Meter * HG
WO1 Andrew J. Lau CLG
CW2 Joseph E. Lorman CLG
CW2 Richard E. Barnett
CW2 Clarence R. Behan *
WO1 Joseph W. Carpenter
WO1 Randall J. Chastant *
WO1 Ryan D. Comstock *
WO1 Jason L. Cutsforth *
CW2 Justin C. Douglas *
WO1 Orbin I. Gonzalez *
WO1 Kyle K. Guthrie
CW2 Mark J. Hickman
WO1 Jeremy D. Hoagland
WO1 Sean R. Hoffmann *
WO1 James P. Horrocks
WO1 James W. Jacobo
CW2 Stephen R. King *
WO1 Michael J. Kuster *
WO1 Robert D. McAfee *
WO1 Marc E. Medeiros *
WO1 Christopher R. Munz *
CW2 Stephen H. Murray
WO1 Lucas J. Pannell
CW2 Shaun J. Perez *
WO1 Mark D. Popowicz
WO1 Eric C. Roberts
WO1 David W. Rogers
WO1 Jonathan E. Rove *y
WO1 Joe W. Russell
WO1 John P. Taylor
WO1 Brian J. Thompson *
WO1 David T. Williams

Editor's Note: Due to program changes at Fort Rucker, Flight School XXI student are now graduating when their course track is completed instead of holding and waiting to graduate with their classmates in longer tracks.

**Flight Class Track Graduations
86 Officers, August 19****AH-64D**

WO1 Jeremy J. Current DG
LT Christopher P. Mikula DG
CW2 Tomas M. Castro * HG
CW2 Emily J. Schwenkler * HG
LT Chris F. Stoinoff * HG
LT Michael C. Ballmann *
WO1 Elliot R. Boyles
CW2 Matthew L. Colon
WO1 Marcus R. Conover
LT Michael S. Fernholz *
LT David M. Flaherty *
WO1 Luke A. Gibson *
LT Brandon B. Gilles *
WO1 Deborah A. Glenn
CW2 Jennifer L. Hakeman
WO1 James S. Harms *
LT Trevor S. Jackson *
WO1 John M. Jordan
WO1 Panagiotis G. Karavoulas *

LT Jonathon D. Knight
LT Steven M. Kuhn
LT James S. McCray *
LT Ian S. Morrison *
WO1 Jude C. Okpala *
WO1 Trevor D. Westermann
WO1 Wayne G. Winn *

CH-47D

WO1 Melissa M. Hager * DG
LT Robert E. Danforth *
WO1 Bethany D. Ganje *
LT James J. Hankinson *
WO1 Joshua P. Kim *
WO1 Kerry L. Lowrey
WO1 Christopher A. Malin *
WO1 Timothy Oglesbee
WO1 Matthew J. Smith

OH-58D

CW2 James M. Conway
WO1 Benjamin J. Fizzell
LT Stephanie A. Hartley
LT Kurt P. Hunt *
WO1 Gregory F. Tanori
WO1 Joseph M. Whittaker

UH-60

WO1 Jessica Abrams-Arnold DG
LT Aaron L. Roehrig DG
WO1 Caleb J. Bergon HG
LT Gary S. Jamieson HG
WO1 Jordan R. Johns HG
WO1 Scott A. Jones HG
WO1 Hunter Lescoe HG
LT Jarred Rickcy * HG
WO1 Anthony P. Celia * CLG
WO1 Eli D. Arnold *
WO1 Jeffrey D. Aspinwall *
LT James P. Belanger II *
WO1 Jason S. Conley
WO1 Richard C. Dean
WO1 Christopher E. DeAngelo *
LT Jonathan A. Decker *
WO1 Brian A. Dengler *
WO1 Jaymes E. Dressel
WO1 Anthony J. Gaggiani
LT Ray A. Garza
WO1 Daniel J. Harrigan *
WO1 Kenyon E. Horan
WO1 Travis J. Kent *
WO1 Joseph G. Krestan *
WO1 James K. Legrand *
WO1 Jeffrey D. Little
WO1 Daniel E. MacSwain *
WO1 Jeshua D. R. McMaster
LT Mindy L. Miller *
LT Richard L. Miller *
LT Christopher J. Moroski
WO1 Ann E. Mulrooney *
WO1 Samuel D. Myers
WO1 Jennifer L. Neal
WO1 Michael C. Pulbrook
WO1 Adalberto Ramirez *
WO1 Christopher D. Saucier
CW2 Nicholas D. Schmitt
CPT Ealey J. Seto
LT Cody R. Shepard *
LT Brett D. Slaughter *
LT Brian K. Tapley *
WO1 Ashley L. Thomas *
LT Thomas C. Trainor
WO1 Jared A. Tyler

WO1 Richard W. Hill
LT Nicole C. Marion
LT Erin M. Methered
CPT Peter C. Schleider *
WO1 Charles P. Schultz
WO1 Michael D. Thomas *

UH-60 TRACK

WO1 Gregory C. Raychard DG
WO1 Joseph G. DeLaRosa HG
WO1 Charles D. Applegate *
WO1 Matthew R. Clark
CW2 Jason L. Mairiel
LT Dakota B. McNeely
LT Matthew D. Miklos
CW2 Nicholas D. Schmitt
WO1 Juan C. Terrasa-Soler
WO1 Shawn M. Wright

UAS OPERATOR GRADUATIONS

AAAA congratulates the following graduates of the Unmanned Aircraft Systems Operator Courses, MOS 15W, at Fort Huachuca, Ariz.

Warrior A**Class 09-004****August 21, 10 Graduates**

PFC Nels Anderson
SSG Nathaniel Barnard HG
PFC Bradlee Burton
PV2 Joshua Herron
PFC Terrence Johnson
SSG Troy Massey
SFC Mark Melbourne
PFC Michael Richard
PFC Marcus Winn
SPC Neil Worthington

Hunter (RQ-5B)**Class 09-002****August 20, 10 Graduates**

PV2 Eric Mutehart HG
PFC Ryan Burgess
PV2 Alexander Dudley
PV2 Anthony Fournier III
PV2 Andrew Gurganus
PV2 Paul Herrera
PV2 Max Parigi
PV2 William Saine
PV2 Seth Sevon
PV2 Matthew Wilson

Shadow 200 (RQ-7B)**Class 09-010****August 13, 12 Graduates**

SGT Warren Sherman HG
SSG Joseph Barrick *
SGT Ty Bolich
SPC Michael Evancheck
SGT Jason Fredrick
PV2 Brandon Gaddy
PFC Nathaniel Glaser
PFC Thomas Groce
PV2 Gerald Malachowski
PFC Barry Schouster
PFC Stephen Southern
PVT Joseph Velez

Shadow 200 (RQ-7B)**Class 09-009****August 13, 13 Graduates**

SGT Steven McArthur HG
MS. Nancy Amador
SSG Nicholas Arnett
SGT Phillip Brown
PV2 Allen Capps
PFC Mitchell Gardner
PV2 Robert Garrett
PFC Landon Jones
SPC Shawn Kneese
PFC Amanda Maehling
SGT William Ruska

SGT James White
SPC Ian Willey

**Shadow 200 (RQ-7B)
Class 09-008****July 9, 12 Graduates**

SGT Gregory Pipkins HG
PVT Adam Carpio
PVT Aaron Grumm
SGT Donald Howard
PV2 Touraine Jarrett
SGT Ellen Mason
SPC Christopher Mathews
PV2 Robert Meyer
PV2 Andrew Offenberger
SPC Edward Tomlin
SPC Andrew Warren
SGT Michael Williams

**Shadow 200 (RQ-7B)
Class 09-007****July 9, 16 Graduates**

SPC Brian LeClai HG
PV2 Jordon Betts
SGT Lucas Gordon
PV2 Matthew Green
SPC Charles Huffman
SGT Darick Ladner
PV2 Paul Lutz
SGT Richard Ochoa
PV2 Alexis Parache
PV2 Joshua Porter
SPC Dean Ritter
PV2 Sheldon Roberts
SPC Jennifer Rogers
PFC William Rolon-Rivera
PV2 Bronen Southard
SPC Edward Wallace

**Shadow 200 (RQ-7B)
Class 09-006****June 11, 17 Graduates**

PFC Brandon Raley HG
PFC Ammon Arcia
PFC Joshua Armstrong
PFC Ricky Arroyo
PV2 Jordon Guerrero
PV2 Ryan Hampton
PVT Bret McKee
PFC Joshua Mitchell *
PFC Roy Monroe
PV2 Jerry Richards
PFC Matthew Russell
PV2 Mark Sainz
PFC Phillip Schmeiser
PVT Justin Stanbrook
PV2 Mitchell Stewart
PV2 Jared Watkins
PFC Jordan Zamora

**Shadow 200 (RQ-7B)
Class 09-005****June 11, 14 Graduates**

PV2 Kyle McCleary HG
PFC Tyler Baker
PV2 John Benedetti
PV2 Edward Davy
PFC Anthony Graham
PV2 Casey Hawthorne
PFC Andrea Johnson
PFC Alexander Kelly
PV2 Anthony McCormack
PFC Patrick McMullen
PFC Brent Moore
SSG Tracy Napier
PFC James Silva
PFC Jonathan Wilson

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

AAAA News

AAAA NEWS -- ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

Air Assault Chapter



PHOTO BY LARRY NOLLER

COL William Gayler, left, commander of the 101st Cbt. Avn. Bde., took an opportunity to recognize and thank **Patty Schloesser** for her selfless service and support to the aviation community, to Soldiers and to family members on July 29 at Fort Campbell, Ky. Prior to the division change of command ceremony, Gayler inducted Schloesser, spouse of departing commander MG Jeffery J. Schloesser, into the Honorable Order of Our Lady of Loreto, presenting her with the lapel pin and certificate of induction. Schloesser was honored for her many years and untold hours of personal time devoted to working with family readiness groups, to keeping families informed during deployments, and for her support of countless functions and charities. She and her husband are now based in Germany.



PHOTO BY LARRY NOLLER

Prior to his July 29 change of command as the departing commanding general of the 101st Airborne Division (Air Assault), **MG Jeffery J. Schloesser**, right, was honored with the Gold medallion of the Order of St. Michael. COL William Gayler, 101st Cbt. Avn. Bde. commander, presented the medallion and certificate to Schloesser at Fort Campbell, Ky. Schloesser, who was first inducted into the Order in 1996 and received the Silver medallion in 2005, was honored for his continued superior service and support of the Aviation branch. He recently led the division headquarters through a year long deployment as the Combined Joint Task Force (CJTF-101) in support of Operation Enduring Freedom in Afghanistan. Defense Secretary Robert Gates announced Aug. 20 the nomination by President Barack Obama of Schloesser for appointment to the rank of lieutenant general. Although he is pending Senate confirmation for promotion, Schloesser is now serving as the deputy commanding general of U.S. Army Europe and Seventh Army in Germany.

Aloha Chapter



ARMY PHOTO BY SFC TYRONE C. MARSHALL JR.

COL Michael D. Lundy, commander of the 25th Cbt. Avn. Bde., inducted **MG Raymond V. Mason**, right, into the Honorable Order of St. Michael July 27 at Wheeler Army Airfield in Hawaii. Mason, who is the departing commanding general of the 8th Theater Sustainment Command in Hawaii, provided outstanding support to the 25th CAB during the absence of the 25th Inf. Div. support formations deployed to Iraq. Lundy presented the Bronze medallion and certificate of induction to Mason.

Armadillo Chapter



PHOTO BY MAJ JOSH HEGAR

During a July 11 farewell dinner with the 1st Bn., 158th Avn. Regt., BG Matt Matia, commander of the 11th Avn. Cmd., took an opportunity to honor two women with induction into the Honorable Order of Our Lady of Loreto. Matia presented the OLL lapel pin and certificates of induction to **Judy Doebling**, center, and **Brandy M. McCann** in Conroe, Texas. Doebling, who with her husband LTC Andrew Doebling are departing the command, recently completed three years of distinguished service as a family readiness group advisor for the 1-158th Avn. and was recognized for 14 years of service to aviation Soldiers. McCann, who is single, has served as the leader of the 1-158th FRG for the past four years.



PHOTO BY JUDY DOEBLING

BG Matt Matia, left, commander of the 11th Avn. Cmd., honored **LTC Andrew Doebling**, departing commander of the 1st Bn., 158th Avn. Regt. (Army Reserve), with induction into the Order of St. Michael July 11 in Conroe, Texas. Assisted

by MAJ Josh Hegar, the 1-158th executive officer, Matia presented Doebling with the Bronze medallion and a framed certificate in recognition of 20 distinguished years of aviation service. Doebling has led the unit for the past three years, including its reflagging and transformation from the 7th Sqdn., 6th Cav. Regt. Today Doebling is serving with the U.S. Strategic Command at Peterson AFB in Colorado Springs, Colo.

Iron Mike Chapter (Deployed)



ARMY PHOTO BY SGT ALBREE RUNDLE

IMC President COL Paul Bricker, right, honored promotable **MSG Russell Lowery** with induction into the Order of St. Michael Aug. 1 at Kandahar Air Field in Afghanistan. Bricker, commander of the 82nd Cbt. Avn. Bde. and Task Force Pegasus, presented Lowery with the Bronze medallion and certificate. Lowery, who is the 82nd CAB and TF Pegasus's senior operations NCO, was recognized for over 23 years of outstanding aviation service, including deployments to combat environments in Panama, Bosnia-Herzegovina, Iraq and Afghanistan. His dedication to aviation has enabled every unit he has been assigned to complete the full spectrum of aviation operations. Lowery is expected to be deployed through May 2010.

Iron Mike Chapter (Deployed)



ARMY PHOTO BY SGT ALBREE RUNDLE

IMC President COL Paul Bricker honored three senior Soldiers with the 122nd Avn. Spt. Bn. with induction into the Order of St. Michael Aug. 3 at Kandahar Air Field in Afghanistan. Bricker presented Bronze medallions to **CW4 Steven Campbell**, **SFC Todd Bailey** and **SFC Jason W. Warner**. Campbell, the 122nd ASB's support operations officer, was recognized for over 24 years of aviation service with seven years of combat time serving in Saudi Arabia, Kuwait, Bosnia-Herzegovina, Somalia, Iraq and Afghanistan. Bailey is the battalion support opera-

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

tions NCOIC with over 21 years of aviation service. He has led Soldiers in Panama, Saudi Arabia, Kuwait, Bosnia-Herzegovina, Iraq and Afghanistan. Warner is the production control NCOIC with Co. B and has over 16 years of aviation service, which includes over five years of combat deployment time to Kuwait, Bosnia-Herzegovina, Iraq and Afghanistan. All Soldiers will serve for the next year in Afghanistan. Pictured here from left are Warner, Bailey and Campbell.

Phantom Corps Chapter



PHOTO BY ERICA CLARK

COL Scott B. Thompson, 21st Cav. Bde. commander, honored **CW5 Steven E. Kilgore** with induction into the Order of St. Michael and presentation of the Bronze medallion on July 2 at Hood Army Airfield, Fort Hood, Texas. Kilgore, who departs after serving as the master gunner and the standardization instructor pilot for the 21st CB, was recognized for his two decades of service in aviation. Kilgore has also served multiple combat tours in Iraq, earning the Distinguished Flying Cross; his most recent tour was as the MG and SIP for the 1st Air Cav. Bde. Today he serves as the chief of the Master Gunner Branch with the Directorate of Training and Doctrine at Fort Rucker, Ala.

Phantom Corps Chapter



PHOTO BY CPL VAN ELLIS

LTC Kevin Vizzarri, left, commander of the 4th Bn. "Gambler Guns", 4th Avn. Regt., inducted **CW4 Christopher Haver** into the Honorable Order of St. Michael July 27 at Fort Hood, Texas. Haver, an AH-64D pilot, served as the battalion's standardization instructor pilot and as the master gunner, including during two deployments to Iraq during Operation Iraqi Freedom 05-07 and 08-09. Today he is serving as the SIP of the 21st Cav. Bde. at Fort Hood.

Rising Sun Chapter



PHOTO BY MAJ T. KYLE BREDE

LTC David R. Applegate, right, 78th Avn. Bn. commander, honored his departing executive officer with induction into the Order of St. Michael July 17 at Camp Zama, Japan. Applegate recognized **MAJ Richard E. Baylie** for his service to Army aviation with the Bronze medallion and certificate of induction. During his time with the 78th AB, Baylie as the XO expertly managed a \$4.6 million budget for the unit's flying hour program, operational budget and aviation maintenance contract. He closely supervised supply operations, focusing on supply discipline and accountability which resulted in the battalion winning the Army Chief of Staff's Combined Logistics Excellence Award (Level I TDA). As the HHD commander, Baylie was responsible for a bilateral staff of 26 Soldiers and Army civilians, and four Japanese master labor contractors; and he served as the airfield commander responsible for the air traffic control tower and base operations. Today Baylie is an aviation staff officer with the Army's Intelligence and Security Command at Fort Belvoir, Va.

Tennessee Valley Chapter



PHOTO BY DOROTHY MOORE

During the Aug. 5 change of charter ceremony for the Product Manager for the Air Warrior program at Redstone Arsenal, Ala., BG Peter Fuller, left, the program executive officer for Soldier, assisted by TVC President retired LTC William Weaver, honored **COL John S. Womack** with induction into the Order of St. Michael. Fuller first presented Womack with the Legion of Merit and then the Bronze OSM medallion for his many significant and lasting contributions to Army aviation. Through his leadership and experiences, Womack worked tirelessly to make every aircrew member safer and more combat effective. He oversaw the rapid development, production and fielding of the Air Warrior aviation

life support equipment products for every deploying aviation warfighter. Womack now works with the Aviation and Missile Research and Development Engineering Center at Redstone. LTC Ian Klinkhammer is the new PM for Air Warrior.

Jack H. Dibrell/Alamo Chapter



ARMY PHOTO BY SGT JOSHUA FORD

BG Perry Wiggins, right, deputy commanding general for the U.S. Army North, honored **LTC Glenn M. McRill** with induction into the Order of St. Michael and presentation of the Bronze medallion and certificate July 2 at Fort Sam Houston, Texas. McRill served as the chief of the Air Operations section of the G3 staff of the Army North Command. Selected over six other aviators to establish and mature the Air Ops section, McRill, a multi-tour veteran of Iraq with the 101st Abn. Div., developed the ARNORTH's air response capability for defense support to civil authorities in the aftermath of Hurricane Katrina. He instituted the first personnel recovery program at ARNORTH, including manning, equipping and training, and creating the isolated personnel reports and standard operating procedures. He also helped to write the ARNORTH Regulation 10-210 on personnel recovery, search and rescue. McRill is now serving at Fort Leavenworth, Kan.

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AAAA News

RECOGNIZE EXCELLENCE **OPEN FOR NOMINATIONS**

Solicitation for CY09 AAAA National Awards

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.

RODNEY J. T. YANO 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 available 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, 2010.

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NEW ORDER OF ST. MICHAEL RECIPIENTS

BRONZE

David L. Bouse
SGM Russell Lowrey
LTC Susan M. Duke
CW4 Christopher Hurst
CW4 Brian Nelson
CW5 Leslie Scott Henry
MSG Eric Rosario Ramos
LTC Scott Bridegam
LTC Daniel Boonie
Michael Weaver
CPT Jamie Lavalley
LTC Mark Colbrook
SSG Christopher Quinn
SFC Carl Chandler
1SG Kirk Coley
MAJ Jesse McFarland
CW4 Steven Campbell
SFC Todd Bailey
1SG Victoria Coaxum
MAJ Cory Sena
Maj Stacey Cetin
CPT Frank Irwin
SSG LaTarsha Isom
Fred Miley
CW4 David Draper
LTC Herbert Rodriguez, Ret.
MAJ Todd Schultz
MSG John Wade
LTC Van J. Voorhees
SFC George Miller
LTC Brad Ninness
CW4 Bennett Hlavac

NEW CHAPTER OFFICERS

Air Assault Chapter

COL William Gayler, President; MAJ Robert Baldwin, Secretary; MAJ Bernie Harrington, VP Membership; MAJ Krista Bonino, VP Scholarship

Mount Rainier Chapter

CPT John King, Secretary

Northern Lights Chapter

COL Robert W. Werthman, President; LTC Michael C. McCurry, Senior V.P.

Greater Atlanta Chapter



Ten Department of the Army civilians with the GAC were honored with induction into the Order of St. Michael May 13 during a Logistic Assistance Representative Conference held at the Redstone Arsenal near Huntsville, Ala. MG James Myles, center, commanding general of the Aviation and Missile Life Cycle Management Command, assisted by GAC Treasurer Sam Seetin, presented Bronze medallions to, pictured here from left: **Larry Young, Jonathan York, Jeff Cinader, Jeff Winters, Dan O'Connor, Byron Lewis, Joni Dauenhauer, Art Gamboa, Joseph Lizama and William Parrish.** All inductees are logistic assistance representatives working with AMCOM and have provided support to aviation warfighters during multiple deployments to Operation Iraqi and Enduring Freedom – ensuring a high rate of aviation aircraft readiness. Each will continue in their normal assignments to provide logistical assistance to the warfighter.

Pikes Peak Chapter

LTC Michael Hosie, President;
LTC Craig Temmer, Senior Vice President; CW2 Klayton Carroll, Secretary; Nicole Xanders-Hooks, Treasurer; CW2 William Dawson, VP Membership; CPT Matthew Minear, VP Scholarship; MAJ Chad Stover, VP Public Affairs; 1LT Aaron Stark, Historian

Rio Grande Chapter

LTC Todd E. Brucker, President; CW4 Anthony Johnson, Treasurer

Thunder Mountain Chapter

Krista Terry, VP Membership; Terri Deppa, VP Programs; Frank Flores, VP Public Affairs

DISTINGUISHED INSTRUCTOR

DAC Robert C. Dorsey
4th Quarter 2009
Colonial Chapter

SSG William C. Durfey
4th Quarter 2009
Colonial Virginia Chapter

SSG Brandon M. Blackmon
4th Quarter 2009
Colonial Virginia Chapter

SOLDIER OF THE MONTH

SGT Dennis M. Souza
May 2009
Narragansett Bay Chapter

SGT Michael P. Gemma
July 2009
Narragansett Bay Chapter

NCO OF THE QUARTER

SGT Craig S. Garvey
3rd Quarter
Narragansett Bay Chapter

NEW LIFE MEMBERS

CW2 Ronald P. Raible, Ret.
John P. Sondag

NEW AAAA INDUSTRY MEMBERS

Aero Gear Inc.
AMETEK Aerospace & Defense
Atlas Industrial Supply, Inc.
Container Research Corporation
Eaton Aerospace LLC
REB Technologies, Inc.
Southwest Solutions Group
Spectrum Technologies
Wamco Inc.

IN MEMORIAM

COL Harold M. Ramney, Ret.
COL Michael Smith, Ret.

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ARMY AVIATION
MAGAZINE

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AAAA News

IRAQI GOVERNMENT TAKING HOLD

On Sept. 10, U.S. Ambassador Christopher Hill, serving in Iraq, testified before the House Foreign Affairs Committee that in spite of the recent rash of insurgent attacks, the U.S. is on track to remove all its combat forces by the end of August 2010.

"The reality is that the Iraqis have stood firm and have rejected retribution and a new cycle of violence," Hill said. Per agreement with Iraq, a complete U.S. withdrawal, including all the 50,000 non-combat forces employed after Aug. 2010, is to be complete by the end of 2011.

LTG Charles Jacoby with the Pentagon advised reporters that the possibility of an accelerated withdrawal would depend upon an assessment of the environment as the 2009 election approaches in Iraq.

Four custom Army brigades, designed to focus on advising the Iraqi army more than fighting, are being sent to replace departing troops.

ARMY SECRETARY SWORN IN

After being confirmed Sept. 16 by unanimous consent of the Senate, Representative John McHugh (R-NY) was sworn in as the 21st Secretary of the Army on Sept. 21.

His confirmation occurred in response to Senators Sam Brownback and Pat Roberts of Kansas removing their summer long holds on McHugh and other nominees over concerns that the Obama administration was going to transfer detainees from the U.S. Navy prison at Guantanamo, Cuba, to Fort Leavenworth, Kan.

In a meeting with administration officials, the Senators were reported to have received assurance no detainees will be sent to Kansas.

Also sworn in was Joseph Westphal as the 30th Under Secretary of the Army.

NEW AFGHAN STRATEGY

In the months following the March 27 announcement of President Barack Obama's Afghanistan War strategy; U.S., NATO and Afghan forces have implemented a number of major actions to shift to a more unconventional warfare approach against Al Qaeda and Taliban forces in Afghanistan and enemy provocateurs in Pakistan.

These actions include:

- Installing a new U.S. NATO commander.
- Adjusting to a more flexible command structure.
- Re-enforcing with 21,000 more U.S. troops for a total of 68,000, with 39,000 NATO and others.
- Increasing Afghan forces from 135,000 to 240,000 soldiers, and police from 82,000 to 160,000 officers.
- Changing tactics with emphasis on protecting Afghan civilians and reducing non-combatant casualties.
- Working with Pakistani allies.

NATO forces are engaging a well resourced Taliban cross border invasion, supported in the Pakistani tribal areas for the last four years.

GEN Stanley McChrystal, the senior U.S. commander, submitted his initial assessment to



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

the Pentagon in late August and briefed Congress in mid-September. A request for additional troops is expected to follow. Meanwhile, many who have been focusing on other national issues have turned to find that the differences of opinion in the Congress and among the public concerning the continuation of the war will be factors in future defense legislation.

DEFENSE BILLS PENDING

The House, with all 12 appropriation bills passed, leads the Senate that expects to only pass 8 by the end of September.

In this situation, Congress usually approves some of the authorization and appropriation bills and includes them in a continuing resolution authority (CRA) for presidential approval to keep the government operational after Sept. 30 in the new fiscal year.

President Obama has warned he may veto the Defense bills if such items as F-22 and VH-71 production, a second engine source for the F-35, and excessive earmarks are included in the CRA.

The Congress and The Military Coalition pay special attention to achieving passage of the Defense and combined Veterans Affairs and military construction bills in order to support the troops and care for our veterans, and to prevent the nugatory work of operating under a CRA.

In support of annual goals, TMC carefully examines the differences between bills of the two houses and sends letters with recommendations to assist the joint conference committees.

QDR PHASE II

The DOD has merged the study results of the Quadrennial Defense Review with the services' 2011 spending plans in a series of Defense Advisory Working Groups reviews.

Defense Secretary Robert Gates announced the major QDR program decisions on April 6 prior to delivering the 2010 defense budget to Congress.

Discussions of a shift from a 2-war defense strategy to a capacity to project power in multiple directions simultaneously continue.

Many issues are being examined in determining the balance and positioning of forward-stationed and expeditionary forces.

A shortage of heavy lift helicopter capability was identified in the U.S. Central Command area and actions were directed to substantially increase this capability by fiscal year 2012.

The QDR considered the Office of Management and Budget request to identify five significant program terminations or trims in

the 2011 budget. Estimates on the QDR funding shortfall ranges from \$15 to \$60 billion.

HEALTH CARE REFORM

On Aug. 4, President Barack Obama, with VA Secretary Eric Shinseki, informed a group of journalists that his push to reform the nation's health care system will not diminish health benefits for service families or retirees who use TRICARE, or for veterans who rely on VA hospitals and clinics. Obama suggested that as health care reform takes hold across the country, veterans who live far from VA health facilities could see reasonably affordable alternatives being offered closer to home.

"Veterans would be eligible, potentially, for this health care exchange where they could select from a different set of plans," Obama said. "If you're in the VA system or TRICARE, this will not force you to change systems." Obama acknowledged that the Pentagon remains concerned about the rising cost of TRICARE.

ARMED SCOUT HELO PROGRAM RELAUNCHED

Last October after the ARH-70A armed reconnaissance helicopter program was canceled due to cost overruns and delays, the Army was unsuccessful in receiving a suitable armed aerial scout option in response to a sources-sought request to industry.

On July 8, DOD sent Congress a \$10M reprogramming request to support an analysis of alternatives (AOA) for a new armed recon capability.

On July 28, the Defense Acquisition Board approved the initiation of a new 12-to-18 month pre-Milestone A AOA to help shape a major defense acquisition program solution by considering manned and unmanned alternatives.

The requirements reflect an Afghanistan operating environment.

ARMY RETAINS UAS CONTROL

Senator Richard Shelby (R-AL) announced that the language of the Defense appropriations bill for the fifth year in a row will prohibit the transfer of the unmanned aircraft systems program from the Army to the Air Force. The UAS Center of Excellence will remain at Fort Rucker and the research and development of UAS will continue at Redstone Arsenal in Alabama.

With the Army conducting the vast majority of UAS operations in Iraq and Afghanistan, it is imperative that the control of the UAS assets be kept with battlefield commanders to ensure

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these assets are available to our troops to support tactical level missions.

STUDIES PROBE FUTURE VERTICAL LIFT

The first of two future vertical lift studies, concerning rotorcraft safety and survivability as called for in the 2009 Defense Bill, was delivered to the Pentagon in August. The second study which develops a joint concept for FVL capabilities is due in the 3rd quarter of fiscal year 2010.

In early August, senior leaders from major defense contractors met with DOD acquisition officials to discuss what they need to do together to move the FVL project forward.

The study is to outline an FVL development technologies roadmap, provide a joint strategic plan, establish joint requirements for the next generation, and establish a joint FVL program office. Additional follow-up meetings are to be held with more participants.

CBO ISSUES BUDGET OPTIONS VOL. 2

The Congressional Budget Office in August issued a Budget Options Volume 2 with 188 options for altering federal spending and revenues. None of the budget options address TRICARE.

The December 2008, Vol. 1 Health Care section, which includes 118 options related to federal spending on health care programs or to the nation's health insurance system, contains a TRICARE option which created concern with military retirees and veterans. As anticipated by observers, the Vol. 1 TRICARE options did not appear in the President's budget or in legislation for 2010. The CBO submits options and not recommendations to Congress.

WIDOWS WIN COURT DECISION

On Aug. 26, the U.S. Court of Appeals for the Federal Circuit upheld a decision which makes three widows, and probably 400 other widows, eligible to receive survivor benefit plan (SBP) annuities from the DOD and Dependency Indemnity Compensation (DIC) from the VA without an offset between the two. This decision supports the Veterans Benefits Act of 2003 for surviving spouses of veterans who remarry after their 57th birthday. The government is not expected to appeal to the full Court of Appeals or the Supreme Court. This ruling perhaps represents a step for the repeal of the DIC offset for all spouses. The service member pays for both benefits, the SBP with premiums and the DIC with the loss of life.

2011 COLA DOUBTFUL

No cost of living allowance (COLA) adjustments for 2010 are expected for social security, military and federal retired pay, survivor benefit plan and VA disability compensation benefits. The opportunity of receiving COLA for 2011 is low because we are about a minus 2.3 percent below the November 2008 consumer price index starting level set for 2011 by law. All are encouraged to continue to enjoy the 5.8 percent COLA increase, the largest in history, received in January 2009.

AIRSHIP PROGRAM ON FAST TRACK

An intelligence, surveillance and reconnaissance task force, created last year by Defense Secretary Gates, is to address requirements and describe a long-endurance multi-intelligence vehicle (LEMV) by late September. The task force will employ DOD's Other Transaction Authority to develop a family of system prototypes associated with the LEMV program outside of the Pentagon's normal acquisition processes. After suitable testing, the DOD may direct prompt production and fielding of an airship type ISR system with as much as a six-month operational duration.

FALLEN HEROES

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

Operation Iraqi Freedom



SPC Cote

SPC Michael Shane Cote Jr., 20, of Denham Springs, La., died Sept. 19 of injuries suffered when the UH-60 Black Hawk helicopter he was in crashed at about 8 p.m. on Balad air base in Iraq. He was a crew chief assigned to Co. A, 1st Bn., 52nd Avn. Regt., Task Force 49, Fort Wainwright, Alaska. Twelve others aboard the aircraft were injured. An Ohio Army National Guard spokesman confirms that some of the injured were from the 1st Bn., 137th Avn. Regt. and the Army Aviation Support Facility in North Canton. Also, an Indiana ARNG Soldier from Shelbyville was injured. The circumstances surrounding the incident are under investigation.

Operation Iraqi Freedom



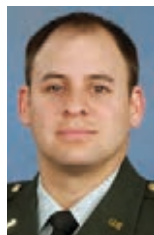
CW5 Hinchman

Recently retired **CW5 William Francis "Sonny" Hinchman**, 42, of Copperas Cove, Texas, died July 17, along with another unnamed gunner, when the MD-530 "Little Bird" helicopter he was flying crashed at a training facility outside Baghdad, Iraq. Hinchman, who began terminal leave in March from the Army, was employed as a pilot for Xe Services, formerly known as Blackwater. Two other crew members were injured, but their status was not released. The incident is under investigation. Mechanical problems may have been a factor in the crash.

Homeland Defense



CW4 Geer



CW4 Johnson



SSG Jackson



SSG Tucker

Four crew members assigned to Co. D, 1st Bn., 160th Special Ops. Avn. Regt. (Abn.) from Fort Campbell, Ky., died as a result of injuries from the Aug. 19 crash of their MH-60 Black Hawk helicopter on Mount Massive in central Colorado. The crew was conducting mountain and environmental training in the early afternoon southwest of the town of Leadville, about 80 miles southwest of Denver, when the incident occurred at about the 13,800 foot level on the 14,200 foot mountain.

Deceased are:

CW4 Terrance William Geer, 40, of Casper, Wyo.

CW4 Robert Michael Thomas Johnson, 41, of Seattle, Wash.

SSG Paul Robeson Jackson, 33, of Lancaster, Md.

SSG Chad Allen Tucker, 28, of Titusville, Fla.

An investigation into the cause of the crash is being conducted by the U.S. Army Combat Readiness and Safety Center from Fort Rucker, Ala.

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

AAAA News

AAAA Chapter News

Aloha Chapter

PHOTO BY SSG MIKE ALBERTS



The Aloha Chapter held its annual golf scramble Aug. 6 at the Kaneohe Klipper Golf Course on Marine Corps Base Kaneohe Bay in Hawaii. Approximately 165 golfers participated in the event which helped raise \$1,300 for the AAAA Scholarship Foundation. Here, 1SG John Keller, CPT James E. Cotner, SPC Donnie Knollenberg and SGT Bradlee Martin, all Soldiers with the 25th Cbt. Avn. Bde., placed first posting a score of 60. Each received a trophy, a \$60 gift certificate for the post exchange, a duffle bag, a complimentary round of golf at the Kaneohe Klipper course, and a case of golf balls.

Jimmy Doolittle Chapter

PHOTO BY LEAH C. DYKES



The JDC co-hosted the 67th reunion of famous Jimmy Doolittle Raiders April 16 to 19 in Columbia, SC. The motto of the reunion was "Victory Started Here." The squadron that formed the World War II raiders was originally stationed at the Columbia Air Base (today known as the Columbia Metropolitan Airport), when the concept of a bombing raid on the Japanese mainland was conceived and much of the initial training occurred at the base. Of the original 80 raiders, only nine members are alive today, four of whom attended the reunion. The chapter provided escorts and also sponsored a table at the banquet for outstanding young Soldiers and aviators from across the aviation community. Events of the reunion included: a B-25 aircraft fly-over, a 1940s hangar dance, a barbeque luncheon, a formal banquet, and the traditional "goblet ceremony" attended only by the Raiders and their families. Pictured seated here, from the left, all retired, are: Lt. Col. Richard E. Cole, Maj. Thomas Griffin, Staff Sgt. David J. Thatcher and Lt. Col. Robert Hite.

Central Florida Chapter

PHOTO BY JOHN SULLIVAN



CFC President Jerry L. Stahl, left, presented a chapter certificate of appreciation to James Exter, the vice president and general manager of Metters Industries, during the chapter's monthly social on July 10 at Frogger's Grill in Oviedo, Fla. Exter and his company was recognized for their support as an industry sponsor.

PHOTO BY JOHN SULLIVAN



CFC President Jerry L. Stahl, left, presented a chapter certificate of appreciation to Michael Parmalee, the vice president for Federal Training with CSC, during a monthly social on Aug. 14 in Oviedo, Fla. Parmalee accepted the certificate on behalf of his company for their support as an industry sponsor of the CFC.

Central Florida Chapter

PHOTO BY JOHN SULLIVAN



During the CFC's monthly social held July 10 at Frogger's Grill in Oviedo, Fla., President Jerry L. Stahl, left, honored **Linda and Donald Davies** with the presentation of a certificate denoting the couple as chapter members of the quarter for the 2nd quarter of 2009. The CFC recognizes members on a quarterly basis who significantly contribute to the betterment of AAAA and the local chapter.

Tennessee Valley Chapter

PHOTO BY JENNIFER COVINGTON



Each year the TVC provides scholarships for the NASA run Aviation Challenge program at the U.S. Space & Rocket Center in Huntsville, Ala. This year 12-year-old **Anne Neupert**, the daughter of Thomas and Shelle Neupert of Huntsville, was one of the three lucky recipients to win a scholarship, valued at \$1000, to the six-day camp. Neupert, who goes by the call-sign "Forrest," was fully immersed in a real-

istic aviation environment, where she and fellow students learned land and water survival, basic aeronautics and aerodynamics, flight physiology, and air combat history. Neupert graduated with distinction July 24, being presented the "Top Gun" award. The award is in honor of the early space explorers and test pilots who pushed the aviation envelope and displayed the personal traits and characteristics similar to those early aviators, and by aviators of today who give their all each day. Congratulations to Anna Neupert on her accomplishment.

Greater Atlanta Chapter

PHOTO BY MATT FINN



On Aug. 21, members of the GAC proudly gathered for a photo opportunity as chapter Treasurer Sam Seetin, left, and COL Daniel Ball, chief of the Aviation Division at the Army's Forces Command, displayed a check for \$5,800 for donation to the Wounded Warrior Project. The GAC, in conjunction with the FORSCOM G3/5/7, hosted a golf tournament on July 27 during the FORSCOM Aviation Resource Management Survey conference held in Orlando, Fla. The check represents the total donations and funds raised during the two-person "team building" event.

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Greater Atlanta Chapter



PHOTO BY BRIAN HAMMILL

The GAC, working with the Army's Forces Command, helped to sponsor a charity fundraiser to benefit the Wounded Warrior Project. GAC members planned and executed a two-person "Team Building" golf tournament during the FORSCOM Aviation Resource Management Survey conference held July 27 and 28 in Orlando, Fla. Here, retired CW4 Cliff Evans, left, with the FORSCOM G3 Aviation Division, presents trophies, medals and prizes to the overall winning golf team of John Hunter, center, the director of Business Development with Robinson Aviation (RVA), Inc., and his partner LTC Larry Howl with the G3 Avn. Div. The event helped to raise \$5,800 for Wounded Warriors.

Connecticut Chapter



PHOTO BY LAURA MAZZIORA

The Connecticut Chapter recognized six of their 2009 AAAA national scholarship recipients during its annual scholarship awards dinner held Aug. 13 in Orange. CC President Doug Shidler, assisted by Paul Hoar, CC vice president for Scholarships, presented checks and certificates of achievement to each winning student. Pictured here in the front row from the left are: **Matthew Caiazza**, who received \$4,000 (\$2,000 for 2 years) and will study chemical engineering at Rensselaer Polytechnic Institute; **Phillip Vannoorbeeck**, who received \$2,000 for one year and will study ancient studies at the University of Maryland; **Faith Goumas**, who received a Boeing award of \$2,000 (\$1,000 for 2 years) and will study political science at Quinnipiac University; **Michael Nicolett**, who received a Sikorsky award of \$1,000 and will study business at James Madison University; **Ian Roy**, who received a Timken-Purdy award of \$1,000 and will study anthropology and political science at Temple University; and **Katherine Gagliardi**, who received \$1,000 and will study nursing at Old Dominion University.

NEW MEMBERS

Air Assault Chapter

SGT David Barney
SGT Christopher M. Delancey
Clarissa J. Freeman

Aloha Chapter

MAJ Craig S. Jayson
SSG Andrew J. Wehr

Arizona Chapter

Steve Shuss

Armadillo Chapter

CW4 Kurt M. Gruner

Aviation Center Chapter

MAJ David W. Broussard
WO1 James T. Burkhalter
2LT Erika Garcia
2LT Robert D. Gabel
CPT Susanna N. Holt
WO1 Timothy A. Kotunok
2LT Jhordn Lewis
WO1 Michael A. Loeh
Effie Martin-Nicke
2LT Dennis C. Nall Jr.
2LT Patrick W. Purves
LTC Scott A. Salmon
2LT Benjamin T. Townsend
2LT James M. Tyacke
Big Red One Chapter
SGM Jason W. Werner
Black Knights Chapter
Laura E. Kraft
Central Florida Chapter

Michael D. Agoe

Tom Newton
Rob Wolf

Colonial Virginia Chapter

SSG Brandon M. Blackmon
Robert C. Dorsey
Anthony E. Johnson
SFC Michelle R. Smith

Connecticut Chapter

Peter G. Corkery

Delaware Valley Chapter

John J. Carew
MSGT Andrew Celinskis, Ret.
Thomas C. Charella
Tim A. Christian
Dave Collins
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No Chapter Affiliation
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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 for the 2011 induction into the Hall of Fame are currently being accepted, with a deadline date of May 1, 2010.

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

COLONEL JACK L. MARINELLI

ARMY AVIATION HALL OF FAME 1976 INDUCTION
(INDUCTED TO REPRESENT THE 1950-1959 PERIOD)

LTC (later COL) Jack L. Marinelli was chief of Army Aviation with the headquarters of the Army Field Forces when war broke out in Korea in 1950.

By his personal leadership and direction, the procurement and training of aviation personnel were greatly accelerated to meet the ever-increasing demands of a rapidly-expanding Army.

With the confidence and support of GEN Mark W. Clark, Marinelli brought together appropriate Army and Air Force elements successfully to accelerate the development and procurement of new aircraft for the Army's inventory.

In addition, he coordinated the activation and training of the Army's first transportation helicopter companies and to meet an urgent requirement for observation and medical evacuation, supervised the accelerated activation, training and deployment of the first helicopter detachments, the forerunners of the helicopter ambulance companies.

Marinelli accompanied GEN Clark to the Far East where, as aviation officer for the general headquarters, he directed the employment of all Army aviation activities in the theater.

Under his supervision, the first division aviation company was formed, and the statement of requirement for improved air mobility for Army units initiated; resulting, in part, in the development and procurement of the UH-1 helicopter.

In 1955, Marinelli was assigned to Army Headquarters as the chief aviation staff officer with the Office of the Deputy Chief of Staff for Logistics.

In this assignment, he successfully coordinated the logistic support of aviation in the mid 1950s; providing direction to the efforts of the Army's Technical Services, with the Air Force and Navy agencies, in the procurement and distribution of Army aircraft and allied equipment.

Marinelli also lent invaluable expert assistance and advice to the then director of Army Aviation and to other elements of the Army staff.

In 1958, Marinelli was assigned as the president of the U.S. Army Aviation Test Board, where he directed the testing and evaluation of aircraft and allied equipment until his retirement.



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