

2010 AAAA CONVENTION ISSUE

ARMY AVIATION

SUPPORTING THE U.S. ARMY AVIATION SOLDIER AND FAMILY

MARCH/APRIL 2010 \$4.00



Broom or AK-47?

DRS EO/IR technology helps you make the call.



DRS engineers advanced EO/IR payloads that help identify threats not just detect them. Every DRS detector packs a higher pixel density, providing excellent sensitivity and improved resolution while reducing size, weight and power requirements. With 100,000+ EO/IR products in the field, DRS has the expertise to meet virtually any payload goal — for existing or proposed UAV platforms. Call 1-888-DRS-RSTA, or email info@drs-rsta.com to learn more.

www.drs.com



A Finmeccanica Company



Contents

MARCH/APRIL 2010, Vol. 59 No. 3

SPECIAL FOCUS

Aviation Leadership Update

- 10** Army Aviation; Adapting to Provide Full Spectrum Capability
By MG James O. Barclay III
- 16** Aviation Warrant Officer Advanced Course Redesign
By CW5 Jeffrey A. Reichard and CW4 Caley J. Stewart
- 22** Leader Development to Support Decentralized Operations
By CSM Patrick J. Laidlaw
- 28** Smart Soldiers, Safe Soldiers
By CSM Michael P. Eyer
- 32** Army Aviation: Today and Tomorrow A Message to Our Aviation Soldiers
By MG Jeff Schloesser
- 40** AMCOM Update: War Fighter Solutions, Now and in the Future
By MG James R. Myles

- 46** PEO Aviation: Always Ready to Meet Soldiers' Needs
By BG William T. Crosby

AAAA CONVENTION

- 52** Convention Schedule
- 56** National Executive Board
- 58** Exhibit Halls
- 62** Listing of Exhibitors and Locations (Yellow Pages)
- 68** The Originals
- 72** National Award Winners
- 80** Hall of Fame Inductees

FEATURES

- 84** Army Aviation Magazine 2009 Photography Contest Winners
- 92** 2009 Parker Awards

- 94** 2009 AAAA Functional Awards
- 98** Ask the Flight Surgeon
Dr. (MAJ) Nicole Powell-Dunford
- 100** AAAA Chapter Affairs Memo A Fresh Perspective
By LTC (Ret.) Bill Weaver
- 102** AAAA VP Membership Memo Recognizing Member Excellence and Achievement
CW5 Mark Grapin
- 108** Surging and Task-Forced? Can't We Pick One?
By Katie Bricker
- 112** From the Archives: An After Action Report on Operation URGENT FURY
By Lt. Col. Robert N. Seigle
- 120** TVC Hosts Joseph P. Cribbins Aviation Product Symposium
By LTC William C. Weaver and David Kather

DEPARTMENTS

- AAAA News **128**
- Advertisers Index **125**
- Art's Attic **137**
- Book Review **136**
- Briefings **4**
- Calendar **135**
- Fallen Heroes **131**
- Hall of Fame **138**
- Industry News **124**
- In Memoriam **131**
- Legislative Report **130**
- Membership Application **135**
- New Members **132**
- People on the Move **126**
- President's Cockpit **6**



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

ARMY AVIATION

Publisher

William R. Harris, Jr.

Editor

CW4 (Ret.) Joseph L. Pisano Sr.
editor@quad-a.org

Contributing Editor

Mark Albertson

Family Readiness Editor

Judy Konitzer

Director of Design & Production

Anne H. Ewing

Advertising Director

Robert C. Lachowski
bob@quad-a.org

Circulation Department

Deb Cavallaro
Debbie Coley
Diane Grinsted
Erika Isolda
Mary Ellen Kother
Elisabeth Mansson

Web Address

www.quad-a.org

Editorial Address

755 Main St., Suite 4D
Monroe, CT 06468-2830
Tel: (203) 268-2450
Fax: (203) 268-5870
General e-mail:
aaaa@quad-a.org

ON THE COVER

PAID ADVERTISEMENT: ABOUT THE COVER – Boeing Apache and Chinook rotorcraft are supporting warfighters around the world, providing the performance and capability to meet their needs. Photo Source: Boeing

Caption provided by the advertiser.

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Haig Passes Away



Haig

DEPT. OF STATE PHOTO

Former Secretary of State Alexander M. Haig, Jr., died Feb. 20, of complications from an infection. Haig was a former Supreme Allied Commander, Europe and Army Vice Chief of Staff in addition to serving as a top adviser to three presidents. His numerous awards and decorations included the Distinguished Service Cross and multiple awards of the Silver Star and Distinguished Flying Cross, and a Purple Heart and Air Medal, among others. He was 85.

Duckworth Inducted



DEUS DIA PHOTO

Hon. Duckworth

Former Army Aviator, the Honorable Ladda "Tammy" Duckworth was inducted into the Army Women's Hall of Fame March 17 during the U.S. Army Women's Foundation 2nd Annual Symposium at the Cannon House Building, Washington, D.C. As a Captain in the Illinois National Guard, she lost both her legs and damaged her right arm when her Black Hawk was shot down while serving in Iraq. She is presently serving as the Assistant Secretary of Public and Intergovernmental Affairs at the Department of Veterans Affairs.

An End to Operation Iraqi Freedom

The Defense Department announced effective Sept. 1, when U.S. forces, under orders from U.S. President Barack Obama, are expected to cease all combat operations in Iraq and transfer full authority to Iraqi forces, Operation Iraqi Freedom will officially conclude. The new name of the U.S. mission in Iraq will be Operation New Dawn, symbolizing a new phase in U.S. military engagement in the Middle East.

Freedom Team Salute Ceases Operations

The Army Freedom Team Salute Program ceased operations on Feb. 28, due to immediate budget cuts within DOD.



CSM Shultz



CSM Burch

USAR PHOTO

New CSMs

Department of Defense announced in Jan. the selection of CSM Michael D. Schultz and CSM Richard J. Burch as the new command sergeants major of the U.S. Army Reserve and Army National Guard, respectively.

CSM Schultz comes to his position as the 11th command sergeant major of the U.S. Army Reserve from the 143rd Sustainment Command (Expeditionary) out of Orlando, FL – he replaces CSM Leon Caffie who retired in Jan. He has served in Iraq, Afghanistan and Kuwait. CSM Schultz works for the Tampa, FL police department when not on military duty.

CSM Burch has served over 30 years in the Army National Guard, to include a tour in Afghanistan and most recently as the command sergeant major of the Nebraska National Guard. He replaced acting CSM Victor S. Angry in Feb.

CORRECTIONS:

In the Feb. 28 issue Briefings, the stated decrease of 275 military authorizations pertains to all units being realigned at Ft. Bragg, not just the aviation units listed.

In the Feb. 28 issue, page 52, MG Ronald K. Andreson, Ret. was awarded the Gold Order of St. Michael (vice Silver) and his name was misspelled; our sincere apologies for the errors.

Hall of Fame Nominations



June 1
Suspense for
nominations for the
2011 induction into the
Army Aviation
Hall of Fame.

Official nomination
forms can be found
on the AAAA website
at www.quad-a.org.

Nominations must be received in the AAAA National Office on or before June 1, 2010.

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 Donaldson. Our advanced technology virtually eliminates the sand, salt, and FOD that threaten engines, performance and readiness.

Our men and women in uniform deserve the very best.

Demand Donaldson.



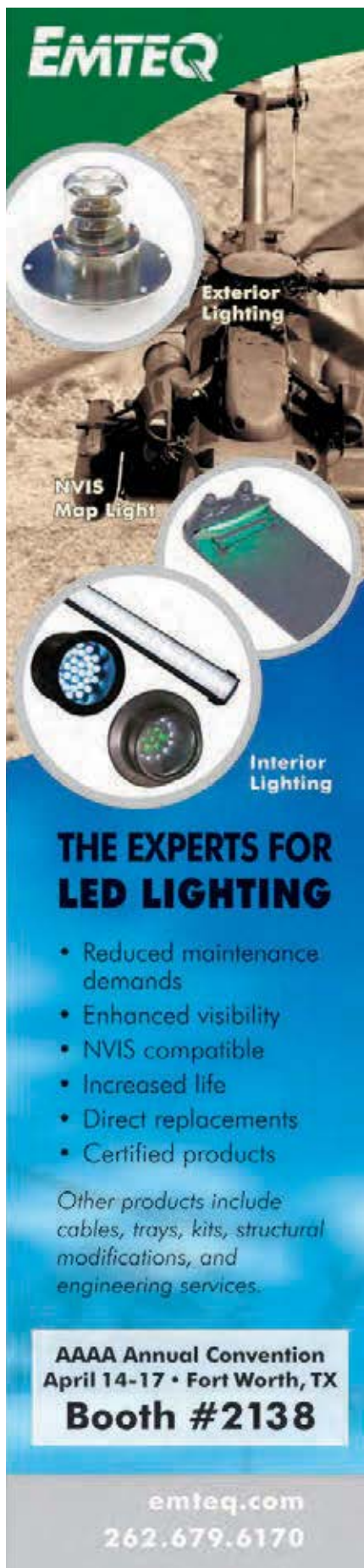
Donaldson provides the most comprehensive product line of barrier filter solutions for commercial and military helicopters.

INSTALL BEFORE FLIGHT®

Visit **AFS.donaldson.com** for details.

Visit us at **Quad A**, Booth #1721





EMTEQ

Exterior Lighting

NVIS Map Light

Interior Lighting

THE EXPERTS FOR LED LIGHTING

- Reduced maintenance demands
- Enhanced visibility
- NVIS compatible
- Increased life
- Direct replacements
- Certified products

Other products include cables, trays, kits, structural modifications, and engineering services.

AAAA Annual Convention
April 14-17 • Fort Worth, TX
Booth #2138

emteq.com
 262.679.6170

AAAA President's Cockpit



Bringing the Convention Back to "Cowtown"

Welcome back to Fort Worth, TX and our 2010 AAAA Annual Convention. We have been coming here every few years since 1987. We are always pleased by the wonderful venue situated in the convenient downtown area that really captures the feeling of the "Old West."

I hope this year's Convention is exciting, but not to the degree it was in 2000. That year, on the eve of our Convention, a tornado struck downtown Fort Worth in the middle of the afternoon.

I can remember as my wife, Eileen, and I were approaching the hotel in our rental car, only minutes after the tornado had struck, how littered the city looked. We had no clue what had just happened.

As we entered the hotel, people were coming out from behind the bar and from the downstairs area.

Glass and debris were everywhere, but true to our resilient nature, the members of Army Aviation and our families had a great Convention and fabricated hundreds of stories about the where we were and what happened during the "Big Blow."

Naturally, the stories have gotten better with age.

The City of Fort Worth worked very closely with us in 2000 to make the event a success and get our attendees in and out of the Convention Center each day through six inches of broken glass and debris.

I'm positive that this city's persistent "can-do!" spirit will go the extra mile to welcome us and make your experience a memorable one.

The Convention agenda looks super – great programs planned with excellent speakers, events for the spouses, and great entertainment.

We especially look forward to the Annual Banquet where Darryl Worley will perform, but also to a special ceremony honoring "The



Sundance Square, downtown Fort Worth, TX.

Originals," the founders of organic Army Aviation who served as Liaison Pilots from 1942 to 1951 flying Piper Cubs and similar aircraft. Their ranks have thinned over the past few years, but their contributions continue to grow.

When you see one of these gentlemen with "The Originals" ribbon on his badge, make sure you shake his hand and thank him for all he and his contemporaries have done to make our great branch possible today.

Finally, you may have noticed our new web site at the same old address, www.quad-a.org. We would like to thank LTC(R) Jan Drabczuk who volunteered expertise from his company, EDS, a year ago to begin the process.

That template was imported to our new server and two interns at the AAAA National Office spent hundreds of hours populating the site and giving it a contemporary look and feel. I think you will really enjoy it. Take a look.

Enjoy the convention, be safe and make sure to say hello when I see you there!

My door is always open!

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

TRAINING SYSTEMS

DATA LINKS

SYSTEMS INTEGRATION



Prepare for the Unconventional

Cubic's full-spectrum training and communications products have a singular focus — mission accomplishment. Our comprehensive array of systems, products, and services ensure combat readiness and situational awareness, wherever the place, whatever the mission. From world-class combat training systems to tactical common data links, we've got you covered.

www.cubic.com



9333 Balboa Avenue, San Diego, CA 92123 • 858-277-6780

AAI: IN STEP WITH ARMY AVIATION

DELIVERING SIGNIFICANT LIFE CYCLE SUPPORT THROUGH PRODUCTS AND SERVICES FOR ARMY PLATFORMS, SYSTEMS AND WARFIGHTERS

In supporting Army Aviation, AAI does more than design and produce its world-renowned RQ-7B Shadow[®] Tactical Unmanned Aircraft Systems. In step with your evolving requirements, we invest innovation and imagination into advanced systems design. We craft training programs that instill operational skills. We develop test systems that convey combat confidence for air crews. And we provide logistics support that enhances system readiness and reduces cost of ownership.



DESIGNING



TRAINING

aaicorp.com

© 2010 AAI Corporation. All rights reserved. AAI is an operating unit of Textron Systems, a Textron Inc. (NYSE: TXT) company. AAI and design is a registered trademark of AAI Corporation. Shadow is a registered trademark of AAI Corporation. Helicopter photo courtesy U.S. Army.



TEXTTRON Systems



TESTING



SUPPORTING



From The Aviation Branch Chief



Army Aviation; Adapting to Provide Full Spectrum Capability

By MG James O. Barclay III

In 2009, the Army G3 directed that we initiate "Aviation Study II." The study was conducted to follow up on the work completed with "Aviation Study I" in 2004.

As we continue to review and understand the results of "Aviation Study II" it is clear that Army Aviation must continue to transform and modernize to provide the capabilities necessary to meet current and future full-spectrum aviation requirements.

Of course many things have changed in our Army and in the Operating Environment over those five years. Emphasis was placed upon reviewing what we had already accomplished and allowed us to take a fresh look at what we needed to do for the future.

Study II was conducted with a full Doctrine, Organization, Training, Materiel, Leadership and Education, Personnel, and Facilities (DOTML-PF) analysis that included the integration of lessons learned from recent operations and informed by potential emerging missions and changing threats.

Reshaping the Aviation Force Structure

One of the clear tasks coming out of the study was the need to standardize our Combat Aviation Brigade (CAB) formations while retaining the flexibility of the modular design.

The plan calls for restructured Army Aviation Warfighting units (active and reserve components) into CABs ensuring the aviation units are modular, capable, lethal, tailorable and sustainable.

Driven by continuous combat operations, the current environment trends toward the medium CAB which balances attack and recon assets and includes manned and unmanned capabilities resident in all CABs.

The VCSA approved the Full Spectrum CAB design on 4 January 2010. The design incorporates all of the



U.S. Marines standby outside a UH-60 Black Hawk helicopter from the 82nd Cbt. Avn. Bde. prior to air assaulting into Marjah Proper during hours of darkness Feb 13.

modularity and capabilities we have in the current Medium CAB formation and increases our overall capabilities by adding UAS to the Recon Squadrons.

Modernize and Improve Fleet Capabilities

Reshaping our force structure was not the sole focus of the Study II efforts. It clearly illustrates that Army Aviation must continually adapt, reset and project its capable formations to meet National Strategic roles and missions.

Flying more than 3.3 million combat hours over the past eight years in OEF and OIF (six times the normal mission load prior to 9/11) validates the demand of maintaining a significant deployed presence in combat while addressing requirement to transform and modernize.

We will continue to invest resources to modernize the fleet and improve capability. With continued Congressional support the Army will maintain the disciplined rapid acqui-

sition for aviation new starts.

Recent investments have enabled the Army to field a Light Utility Helicopter (LUH) and the Extended Range Multi-Purpose (ER/MP) Unmanned Aircraft System (UAS).

It has delivered the UH-60M, CH-47F, and established programs of record for the AH-64D Longbow Block III, a safety enhancement and recapitalization program for the OH-58D Kiowa Warrior and the Small Unmanned Aircraft System.

In FY 2009 we transferred the Joint Cargo Aircraft to the U.S. Air Force and began the process to assess alternatives for a critically-needed Armed Aerial Scout (AAS) capability to eventually replace the venerable OH-58D platform.

The success of these programs, to include the accelerated expansion of Flight School XXI from the current capacity of 1,200 student seats per year to 1,498 in FY12 and the growth of the Army Aviation institutional capacity, shows the commitment to



**WE'RE AS SERIOUS ABOUT PROTECTING THEM
AS THEY ARE ABOUT PROTECTING US.**

Our fighting men and women deserve the world's most advanced defense and security technology. BAE Systems delivers enhanced survivability solutions including body armor, armored vehicles, life-saving countermeasures, and situational awareness systems to protect those who protect us. They're some of the many ways we provide advantage in the real world.



www.baesystems.com

BAE SYSTEMS

REAL PROTECTION. REAL ADVANTAGE.



ARMY PHOTO BY SPC VICTOR EGOROV

Afghan border patrol troops move aboard a CH-47 Chinook helicopter from 3-17 Cav., 3rd Cbt. Avn. Bde. enroute to Falcon Base, Konar province on Feb. 10.

the future and synchronization of efforts from the United States Congress, the Office of the Secretary of Defense, and Army/Industry team to meet schedule and fielding efforts in support of the Warfighter.

The Time Is Now

We cannot wait five years between Aviation Study II and our next holistic capabilities review. An ever chang-

ing operating environment, availability of resources and improvements in technology will warrant that we remain open to changes and seize every opportunity to improve capability wherever we can.

Our mission is to continue to transform, modernize and station our units to maintain a force that can execute the full range of mission sets stateside and abroad as reflected in the

Quadrennial Defense Review.

Additionally, we will reset our Aviation fleet to ensure we provide safe and combat ready aircraft for the present and future missions.

Maintaining The Edge

As recent events around the world have illustrated, Army Aviation continues to be a relevant and responsive member of the joint force's response to full-spectrum military operations — from homeland defense and disaster relief, to peace enforcement and combat operations in support of Overseas Contingency Operations (OCO).

To sustain this critical support to the Warfighter and our Nation, Army Aviation has established itself as a modular, sustainable, deployable, lethal and dependable force that can execute the full range of mission sets stateside and abroad as reflected in the Quadrennial Defense Review.

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, AL.

CELEBRATING TWO HISTORICAL ACHIEVEMENTS IN ROTOR BLADE DURABILITY AND FIELD REPAIRS



In 2006-2007, the Virginia Army National Guard flew two Black Hawks in Iraq for a total of 1,447 hours with Hontek-coated blades, achieving zero blade replacement. Eighteen other Black Hawks in the same mission without Hontek coatings experienced the equivalent of a 30% main blade replacement rate*.

In 2008-2009, 159th CAB/101st Airborne Division flew 50 Black Hawks with Hontek-coated blades, including 30 new UH-60Ms, for a total of 31,000 hours in Afghanistan, *also* achieving zero main blade replacements. In comparison, a previous mission in a similar environment without Hontek-coated blades required the equivalent of a 26% main blade replacement rate*.

Hontek-coated blades are de-ice compatible, permit fast repairs with no blade removal and reduce downtime. This new technology reduces the need for blade replacements, increases aircraft availability and provides the Army with dramatic cost savings in fleet operation.

(* Data may contain some blade replacements not caused by erosion damage.)



*As a result of the achievements by the 159th CAB, Hontek is the proud winner of 2009 AAAA Army Aviation Materiel Readiness Award for a Contribution by a Small Business Organization.



PROVEN EROSION PROTECTION

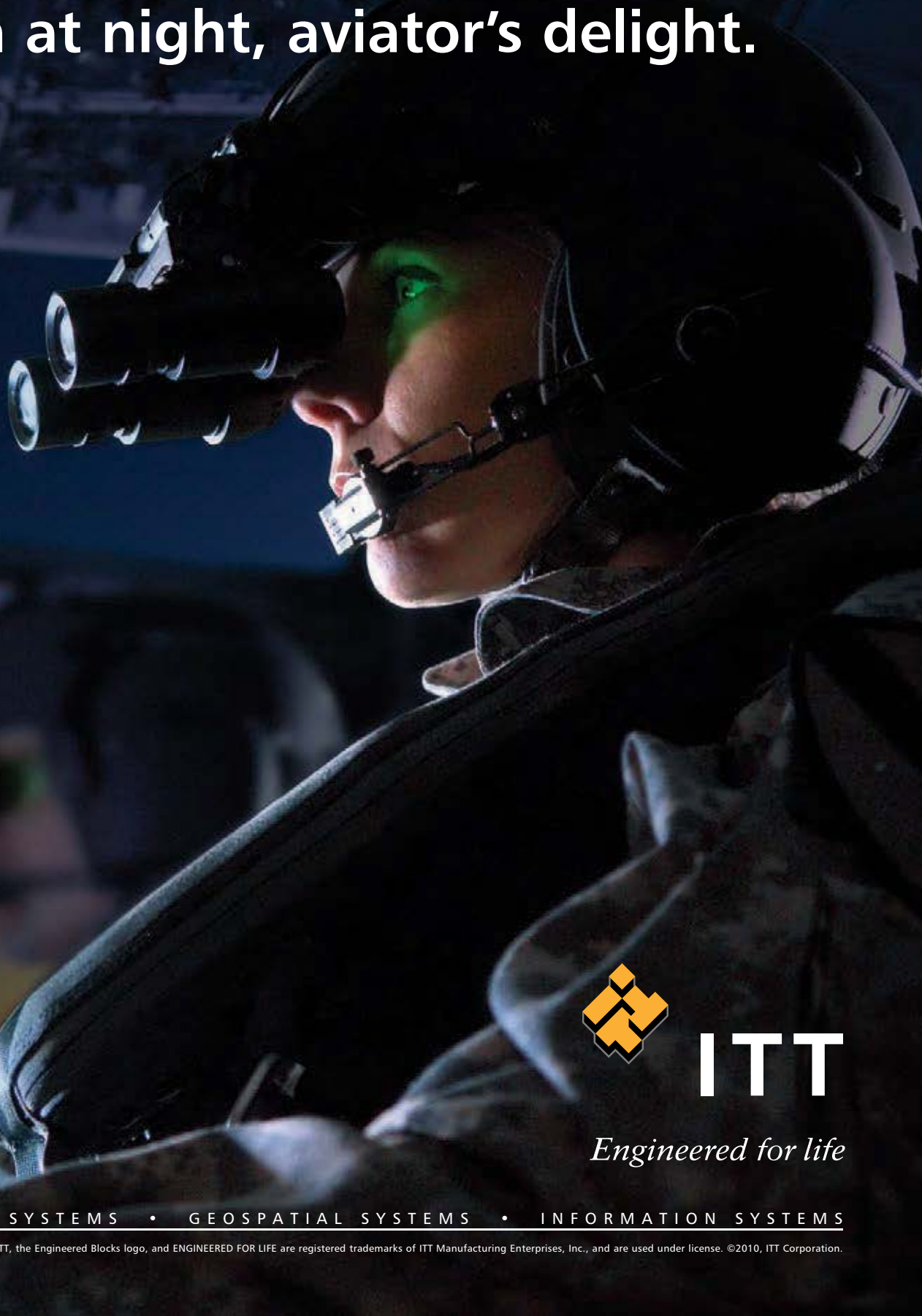
www.Rain-Sand-Erosion.com

161 South Satellite Road, South Windsor, CT 06074
Phone: 860-282-1776, Email: shrek.hong@hontek.com



When you fly into battle at night, it's all about seeing the light of day. That's why aviators rely on the superior technology of ITT night vision. Even in the most difficult darkness scenarios, our Gen 3 Pinnacle tube provides the clearest, sharpest imaging available. We've been refining our night vision goggles for 26 years, setting the standard for reliability and performance that does not decrease over time. For mission success, for aviator survival, choose proven ITT night vision. For more information, please visit us at itt.com/nv.

Green at night, aviator's delight.



ITT

Engineered for life

ELECTRONIC SYSTEMS • GEOSPATIAL SYSTEMS • INFORMATION SYSTEMS

ITT, the Engineered Blocks logo, and ENGINEERED FOR LIFE are registered trademarks of ITT Manufacturing Enterprises, Inc., and are used under license. ©2010, ITT Corporation.



CHECK. CHECK. CHECK. COMPLETE

Hovered at an altitude of 6,000 feet at 95 degrees... check. Operated longer than two hours... check. All this, while carrying a 2,300-pound mission payload... check. EADS North America completed testing of its Armed Aerial Scout 72X in Colorado and passed with flying colors. The Armed Aerial Scout 72X, based on the same platform as the highly successful UH-72A Lakota Light Utility Helicopter, met all of the U.S. Army's armed scout helicopter performance requirements. When results count, the Armed Aerial Scout 72X is the only helicopter in its class that passes the test.

www.ArmedScout.com



LOCKHEED MARTIN

american
eurocopter
an EADS North America Company

EADS
NORTH AMERICA

Chief Warrant Officer of the Branch Update



Aviation Warrant Officer Advanced Course Redesign

By CW5 Jeffrey A. Reichard and CW4 Caley J. Stewart

In this month's column, I would like to address some issues we have with the Aviation Warrant Officer Advanced Course and the way ahead in the redesign process.

Within the next few months, the FY 2010 CW3, CW4 and CW5 promotion board results will be released. If current trends continue we could see the same low promotion percentage rates that we have seen in previous fiscal years.

Depending on who you ask, you will get a different reason for this. Some say that we promoted too many in the past; some say that civilian education levels are not where they should be. Aviation Warrant Officers must strive to put their best foot forward at all times. An essential and key element to a strong board packet is Professional Military Education (PME).

From the following information you will be able to see that an intricate part of Aviation Warrant Officer PME is the Aviation Warrant Officer Advanced Course (AWOAC) and how critical it now becomes that we maximize attendance for all eligible warrant officers.

The Problem

Despite the importance of PME, attendance at the AWOAC for eligible officers remains at a low rate. There are many reasons that contribute to this fact including limited time between deployments and a reduced emphasis and delinking of promotion to PME.

Perhaps the greatest of all reasons was a notion that the course in its present state simply wasn't relevant to today's Aviation WO. Graduates and their commanders felt that even though there were gains in an officer's skill set, the total cost/benefit analysis did not support attendance.

The Analysis

We began the redesign effort at square one - choosing the right job to analyze. While the present day course followed the letter of the law with regard to AR 350-1, because of the significant differences between Aviation Warrant Officers and the WOs of other branches, the intent had been lost.

While gathering data to support the effort, we asked commanders and warrant officers to answer questions based on two scenarios. Their answers confirmed what many of us knew already.

The Scenarios

First, picture yourself in the role of a company or battalion commander. You have both a CW2 and a CW3 aviator, both are Pilots-in-Command (PICs) but neither is tracked (Instructor Pilot, Maintenance Test Pilot, Safety Officer or TACOPS Officer).



2LT James Bates, CW5 Jeffrey Reichard and WO1 Jarrod Nash standing alongside the LUH prior to AO familiarization flight.

When considering their services and their roles, is there really any significant difference in the job they do? The answer to this scenario was an overwhelming, "No. When both are untracked there is no significant difference." Given this response it is hard to justify sending an officer away from his home and unit for nine weeks to attend a course, only to return to do the same job he had before leaving.

Second, now you are a battalion commander at the 101st. The Warrant Officer Strength manager for the division has called. Since you support him for his flying hour program, he is going to give you the first choice of two WOs that have just arrived at division.

You can have either the CW2 Instructor Pilot or you can have the CW3 PIC who is untracked. Again, the answer to this scenario was the same and unanimous, "I want the IP."

Based on this and other feedback, it was clear that the real milestone in an Aviation Warrant Officer's career development was not the promotion from CW2 to CW3 but the point at which they attend a tracking course. It is at this point that they move from being a platoon level pilot to serving as a company level staff officer for their commander.

We proposed to make the training WOs receive when they attend a tracking course the cornerstone in the redesign of training at the AWOAC. The Commanding General, U.S. Army Aviation Center of Excellence (USAACE) has approved this approach and directed its implementation.

Additional Course Content

From AR 350-1, 3-31 Warrant Officer Advanced Course: "This course provides chief warrant officers in the grade of CW2 or CW3 with the leader, tactical, and tech-



***IT'S LIKE A GUARDIAN ANGEL.
BUT WITH HORNS.***

From the Combat Commander's perspective, nothing gets the job done like Bell. The OH-58D Kiowa Warrior has the highest OPTEMPO and Readiness Rate and accounts for over half of the Army's flying hours in theater today. A blessing if you're on the side of good. A curse if you're not.

Bell **Helicopter**
A Textron Company

1-800-FLY-BELL bellhelicopter.com

©2010 Bell Helicopter Textron Inc., all rights reserved.



2LT James Bates and CW4 Sean Higgins going over instruments in the LUH helicopter.

nical training needed to serve in company and higher level positions.

The primary focus is directed toward leadership skill reinforcement, staff skills, and advanced branch specific training."

Aviator track training served to satisfy the requirement for advanced branch specific and technical training,

it did not fulfill the need for leadership and other training. Additionally, we wanted to address staff skills as they related directly to the specialty the WO would serve in after tracking.

For example, the Maintenance Test Pilot (MTP) course gives exceptional in-depth training on systems, troubleshooting and maintenance procedures but does not include how to put that wealth of knowledge into practice in running the commander's maintenance program at the company level or if the new MTP finds himself in the Production Control office or Quality Control.

In the past, this knowledge had been gained in the field at the newly tracked officer's first unit as on the job training (OJT). Success of this structure was heavily dependent not only on the incumbent's knowledge, but also if he was available and had not moved on to his next assignment.

In keeping with GEN Casey's guidance outlined in Chief of Staff, Army memorandum, subject "Army Training and Leader Development Guidance," 31 July 2009, a substantial amount of branch-based training is being developed as distance learning (dL), thus

clearing a significant amount of time for resident training geared more toward the officer's specialty.

Officers will complete this dL phase of training at home and it will be a prerequisite for graduation.

The new AWOAC will contain three components or phases.

The first is the dL phase, the second is the tracking course followed by the third phase, resident training, which cover staff skills based on an officer's specialty and his potential assignment positions.

The third phase will also include a portion dedicated to leadership training as it relates to the WO, IAW FM 6-22. The length of Phase III has yet to be determined but is anticipated to be two to four weeks.

Aviator AWOAC

Phase	Phase II	Phase II
dL	Tracking course-IP, MTP, TACOPS or ASO	Follow-on resident training specialty and position targeted staff skills and leadership.



- Robust Military Connectors
- Redundant Serial CAN bus Connection
- Reduced Serial Wiring for Control Panels
- Over 500 Systems in Operation
- Crystal Clear Communication
- Readily Available

DVCS 6100

When a clear message matters - Becker Digital Audio Solutions

**CERTIFIED & READY
FOR YOUR MISSION**



**BECKER
AVIONICS**

*35 Years 1975 - 2010
we bring you home.*

BECKER AVIONICS, INC. • 954.450.3137 • dvcs6100@beckerusa.com • www.beckerusa.com

EVERY MISSION • EVERY VEHICLE ALWAYS READY

AlIEvacTM

Tactical Casualty Movement System

AlIEvac • Helicopter Evacuation Rack

The AlIEvac Helicopter Evacuation Rack allows every mission aircraft to have a dedicated 'tactical' casualty evacuation capability. This is the reality of today's battlefield. Mission aircraft can now carry two critical litter casualties and a full complement of 'shooters' or cargo. AlIEvac installs in UH-60's in place of the four back seats. It installs in MH-60's with or without internal fuel tanks.



AlIEvac • Universal Litter Arm

The AlIEvac Universal Litter Arm* is extremely lightweight and is load-tested to hold one critical casualty over rough terrain. It can install on every military vehicle providing real capability. It greatly simplifies tactical evacuation of critical casualties.



COMBAT MEDICAL SYSTEMSTM
PHONE: 910.426.0003 | FAX: 910.426.0009
6441-D Yadkin Road, Fayetteville, North Carolina 28303

www.COMBATMEDICALSYSTEMS.com



The Aviation Technician

While Aviators make up the majority of the warrant officer population in the aviation branch, there are still three additional Warrant Officer Aviation Technician MOSs we needed to consider.

These are the 151A Aviation Maintenance Technician, the 150A Air Traffic and Air Space Management Technician, and the 150U Tactical Unmanned Aerial Vehicle (TUAV) Operations Technician. MOSs 150A and 150U are relatively recent additions to the branch.

151As have a long history of service within aviation; they also have a long history of attendance at an AWOAC that was "Aviator-centric" and only marginally relevant to their specialty. This problem needed to be fixed for the 151As and the newer Aviation Technician MOSs.

Aviation Technicians will attend a course with similar structure (three phases) although the content will be geared toward their specialty, potential assignment positions and leadership training needs.

Phase I will remain a dL component and will contain some of the same lessons aviators will complete. However it will be supplemented by other dL products already developed that are relevant and appropriate for their MOS. An example might be logistician type courses or contractor training.

Phase II will consist of resident training course (appropriate to their MOS) similar to aviator tracking courses. And, Phase III will contain staff skills and leadership training.

Aviation Technician AWOAC		
Phase	Phase II	Phase III
dL	Resident training course appropriate to the 151A, 150A or 150U MOS at the CW3 level. Safety, Armament, Joint Firepower etc.	Follow-on resident training- specialty and position targeted staff skills and leadership.

Warrant Officer Leadership Training

While analyzing the role of the aviation warrant officer, it became apparent that any training in this area would have to reflect that our branch includes two categories of leaders per FM 6-22. Formal leaders, those designated by MTOE positions as platoon leaders, detachment commanders etc., are best characterized by our Aviation Technicians.

ALCAN, Excellence in Airborne Carriage System

→ Unmatched boresight repeatability in elevation and azimuth

→ Ultra light weight

Release Unit

Ejector Release Unit

www.alkan.fr Rue du 8 mai 1945 - 94460 Valenton - France
T +33 (0)1 45 10 86 89 - F +33 (0)1 45 10 86 79 - e-mail : sales@alkan.fr

ALKAN

A formal leader's source of authority is U.S. Code and DOD regulation. A formal leader leads through directing.

An informal leader certainly exercises general military authority based on rank, but not command authority. An informal leader leads through influencing. Informal leadership in most cases is best characterized by our Aviators. These characterizations are general in nature.

It is recognized that there are some exceptional instances where aviators are assigned as platoon leaders and sometimes a technician will be in an informal leadership role. Based on this recognition, aviators and technicians require both types of training.

The Unique Role of Aviators

Aviators make up almost half of the warrant officer corps. While we share many similarities with WOs from other branches, there remain significant differences. This has to be at the forefront of consideration when designing training for aviators.

For example, AR 350-1 says that we need to provide staff level training for Advanced Course Students "needed to serve in company and higher level positions."

For aviators at the CW3 level, they will almost always be serving at the company level by MTOE. For the Technician the level of assignment could be at Corps as a CW3. Both Technicians and Aviation Warrant Officers are comprised of two components in the author's opinion.

First is the obvious: technical and tactical expertise. The second component differs in each case, however.

For the technician their second component is troop leading. Many technical WOs in other branches have platoons, detachments and companies to lead.

For the aviator it is the difficult-to-obtain/irreplaceable skill of piloting our aircraft in all conditions. Aviators work day in and day out with other aviators in the completion of their mission.

It is the exception and not the rule for them to be at the head of an organization as well as assuming the functional lead on a task organized team during flight operations.

Understanding of the roles of Aviation Warrant Officer Technicians and Aviators will help insure that relevant training is delivered to both groups appropriately.

In closing, we are constantly striving to improve our Branch and continue to produce the world's greatest aviators. With each change to the Aviation Warrant Officer education system, no matter how small, we move even more in the right direction.

I would like to thank and compliment CW4 Caley Stewart, Chief of Officer Training Branch, for his insight on the Advanced Course redesign. We are diligently pushing forward to implement the redesign process which will greatly enhance the PME for our deserving warrant officers.

I'm extremely proud of the professionalism of our aviation Soldiers and everything they do on a daily basis.

Keep up the good work!



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

CW4 Caley J. Stewart is Chief of the Officer Training Branch, Directorate of Training and Development at the U.S. Army Aviation Center of Excellence, Fort Rucker, Alabama.

WESTWIND

TECHNOLOGIES

Meeting the needs
of Army aviation
from start to finish.

Right.
Now.

AIRCRAFT MODIFICATION & INTEGRATION

MANUFACTURING

ENGINEERING

LOGISTICS

westwindcorp.com

Command Sergeant Major Update



Leader Development to Support Decentralized Operations

By CSM Tod L. Glidewell and CSM Patrick J. Laidlaw

For this issue, I have asked our TRADOC Command Sergeant Major to share some of his thoughts on emerging concepts for leader development.

CSM Tod L. Glidewell

Leader Development to Support Decentralized Operations

By CSM Patrick J. Laidlaw

Critical thinking and decentralization go hand in hand as we change the culture and leadership thinking in the profession of Arms.

This approach to training needs to be expanded as we transition the Army from divisional based organizations to Brigade Combat Teams (BCTs) that are modular and more lethal that face hybrid threats.

A focus toward developing critical thinking skills and decentralized formations can serve to foster a seamless transition to a future force prepared to fight under conditions of uncertainty and complexity.

The multifunctional BCT dealing with hybrid threats serves as the centerpiece of how Training and Doctrine Command (TRADOC) develops agile, adaptable, and initiative-driven leaders and Soldiers.

The Army is a "people" based organization that requires our formations to move away from the doctrinal approach of "what to think" to an emphasis on "how to think."

This enables initiative consistent with the concept of mission command. This is especially true for our junior leaders and Soldiers conducting operations at the smallest unit level the Squad, and up to the BCT.

Emerging New Training Doctrine

A change in emphasis is consistent with the Army Capstone Concept and the operational theme of FM 3.0, OPERATIONS that forces must share



TRADOC's SFC Brian Eisch fires at targets during the Alternate Firing Event of a "Best Warrior" Competition at Fort Lee, VA.

information horizontally, from the "bottom up" and "top down." Technology facilitates this flow of information and that enables critical thinking. It also must be decentralized through emerging capabilities such as social networking. Technology connects Soldiers "at the tactical edge" while allowing leaders to make hard decisions that adhere to an outcome-based and adaptive thought process on the battlefield.

Technology, combined with a focus on the philosophy of mission command, holds promise for creating more effective leaders and warriors.

To take advantage of emerging capabilities in the context of network enabled mission command, the Army can adapt leader development based on emerging new training doctrine called Outcomes Based Training and Education (OBT&E) and one of its methodologies such as the Adaptive Leader Methodology (ALM).

A place to start the critical thinking

and decentralization process within the Army is at the junior leader level, specifically in the Warrior Leader Course.

Additionally this critical thinking and decentralization process must be included in the curriculum at our service academies and Reserve Officer Training Corps (ROTC) universities and colleges across the nation.

These initiatives introduce problem solving early so these young leaders are comfortable in decentralized operations required in mission command.

How to Think vs. What to Think

The operating environment drives change, while effective organizations adapt by setting conditions for leader development in operational thinking that requires using "how to think" methods and risk mitigation as opposed to "what to think" methodologies and will help foster trust within the smallest organizations now currently fighting in theatre.

When their terrain changes **VERSATILITY** is key.

WASP
UAS: **RAVEN**
PUMAAE

Around an embankment, beyond the horizon, or over the sea, continue to gather critical data undetected without putting your troops or civilians in harm's way. Each AeroVironment UAS is uniquely designed to maximize results without compromising the mission. Be prepared for any situation with our family of UAS ready for your deployment today.



WASP

RANGE - 5 km
ENDURANCE - 45 minutes
WEIGHT - 0.95 lbs (430 g)



RAVEN

RANGE - 10 km
ENDURANCE - 60-90 minutes
WEIGHT - 4.2 lbs (1.9 kg)



PUMAAE

RANGE - 15 km
ENDURANCE - 2 hours
WEIGHT - 13 lbs (5.9 kg)

avinc.com/raven

Please visit us at AAAA Booth # 145

AVTM
aerovironment

PHOTO BY CHRISTIAN MARQUARDT (JOINT MULTINATIONAL TRAINING COMMAND)



A squad of soldiers works in a computer lab at an NCO Academy Warrior Leaders Course.

After developing these adaptive leaders in our NCOES and commissioning sources, the Army then pulls these leaders into the institutional arena upon return from combat and leverages them to assist in changing the doctrinal approach to building the future strength of the operational Army.

An instructor career path for combat veterans should become a career desired enrichment path and promotion guarantee - and not a career killer, for both officer and NCO.

From a former TRADOC Drill Sergeant:

Leaders today bring firsthand experience to the training environment, many of whom do back to back deployments then enter the training base as a Drill Sergeant, AIT Platoon Sergeant or Squad Leader.

These leaders immediately improve training to more reflect what is actually happening in theatre to better prepare future Soldiers for what they will be experiencing. They bring relevancy to the "why" generation of Soldiers we are currently training.

Soldiers today will give their full attention to an instructor who's actually been in the trenches rather than an instructor who just talks about it, but actually hasn't been through it just like the ones he or she is teaching.

Here is where Outcomes Based Training (OBT) comes into play.

Leaders today still must follow POI

and lesson plans just like they have done for years and of course still meet the training standards, but with OBT we can find better and more efficient ways to conduct training, immediately integrate lessons learned from today's operations.

The training environment is an ever changing one, OBT allows those changes to be integrated faster and at the first levels of leadership rather than wait years for changes from the leaders who will not be truly effected, rather to the young privates and lieutenants who truly need the relevancy in today's Army.

The Army cannot overload the Soldier, NCO and officer with laundry lists of tasks. Of greater importance is to provide the sound foundation in fundamental Soldier skills beginning with how to teach them to problem solve or frame a problem.

Textbook derived solutions, checklists and processes continue to limit knowledge growth and the ability to be adaptive when critical decisions are needed in dealing with complex problems.

Encourage Self-Learning

The current approach to training of military skills and subjects uses input or competency theories which are antiquated. Programs of Instruction (POIs) that are top down and centrally controlled fosters a zero defect

mentality that forces the instructor to perform the class in only one manner.

It does not empower the student leader with the mental skills necessary to make rapid decisions when the situation requires.

Instead, POIs should use methodologies that enrich student experiences in the military art.

Encourage the student to seek the answer on their own through research, the use of the internet and web based training scenarios.

Self-learning like self-discipline is an important skill that is developed early in a leader's career. The ability to self learn and to adapt are becoming more important as our enemies continue to adapt.

Technology will continue to lead change and self-learning is now done in real time. With an increase of one's knowledge through self-learning, then courses can progress to more advance learning methodologies.

The After Action Review

The Adaptive Learning Methodology (ALM) uses tactical decision games (TDGs), such as those used throughout the Department of Military Instruction (DMI), at West Point to facilitate immersive learning. This teaching method fosters the often misused, but best tool our Army has to date; the After Action Review (AAR).

Soldiers learn best when information and outcomes are shared, and whether the lessons are right or wrong. Learning occurs in both instances. However, collaborative, information sharing is becoming more of the norm today and especially with the introduction of social networking practices and the use of internet web based products.

On top of the use of TDGs, ALM can also be used with emerging computer simulations. DMI at West Point is using TDGs in simulation as well as part of their ALM based POI.

The new younger Soldier of today will respond well to computer based, interactive, and instantaneous feedback - he or she has grown up with computer skills, network social skills, and game play.

We should leverage these same teaching methods to reach this younger computer trained generation!

As an example, the Army is teaching critical thinking at the Joint Training

NATIVE AMERICAN INSURANCE SERVICES, INC.

Serving Those Who Serve This Great Nation



NEW PROGRAM

Low Cost Individual/Group Term Life

WITH NO WAR, TERRORISM, OR OCCUPATIONAL RESTRICTIONS

WHO IS ELIGIBLE

- All Service Contract Act (SCA) Employers & their Employees who Support the Government Worldwide
- Military (Active and Retired)
- All Federal, State, County, Municipal & Local Employees (Including Postal)
- Law Enforcement
- Firefighters
- EMT
- Paramed

Coverage extended to the above, their spouse, and children... and much more!

IMPORTANT FEATURES

- Non-Med to age 49 up to \$250,000
- Coverage ON and OFF DUTY
- NO War or Terrorism Exclusions
- NO Occupational Restrictions
- Payment of Emergency Death
- Benefit Within 24 Hours
- Available Benefits for First Responders! Up to \$40,000
- Additional Scholarship Fund if
- Death Occurs in Act of Duty

Monthly Premiums

Age	\$50,000 Death Benefit*	\$100,000 Death Benefit*	\$250,000 Death Benefit*
18-39	\$5.00	\$10.00	\$25.00
40-49	\$9.00	\$18.00	\$45.00
50-59	\$20.00	\$40.00	\$100.00
60-64	\$40.00	\$80.00	\$200.00
65-69	\$70.00	\$140.00	\$350.00

* Non-tobacco/Male or Female

CONTACT: Fred Klicka
PWA
Phone: (619) 990-3550
fklicka@naisinc.net

Daryl Dibler
NAIS
Phone: (309) 208-7546
ddibler@naisinc.net

Larry Della Vedova
NAIS
Phone: (847) 363-9865
ldellavedova@naisinc.net

Counter-Improvised Explosive Device Operations Integration Center (JTCOIC). JTCOIC delivers 3-D interactive visualizations of key IED incidents in Iraq and Afghanistan, making them available to training audiences and leader development programs.

It creates flexible networks of data, tools, relationships, processes, and systems capable of replicating the most complex and difficult circumstances that our leaders and their organizations will face in the current and future conflicts.

The JTCOIC is at the forefront to create training and educational environments reflective of the complex operational environment of the 21st Century.

Keeping Up

The generating force cannot get theatre based lessons learned infused fast enough into courses using old POIs based on inputs and scripted lesson plans. By the time we generate a new POI based on lessons learned from theater, the enemy has already evolved.

We must adapt our methods of learning from the operational force,

and position the training base to recognize and take advantage of lessons learned and passing them on the next generation of leaders.

Currently, the operational force is learning faster and adapting more quickly than the training base can teach. We must overcome this deficit and create an environment where the operational and generating force work together and depend on each other to train our future force. We can do this with a principles based POI using ALM as its POI foundation.

Adhering to a few principles under OBT&E would allow combat savvy instructors to figure out how best to attain the outcomes using an array of various teaching and learning tools.

The Army just published TRADOC Pam 525-3-0, *The Army Capstone Concept Operational Adaptability—Operating Under Conditions of Uncertainty and Complexity in an Era of Persistent Conflict*, describing the broad capabilities the Army will require in 2016-2028.

The Army Capstone document also states the need for critical thinking and decentralization.

From the Army Capstone Forward:

Operational adaptability requires a mindset based on flexibility of thought calling for leaders at all levels who are comfortable with collaborative planning and decentralized execution, have a tolerance for ambiguity, and possess the ability and willingness to make rapid adjustments according to the situation.

Operational adaptability is essential to developing situational understanding and seizing, retaining, and exploiting the initiative under a broad range of conditions.

We must be prepared to decentralize operations to adapt to complex and rapidly changing situations.

Yet, organizational or physical decentralization alone may be insufficient to meet the challenges of the future. Leaders throughout our future force must have both the authority as well as the judgment to make decisions and develop the situation through action.

Critical thinking by Soldiers and their leaders will be essential to achieve the trust and wisdom implicit in such authority.



Photo by: Spc. Leigh Campbell

Photo by: Tech. Pfc. William Servinski II

Navigator Development Group Inc. is a renowned provider of UAS services and support - and provides integrated unmanned aerial systems and surveillance solutions. As the prime contractor at the Army Unmanned Aircraft System Center of Excellence and Joint Unmanned Aircraft System Center of Excellence we provide experts in airspace integration, education and training; strategic communications; intelligence; signal, fires and electronic warfare; and logistics and experimentation.

NAVIGATOR
Development Group Inc.

p: 334.347.7612 | f: 334.347.2582
www.ndgi.com

The training and education of our entire force must aim to develop the mindset and requisite knowledge, skills, and abilities required to operate effectively under conditions of uncertainty and complexity.

The Leader Development Strategy for a 21st Century Army states:

The increasing competitiveness of the future security environment... demands that we develop leaders who understand the context of the factors influencing the military situation, act within that understanding, continually assess and adapt those actions based on the interactions and circumstances of the enemy and environment, consolidate tactical and operational opportunities into strategic aims, and be able to effectively transition from one form of operations to another.

We seek to develop leaders who will thrive in this environment.

Our adversaries will decentralize, network, and operate among the people to overcome our advantages.

We are also decentralizing. As a result, at increasingly lower echelons, leaders must be able to string actions and activities together with their JIIM partners into campaigns.

As we continue to modularize our force and to decentralize decision making, we must adapt our strategy to develop leaders for this increased responsibility.

In summary, this article highlights the immediate need for critical thinking and decentralization throughout the training and education regimes of the United States Army.

The present and future modern conflicts demand adaptation and implementation of critical thinking and decentralization.

CSM Tod L. Glidewell is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

CSM Patrick J. Laidlaw is the command sergeant major of the U.S. Army Training and Doctrine Command, Fort Monroe, VA.

ARMY AVIATION



© 2010 Cobham plc. All rights reserved.

**When communication
can save lives.**

COBHAM

The most important thing we build is trust.



Built to endure flight environments, the JetLAN airborne computer is the perfect tool for airborne communications. With two processors, rugged mass storage and both wired and wireless networking, the JetLAN supports every mission you fly.

- HD Video Compression, Storage, Transmission
- Situational Awareness
- Real-Time Aircraft Data Monitoring

Cobham Avionics Communications

6400 Wilkinson Drive
Prescott, AZ 86301 USA
1-928-708-1550
sales.prescott@cobham.com

Come see us at AAAA!

www.cobham.com/avionics

U.S. Army Combat Readiness/Safety Center



Smart Soldiers, Safe Soldiers

By CSM Michael P. Eyer

After serving in this great Army of ours for more than 25 years, one thing has become clear to me: Soldiers keep making the same mistakes when it comes to their safety and well-being. There's no doubt the dedicated Soldiers who make up our Band of Brothers and Sisters work hard to fulfill their difficult missions.

However, many of them play just as hard in their off-duty time, and that's where the vast majority of our accidents are happening.

The Soldiers we often see in accident reports, especially those involving privately owned vehicles, are young adults taking the same risks many of us did at their age, fueled by bravado and a sense of invincibility.

But just because we were reckless once doesn't mean we should tolerate risky behavior from our Soldiers today.

Leaders Set The Standards

Leaders must be leaders—we have to set the standard of responsibility, accountability and discipline for our subordinates. And when our Soldiers don't live up to these standards, it's our duty to both correct and mentor them as they find their way.

While this awesome job sometimes calls for us to be tough, we also have the opportunity to empower our Soldiers to make smart decisions for themselves.

Over the years, I've learned that telling Soldiers what they *can't* do, especially in their off-duty time, is often counterproductive. It's nearly a given that many of our Soldiers are going to engage in high-risk activities when they're not at work.

We know this, and we must embrace the fact and move forward—not with the intent to stop them, but rather to help them understand how they can participate in these activities safely.



USACRSC COURTESY PHOTO

Our Army is realizing this concept through the Warrior Adventure Quest program, which has taken Soldiers on high-adrenaline recreational activities such as mountain biking, whitewater rafting, rappelling and caving in a safe, education-centered environment.

Channeling Creative Energy

As dwell time between combat tours increases, leaders will need to find creative ways to incorporate similar programs and other educational and teambuilding initiatives like intramural sports into their training schedules.

These positive pursuits build stronger and safer Soldiers by channeling their creative energy toward hobbies that fulfill twin goals of physical fitness and safety awareness.

This same creative energy is abundant in the videos submitted thus far during our second annual Peer to Peer Safety Video Competition, which runs through April 30.

Safety Video Competition

It's obvious from the videos we've received that our amateur moviemakers have had a lot of fun with the con-

test, and your Soldiers can too.

As an added incentive, the top three entrants will share a prize purse of nearly \$4,000 provided by the Better Opportunities for Single Soldiers (BOSS) program. Make a video, save a life and maybe make some money – it's really that simple.

Contest rules and details are available on the USACR/Safety Center Web site, <https://safety.army.mil>, along with several innovative tools to assist you in developing and implementing safety and training programs geared toward your unit's needs.

Please stay hands-on and remember what's important – keeping those Soldiers you lead safe.

I look forward to working with you, and thank you for all you do for our Band of Brothers and Sisters.

Army Safe is Army Strong!



CSM Michael P. Eyer is the new Command Sergeant Major of the U.S. Army Combat Readiness/Safety Center at Fort Rucker, AL.

CONNECT. PROTECT. PREVAIL.



IHADSS



AB3 Mission Processor



IHADSS-21


Interoperability means quicker response ... and more lethal strikes. Elbit Systems of America provides the system solutions that enable multiple data sources to be merged into an operationally effective picture. Turnkey. Cost-competitive. Without delay.

Elbit Systems of America. Warfighter-centric, combat-proven solutions that help secure freedom.

Elbit Systems
of America

**Sikorsky
introduces...**

**...the next
Xt big thing
in Army Aviation.**



The next Armed Aerial Scout will revolutionize Army Aviation with the speed, range, and high/hot performance pilots and planners have only dreamed of.

That's because the X2 Technology™ Light Tactical Helicopter will deliver capabilities a conventional helicopter just can't match. How about cruising at 200 kts in fully armed configuration? Or hover at 10,000 feet at 95°? It's unexpected performance, to say the least.

But it's just what you'd expect from Sikorsky.

Sikorsky Military Systems

A Sikorsky Company

www.sikorsky.com

SPECIAL FOCUS
AVIATION
LEADERSHIP
UPDATE

Army Aviation: Today and Tomorrow – A Message to Our Aviation Soldiers

By MG Jeffrey J. Schloesser

Soldiers with the 101st Airborne Division pull security as a Chinook helicopter takes off immediately after the troops unloaded for an air assault mission in eastern Afghanistan, Nov. 4, 2008.

PHOTO BY SPC MARY L. GONZALEZ

After eight years, our Nation and our Army remain at war. All of us in Army Aviation have played a critical part taking the fight to the enemy in both Iraq and Afghanistan, as well as providing the means to actually conduct counter insurgency operations (COIN) on a vast and complex battlefield.

As a drawdown occurs in Iraq and a troop and capability uplift occurs in Afghanistan, Army Aviation remains at the forefront of forces requested in both areas. Our Soldiers have deployed multiple times and have not faltered, and tales of selfless service, sacrifice and heroism abound.

These soldiers are changing how we organize and operate in combat, and their battlefield experience forms the basis for how today's Army prepares to fight in the future.

Our Army is committed to ensuring that they — you — have the best equipment, force structure, and training our nation can afford, and that we continue to improve the quality of life for our military families.

The changing nature of the wars in Iraq and Afghanistan make clear that the terrorists who killed American citizens before, on, and after 11 September 2001 are still waging war

against us around the world, and that the enemy is adaptive, flexible, and a real opportunist.

We must be equally speedy to adapt, improve, innovate, and prevail.

Challenging OPTEMPO

Since 2002, Army Aviation has flown over 3.6 million hours on our manned and unmanned systems in support of combat forces on the ground.

Army Aviation's execution and support of close combat attacks, troop and cargo transportation, intelligence, surveillance, and reconnaissance (ISR), and medical evacuation - in short, COIN from the Air - validates our relevance and continues to prove instrumental in protecting Iraqis, Afghans, and our own American people and those of our allies, as well as dominating enemies.

As all of you know from personal experience, this translates into an onerous Army Aviation operations tempo (OPTEMPO).

Currently, a Soldier in an active component aviation unit will deploy once every twelve to eighteen months and a Soldier in a reserve component aviation unit will deploy once every thirty-six to forty-two months.

In many cases, the dwell is shorter.

Six combat aviation brigades (CABs) are currently deployed on an adapting rotation to meet the mission requirements in Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF), and we are preparing to increase Army Aviation force structure in Afghanistan.

When at home station, aviation units sustain a high operational tempo maintaining crew proficiency, providing domestic contingency support (such as the humanitarian crisis in Haiti), and preparing for the next deployment.

Structuring Resources

We are constantly reviewing and refining the processes of equipment and structure to ensure we have learned from the hard lessons you experienced for the past eight years in the most challenging and complex combat environments.

We have learned that Army aviators and crewmembers must be educated and trained to operate across the continuum of the operational spectrum, not only to enhance aviation operations, but to create conditions for success on the ground.

This is being incorporated into the contemporary operating environ-

Enhancing Safety by Delivering Support in the Areas That Matter Most
Quality • Value • Service • Technology



C H E C K O U T T H E F L I G H T S A F E T Y
Advantage

FlightSafety International is a world-leading supplier of mission-critical training programs and proven advanced-technology devices designed to ensure the safety and proficiency of military aircraft crewmembers.

Resources. Military aircrews that operate a wide variety of fixed-wing and rotor-wing aircraft benefit from FlightSafety's comprehensive, highly cost-effective training media and courseware, full mission Weapons Systems Trainers, DeskTop trainers, interactive computer-based training and advanced distance learning. We provide instructionally sound, integrated training solutions using the principles of structured system engineering and instructional system development.

Experience. FlightSafety has nearly six decades of safety training experience, including more than 40 years training members of all branches of the military. We operate, maintain and support the C-5, KC-135

and KC-10 aircrew training systems, and provide contractor logistics support for the Joint Primary Aircraft Training System and T-38 training systems.

Our new and innovative products and services make us a prominent member of successful training teams such as the U.S. Army's Flight School XXI, which includes the world's largest simulation-based training facility. FlightSafety has manufactured and delivered a wide variety of Weapons Systems Trainers, including those for the C-17, C-27J, CH-47, CV-22, HC-130P, TH-1H, TH-67, MC-130W, MV-22, UH-1Y, AH-1Z, UH-60/BLACK HAWK and AFSOC Guns & Rescue.

Advantages. FlightSafety is the top choice for military professionals looking for the best possible training, using efficient and effective advanced technology training systems. We have the resources and experience to meet your mission requirements and provide you and your team with the security of being fully prepared for duty.

✓ Serving All Branches of the U.S. Military

✓ Operations at 29 U.S. Military Bases

✓ More Than 160 Aircraft Models Simulated

✓ 24/7 Worldwide Customer Support

✓ Advanced Distance Learning

✓ Outstanding Customer Service

✓ Exceptional Overall Value

✓ Nearly Six Decades of Experience

✓ 99.6% Simulator In-Service Availability

✓ Programs Tailored to Customer Needs

✓ Full Mission Simulators to Part Task and DeskTop Trainers

✓ More Than 800 VITAL Visual Systems Deployed Worldwide

✓ Transportable/Deployable PC-Based Training Systems

✓ 60 Aircraft Types Simulated in the Past Five Years

✓ Electric Motion and Control Loading-Equipped Training Devices

✓ 178 Military Fixed and Rotor-Wing Aircraft Simulators in Service

For more information on our military training programs and equipment, please contact John Marino, Vice President
FlightSafety Defense Training Systems, at 703.518.8931 • flightsafety.com • A Berkshire Hathaway company

FlightSafety
international

PHOTO BY SGT JON SOLES, MULTI-NATIONAL DIVISION-BAGHDAD PAO



SPC Sean McConnell (left), of Columbus, Ohio, and SPC Scott Shaver, of Austin, Texas, load a Hellfire missile onto the mounting bracket on an AH-64D Apache helicopter in Camp Taji, Iraq, Oct. 1. Both Soldiers are armament electrical avionics repairers assigned to Company D, 1st Battalion, 227th Aviation Regiment.

ments and our live/virtual/constructive training models.

There have been tremendous advances in our aviation capabilities, and these advances have led to an unprecedented fusion of aviation, intelligence, and operations on the ground.

Diverse missions, flexible methods, and decentralized operations require our crews to be experts in our craft as well as all aspects of combat, combat support and combat service support.

We see this at a variety of levels, but no more so than at battalion and brigade task force levels, where leaders must scale and adapt units (sometimes on the fly) to the mission, terrain, and required capabilities of our supported US Forces and our allies.

Our force structures must embrace organizations that live, train, and fight as multi-functional task forces.

This will likely be a permanent adaptation overtime, and we need to think through how that impacts our organization, maintenance, and training at home station and combat training centers (CTCs).

Aviation Study II

Back in 2003 the Army conducted a comprehensive study on Army Aviation and the results of that study formed the foundation of our current transformation and modernization.

Years of combat at extraordinary OPTEMPO, both on personnel and aircraft, have caused us to review what

we have learned, project what we need to change or adapt, and has led the Aviation Enterprise to conduct a further study led by the Army Aviation Center of Excellence (USAACE) known as Aviation Study II.

One of the results of this study led us to construct an additional Active Component CAB and to look at restructuring our formations.

In October 2009, the Army organized the headquarters of the 16th CAB from the existing active component aviation force structure.

The 16th CAB takes its heritage from the 16th Aviation Group which was activated and deactivated in the Republic of Vietnam after accumulating numerous honors and lineage.

Upon obtaining initial operating capability, the 16th CAB increases the number of active component CABs to twelve. We are looking at building yet another active CAB if resources become available.

Another recommendation from Aviation Study II is the restructuring of some or all of the medium CABs into a "Full Spectrum" design which would have the same basic structure of a medium CAB except that the Armed Reconnaissance Squadron would be comprised of a mix of three OH-58D Kiowa Warrior (KW) troops and a troop of Shadow Unmanned Aircraft Systems (UAS) to enable manned-unmanned teaming within the CAB, led by the squadron commander.

We must stop talking and start building, training, and fighting integrated manned and unmanned units at battalion or squadron level. The exact make-up of that design is not yet decided, but the Army is studying potential force designs and courses of action for equipping CABs within the active and reserve components.

We are rapidly expanding our unmanned fleet and it's capability on the battlefield, and like manned Army Aviation, this capability is in huge demand. Our current and next generation UAS operators and maintainers must be fully incorporated on an equal basis into mainstream Army Aviation, for they will lead us and the branch to heights we do not yet fully envision.

This will be most evident upon fielding of an Armed Aerial Scout (AAS) capability where we anticipate the unit formations will consist of manned and unmanned aircraft.

Block III Apache, with Level 4 UAS control, will also push us to develop new tactics, techniques, and procedures (TTPs) and doctrine, and may eventually lead us to further refine force structure.

To meet current and future training and operational requirements we must absolutely increase airspace access for Army UAS in the National Airspace System (NAS).

In the near term, we are working policy and procedural changes to reduce requirements for Federal Aviation Administration (FAA) approved/issued Certificates of Authorization to operate UAS outside restricted airspace.

To meet our long term goals for select airframes, we must invest in technologies that will improve system airworthiness and capabilities to meet FAA requirements, such as "see and avoid."

Fleet Modernization Is A Success

Our aircraft modernization programs that we planned in 2003 and resourced this past decade are successful. Our current fleets of attack, cargo, and lift aircraft are extremely capable as is evident by the successful employment in combat of the CH-47F and UH-60M, as well as the Modernized Target Acquisition Designation Sight (MTADS) AH-64D.

The Block III AH-64D is meeting all capability milestones. Sustainable and modernized, this platform is our bridge to the future.

Our ongoing program to update and enhance the OH-58 KW will help



EXTRAORDINARY VISION FOR EVERY MISSION.



Critical, life-saving missions like this won't launch without the vision that makes them safe. That's why the combat SAR H-60's depend on FLIR Systems' extraordinary TALON™ sensor. TALON is unmatched in its combination of low-weight, superior performance, and beyond mil-spec design. When mission success means lives saved, the choice is clear. FLIR Systems. www.FLIR.com/GS

© 2010 FLIR Systems, Inc.

FLIR
Extraordinary Vision



PHOTO BY SPC GREGORY J. ARGENTI/ARI

SGTs Jeremy R. Squires, Ronald F. Williams and Ann M. Huynh, of the 173rd Airborne Combat Team, attend to a Shadow Unmanned Aerial Vehicle Oct. 18 at Forward Operating Base Fenty on Jalalabad Airfield, Afghanistan.

that platform and its crews maintain the highest OPTEMPO of any Army aircraft. But the projected lifecycle of most of these aircraft only take us through the next few decades.

Constantly Changing Vision

The vision for Army Aviation beyond that point is a current day to

day topic being assessed and developed throughout the aviation operational and materiel development communities.

Our challenge will be to chart a future for Army Aviation while maintaining the world's most modern yet expensive rotary wing fleet, without peer competitor.

We must unite with industry and

academia to begin development of future propulsion systems and revolutionary aircraft designs that will meet our future need for faster, more efficient and more easily sustained operating systems.

Every future platform must incorporate precision anti-jam navigation systems with increased position and time on target accuracy capabilities. Precision fires that reduce volume, but accomplish destruction and reduction with extraordinary accuracy, are critical.

We must radically reduce fuel consumption, which for 60 years has driven many of our employment concepts, to improve effectiveness and efficiency.

System of systems (SoS) solutions must employ commonality, interoperability, and non-proprietary open architecture that is not outdated when a system's full operational capability is reached.

With these futuristic capabilities in mind and with the potential of a future Armed Aerial Scout and Joint Multi-Role (JMR) rotary wing helicopter, we must move forward with urgency, innovation and vision.

Army Aviation's strength is in its ability to deploy quickly, maneuver rapidly, focus flexible combat power, and achieve surprise and positional advantage. It is instrumental to achieving simultaneous distributed and continuous combined arms air-ground operations.

The continued modernization and transformation of Army Aviation ensures these capabilities are and will be sustained and maintained, and that the young aviation soldiers of today will be relevant on other, future battlefields.

In closing, we must go forth with the confidence that our Army has prepared us well, and that the leaders of our Army are sworn to continue to resource the world's finest Army Aviation.

We must do our part as individuals, each and every day upholding our dignity, honor, and integrity, while leading change and adaptation.

In so doing we will serve and protect our great Nation.



MG Jeffrey J. Schloesser is the Director of Army Aviation, G-3/5/7, Headquarters, Department of the Army, Washington, D.C.

Combat Proven Next Generation Decoys

From the World's Leaders in IR Countermeasures

- AIRCMM
- Covert Special Materials
- Multi Spectrals
- Advanced MTV
- Thrusted Decoys

CHEMRING GROUP PLC

Alloy Surfaces

Part of the Chemring Group

sales@alloysurfaces.com

610-859-3680

Chemring

Countermeasures

Part of the Chemring Group

info@chemringcm.com

+44 (0) 1722 411 611

Kilgore

Part of the Chemring Group

contact@kilgoreflares.com

731-658-5231

Visit us at the
2010 AAAA Convention
Ft. Worth Convention Center
Ft. Worth, Texas
April 14-17

ARMY AVIATION

36

MARCH/APRIL 2010

OUR MISSION...

THE SUCCESS OF YOUR MISSION



ROBERTSON
FUEL SYSTEMS L.L.C.

CRASHWORTHY EXTENDED RANGE FUEL SYSTEMS

ROBERTSON
AVIATION

*RANGE AND ENDURANCE IS ONE THING
SURVIVABILITY IS ANOTHER*

*OUR COMBAT PROVEN AUXILIARY
FUEL SYSTEMS PROVIDE ALL OF
THESE BENEFITS AND ARE QUALIFIED
TO EXCEED THE MOST STRINGENT
U.S. MILITARY STANDARDS FOR
CRASHWORTHINESS*

*FLY THE MOST SURVIVABLE, DEPENDABLE
AUXILIARY FUEL SYSTEMS IN THE WORLD*

EXTENDING THE REACH OF FREEDOM

**MH-6 ICE
30 GAL EXTERNAL
TANK**



**MH-6 GOLIATH
60 GAL INTERNAL
TANK**



**UH-60 IAFTS
200 GAL INTERNAL
TANK**



**CH-47 RSERFS
500 GAL INTERNAL
TANK**



**AH-64 COMBO-PAK
100 GAL + 300 RDS OF 30MM**



**AH-64 RCEFS
125 GAL EXTERNAL
TANK**





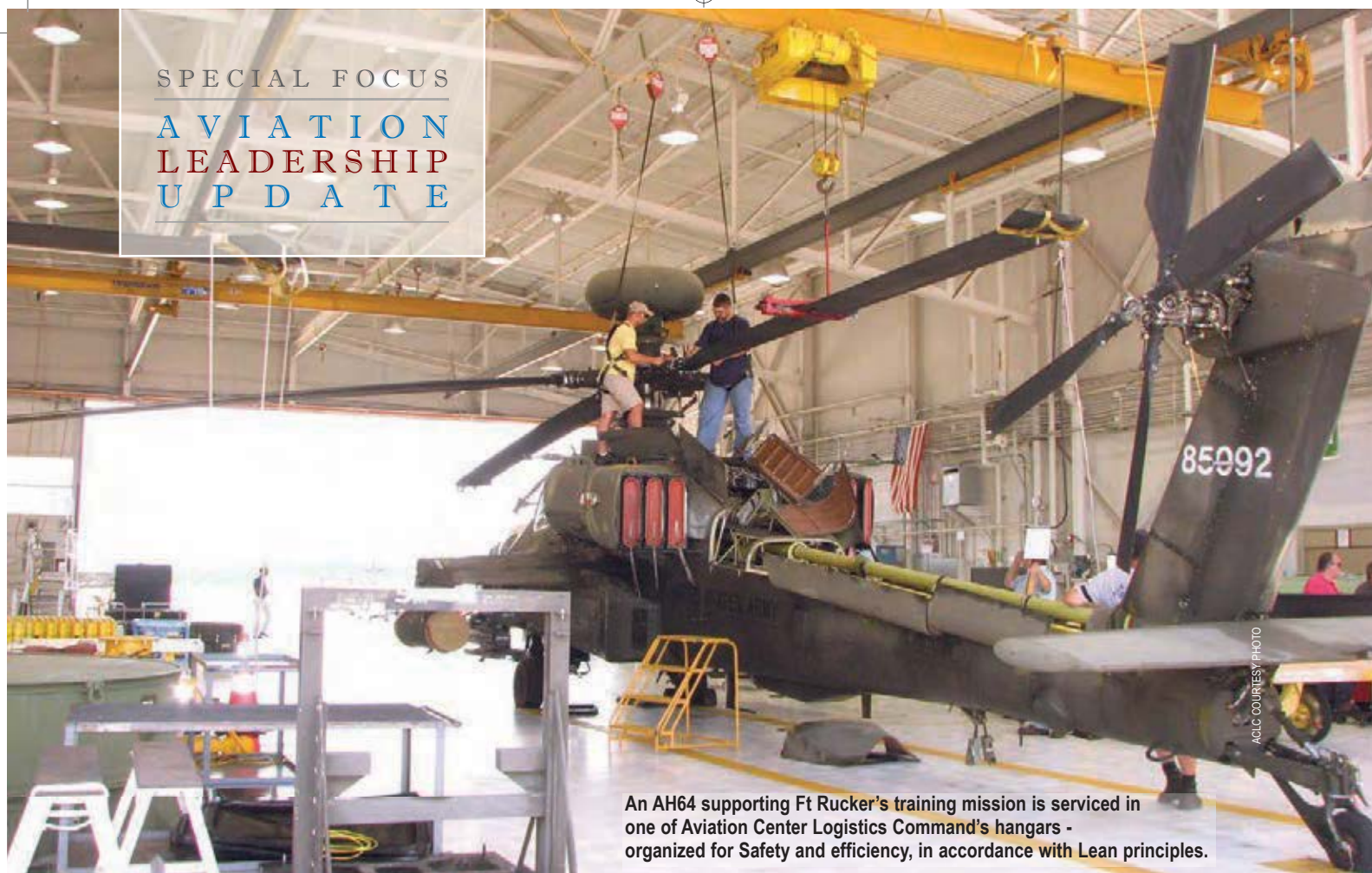
Answering America's Call

Every day, EADS helps keep our nation safe. Today we continue to deliver the UH-72A Lakota helicopter to the U.S. Army and Army National Guard—on schedule and within budget. Built in Mississippi, the Lakota allows our service members to successfully perform critical missions, including emergency medical evacuations, search and rescue response, and homeland security operations. For forty years, EADS has supported those who answer our nation's call, and will continue to do so for decades to come.

www.eadsnorthamerica.com



SPECIAL FOCUS
**AVIATION
 LEADERSHIP
 UPDATE**



An AH64 supporting Ft Rucker's training mission is serviced in one of Aviation Center Logistics Command's hangars - organized for Safety and efficiency, in accordance with Lean principles.

AMCOM Update

War Fighter Solutions, Now and in the Future

By MG James R. Myles

As a new decade begins, the Aviation and Missile Life Cycle Management Command (AMCOM) remains totally committed to providing world class support to the Army's Soldiers in the field, and to the Aviation and Missile community at large.

The challenges are immense, but we have a proven track record of success, and this gives our workforce of Soldiers, civilian employees, and contractors the confidence that we can meet and beat whatever issues come our way.

Together with our Program Executive Office (PEO) partners, we continue to work all issues as a team to ensure that war fighters' needs are met.

The Program Managers, as the designated life cycle managers for Army materiel, depend on the support of the logisticians and staffers of AMCOM, the contracting professionals at the AMCOM Contracting Center, and the engineers and scientists at the

Aviation and Missile Research, Development, & Engineering Center (AMRDEC) to deliver the support our Soldiers need and deserve.

The challenges facing our community of professionals are daunting: flight hours are among the highest in Army history; technological innovations are necessary but are constrained by available funds; massive amounts of equipment must be accounted for, managed, reset, and then delivered to deploying units; and all fleets must grapple with obsolescence issues.

The good news is, our team of professionals makes it happen every day, and we'll continue to make it happen.

Focusing On Warfighter Priorities

The secret to our success is really not a secret – we combine hard work with competence and dedication, and harness that to strong leadership at every organization. We also focus on our war

fighters: Their needs are our priorities.

At AMCOM, our priority is the deployed Soldiers' priority. This includes a monthly video conference with all deployed aviation brigade commanders. Aviation and missile PMs, AMRDEC engineers, logisticians, and senior leaders attend so that deployed Soldiers' needs are universally understood and immediately addressed.

Coupled with visits to the field by all of us, pre-deployment training sessions hosted at Redstone, and command post training at Ft Rucker, we strive to know our Commanders, understand their concerns, and then deliver to them in a timely manner.

We also maintain close linkages with key leaders: Army G3/5/7, Forces Command (FORSCOM), and theater leaders – to stay abreast of their concerns, and react to them appropriately. It all adds up to constant communication, sharing of



Global Support for the U.S. Army

DynCorp International is a leading provider of specialized, mission-critical services and solutions essential to Army operations. We are proud to provide critical support for aviation, land systems, logistics, and field operations needs throughout the world – in peace and while at war. For every mission, we focus on our customers' needs for peak performance to meet complex new challenges.

We are honored to serve with these great men and women who keep our nation safe.

For more information about DynCorp International or to speak to a DynCorp International representative at the AAAA 2010 Convention, please visit us at booth #209 or visit www.dyn-intl.com/AAAA2010.

- Aviation
- Land Systems
- Training & Mentoring
- Logistics
- Contingency Operations
- Infrastructure
- Intelligence



AQLC COURTESY PHOTO



Two Aviation Center Logistics Command mechanics perform maintenance on one of Ft Rucker's TH67 trainers - a critical component of Army Aviations' ability to meet Army Force Generation requirements.

ideas, and teamwork to bring solutions to the Soldiers.

Delivering Solutions

What kinds of solutions are we delivering? We continue to focus on improving our reset procedures to deliver combat-ready aircraft to our units, at the least possible cost, in accordance with schedules driven by Army Force Generation (ARFORGEN) requirements.

We strive for efficiency, which equals cost consciousness coupled with a tight adherence to established standards. We combine reset with application of modification work orders, and other equipment upgrades, to maximize the concept of getting the work done in "one touch", which in turn maximizes the time Soldiers will have

to train on their aircraft.

We have reorganized internally to ensure that our maintenance facilities provide high quality support, to all missions we cover. These include reset, modification work order (MWO) application, backup unit maintenance, support to deployment and redeployment at ports and airfields, and maintenance of left behind aircraft.

Our internal reorganization includes an Aviation Resource Management Survey (ARMS)-like inspection team to maintain the integrity of our maintenance processes, and improved education and training for our Logistics Assistance Representatives (LARs). These, among many other actions, comprise our tactical focus, meant to maximize the combat readiness of our units.

Our operational and strategic vision is turned towards programs that will help bring Army Aviation to the next level of effectiveness, efficiency, and relevance to the Army's needs.

Closely Linked To Industry Partners

We maintain close linkages with our industry partners, and in fact meet formally with them twice a year, to address current issues and future requirements.

We have launched an aggressive attack on obsolescence in our platforms and spares; there are ten separate programs that we use to replace obsolete technology with new and improved parts and spares, which often generate improved readiness, weight savings, and cost advantages.

We continue to seek innovative partnerships with industry to achieve cost savings, better business processes, and improved quality in our repair and production programs.

Both Corpus Christi Army Depot (CCAD) and Letterkenny Army Depot (LEAD) are leading change in the Army in exploiting partnering, and the result can be seen in areas as varied as T700 engine overhaul at CCAD and Mine Resistant Ambush Protected (MRAP) vehicle production at LEAD.

We are almost one year into a successful deployment of the Logistics Modernization Program (LMP), a key component of the Army's Single Logistics Enterprise (SALE).

This program replaces two 1970s-era logistics management software programs and promises to allow us to better control costs and inventory, which in turn will enable more effective and efficient provision and repair of spare parts and components.

And, we continue to pursue the installation of Condition Based Maintenance (CBM) across the fleet.

Strategic Planning Key

We have achieved some very encouraging results through our efforts thus far; the challenge now is to continue to expand and improve this program, in every aspect: component monitoring, data collection, data transmittal, storage, and analysis, and technical improvements in maintenance.

We are also active participants in a variety of Army planning and strategic vision activities.

Our role in these planning sessions is to ensure that Army long range planning considers sustainment, industry partnering, performance based logistics contracts, and use of the depots, the Army's industrial base.

We work closely with the Army Staff, the Aviation Center of Excellence leadership at Ft Rucker, PEO Aviation, and other key community leaders on diverse topics critical to Army Aviation's future.

These include the OH-58D Life Cycle Extension program, the BRAC-mandated establishment of a Rotary-winged Aviation Technical Center of Excellence at Redstone Arsenal, a funding expansion of Aviation Science & Technology projects, and better exploitation of the Foreign Military Sales market to support cur-



PHOTO BY EYD MICKLEY, COAD PUBLIC AFFAIRS

It's "Wheels up" for the last UH-60 A-to-A recapitalized helicopter as it launches from Corpus Christi Army Depot Nov. 4, 2009. This is the 142nd UH-60 A-to-A aircraft recapitalized by the Depot since 2002.



When lives are on the line test equipment from ITT is on the ground. Before crews ever take to the air, ITT Test & Support Systems rigorously verify all electronic warfare systems are fully operational. For over twenty years we've been safeguarding the self-protection equipment onboard strategic, tactical, and special operations aircraft, so warfighters return home safely. Learn how at: www.tss.es.itt.com.

A successful mission in the sky starts with reliable test equipment on the ground.



ITT

Engineered for life

Electronic Systems • Geospatial Systems • Information Systems

ITT, the Engineered Blocks, and "ENGINEERED FOR LIFE" are registered trademarks of ITT Manufacturing Enterprises, Inc., and are used under license. Copyright 2010, ITT Corporation.

Photo Courtesy of www.defenseimagery.mil

PHOTO BY SSG LISA LEWICK, LEAD PUBLIC AFFAIRS



Letterkenny Army Depot's unique partnership with BAE Systems results in Mine Resistant Ambush Protected (MRAP) assembly at LEAD and a win for Soldiers.



One of CCAD's aircraft production artisans installs the locally manufactured main cabin roof beam into the OH-58D Kiowa Warrior Pilot Program helicopter.

rent Army requirements.

In conjunction with Army Materiel Command (AMC), our parent headquarters, we actively participate in planning for implementation of the Army Campaign Plan.

In a supporting effort, we are contributing to studies on AMC internal reorganization, focused on achieving

the goals of the Army's Materiel Enterprise vision.

I am especially enthusiastic about a pilot program the PEO Aviation is pursuing that will establish an integrating office within the PEO that will provide "one stop shopping" to our unit commanders for all materiel requirements.

We and the rest of the Redstone community will get behind this program and support the PEO as he supports our customer, the Aviation Soldier.

To sum up, it's an exciting time to be in the Aviation and Missile Command. We are actively engaged in supporting our Soldiers, from the flight lines all the way back to our partners in industry. We are also constantly striving to combine mission effectiveness with proactive planning and preparation for the future needs of the Army Aviation community.

Our Soldiers deserve our best effort, and we will continue to provide that, along with what they need to execute their missions and support their fellow Soldiers.



MG Jim Myles is the commanding general of the U.S. Army Aviation & Missile Life Cycle Management Command, Redstone Arsenal, AL.



Improve efficiency & enhance workplace safety

with Spika's new Universal Maintenance Stands



Designed for Daily Maintenance Use
Depot or Deployable
Minimal Footprint/Maximum Versatility
OSHA-Compliant with 1910.29

Spika's Family of UMS are customized to fit
 UH-60, UH-1, CH-47G, HH-65, AH-64, OH-58,
 LUH-72, C-130, CASA-235, and more!

Come visit us at AAAA Convention, Booth #404!



1-888-915-5678; www.spikawelding.com/armyaviation




UMS-47G

UMS-64

The Honeywell HTS900



Increases:

Dash Speed

Mission Range

Payload

Engine Reliability

Provides enhanced engine performance for the Kiowa Warrior.

The HTS900 boosts the Kiowa's takeoff power by 38 percent at 6,000 feet / 95°F.

And with seven percent less fuel consumption.

The result: Increased mission capabilities and range, with less fuel transportation required to theater.

The HTS900 – The engine for the Kiowa Warrior.

Honeywell

Visit us online at www.honeywell.com/missionready



SPECIAL FOCUS
AVIATION
LEADERSHIP
UPDATE

Soldiers in Afghanistan load up in the newest model Chinook helicopter, the CH-47F. Chinooks are currently flying at an unprecedented rate of over 900 hours per month, supporting soldiers in theater.

PEO Aviation: Always Ready to Meet Soldiers' Needs

By BG William T. Crosby

Since the start of Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF), Army aviation has flown over 3.6 million flight hours with operational tempos averaging between 40 to 80 hours/month in theater.

The upcoming buildup of U.S. forces in Afghanistan will put additional pressure on the Army's helicopter fleet placing a greater burden on maintainers, shortening aircraft lifespan, and increasing operations and support costs.

Countering this effect is the modernization of the current fleets, as well as the procurement of new replacement aircraft for those lost in combat.

Our Army continues to work diligently to prepare for and execute overseas contingency operations.

We in the Program Executive Office for Aviation are adapting legacy and objective systems to meet the tenets of the Army vision and the transformation and modernization of Army aviation is on track and meeting current demands.

Continued investment in Army aviation's prioritized modernization strategy will prepare it for subsequent conflicts.

Transformation and Modernization Update:

Cargo

From assault missions in the high-altitude operational environment of Afghanistan, attacking wildfires in California, or the recent humanitarian missions in Haiti, the CH-47F Chinooks continue to play a vital and unique role in Army Aviation.

The first four units equipped with the F model have already been fielded to Iraq or Afghanistan and the fifth unit is now ready to deploy.

With an all-new airframe, Common Avionics Architecture System cockpit, and a Digital Advanced Flight Control System, the CH-47F provides improved situational awareness, dramatically improved flight-control capabilities, and continues to prove its performance in the harshest of environments.

Utility Fleet

The Army Utility Helicopter fleets are undergoing rapid growth. We have recently produced 145 new UH-60M Black Hawks and 90 new UH-72A Lakotas.

The new UH-60 and UH-72 pro-

duction aircraft have received exceptional reviews from our units and commanders.

Deployed Black Hawks are now averaging over 85% operational readiness. The UH-60M Black Hawk is in Full Rate Production and the UH-60M has completed a successful rotation in and out of combat.

Our Army has more than 1822 Black Hawks in service with a goal of fielding a total of 2150 in the next few years. To date, we have received 93 UH-72A Lakota light utility helicopters.

Armed Scout Helicopter

2009 was an exceptional year for the Armed Scout Helicopter Project Office. With the cancellation of the Armed Reconnaissance Helicopter contract, the Kiowa Warrior (KW) will remain on the front line for the foreseeable future.

With the new mandate to sustain the fleet until 2025, the KW will enjoy robust sustainment and capability improvements in the very near term, some of which include Common Missile Warning System, the new M3P Machinegun, and

34 WORLD GOVERNMENTS ONE CHOSEN LEADER



G650® ULTRA-HIGH SPEED,
ULTRA-LONG RANGE



G550® LARGE CABIN,
ULTRA-LONG RANGE



G450® LARGE CABIN,
LONG RANGE



G250™ LARGE CABIN,
MID RANGE



G150® WIDE CABIN,
HIGH SPEED

With more than 50 years of proven experience, Gulfstream aircraft are known for delivering world-record altitude, speed and range performance, as well as award-winning reliability and product support. World leaders have made Gulfstream aircraft the preferred choice for special missions since the 1960s.

To learn more, call Buddy Sams, Senior Vice President, Government Programs and Sales at 703-276-9500 or visit us at www.gulfstream.com.

Gulfstream®
A GENERAL DYNAMICS COMPANY



PHOTO BY SHERMAN HOGUE, OPERATIONAL TEST COMMAND

An AH-64D Apache flies at dawn with an Unmanned Little Bird during the Limited User Test at Yuma Proving Ground in November 2009. The program's next significant milestone is MS C scheduled for April/May 2010.

manned unmanned teaming. The KW Cockpit and Sensor Upgrade Program will employ a nose mounted sensor to reduce weight and increase capability while cockpit display and control systems upgrades will address obsolescence and improve interoperability.

The battlefield performance of the OH-58D KW was unmatched with the best mission capable rates and highest OPTEMPO of any regular Army Aviation platform. At any given time, 36 % of the 338 aircraft Kiowa Warrior fleet is deployed to OIF and OEF.

Apache Longbow & MUMT

The Milestone C production decision for the Apache Longbow Block III program is expected in the 3rd quarter of FY10 with the first aircraft inductions taking place later in the year.

The first Block III Apache is scheduled to roll off the line in October 2011, with the first unit equipped in November 2012.

Block III continues the evolution of the Apache airframe improving performance, situational awareness and sustainability while addressing looming obsolescence issues to ensure Apache continues to be the world's greatest attack helicopter.

The Block III Apache completed a



U.S. ARMY COURTESY PHOTO

C27J flare testing at Eglin Air Force Base. After nearly 4 years, the program remains on cost, schedule and performance.



U.S. ARMY COURTESY PHOTO

The Army's newest and most advanced Unmanned Aircraft System, the Extended Range/Multi-Purpose (ER/MP) UAS, successfully completed a Milestone C review in February, marking approval for Low Rate Initial Production.

Limited User Test in November, and the emerging results are exceeding our expectations.

Based on the success of the prototype Manned-Unmanned Teaming (MUMT) system which has been in use across OEF/OIF, the Apache Program Managers Office has initiated efforts to begin fielding the system.

MUMT allows Longbow crews to view video from UAS vehicles on their internal airframe screens and also allows the Longbow crews to send soldiers on the ground the Longbow Sensor video.

Unmanned Aircraft Systems

The way warfighters fulfill their missions has drastically changed with the continued increase in the use of Army Unmanned Aircraft Systems.

These systems provide tactical commanders with reconnaissance, surveillance and target acquisition capabilities that help keep our Soldiers out of harm's way.

As of January 2010, Army UAS had flown over 950,000 hours, which includes 839,500 combat hours in support of Operation Iraqi Freedom and Operation Enduring Freedom. The Army expects to see growth in the unmanned fleet and is projecting continued growth through FY15, approaching an inventory of 2400 systems.

While the Army continues to enhance the proven systems used today, such as the Raven, Shadow, and Hunter, it also is developing, procuring and fielding new systems such as the Extended Range/Multi-Purpose (ER/MP) weaponized UAS to help soldiers meet their missions.

Additionally, the Department of Defense selected the Army UAS Project Office to lead DoD's efforts for Joint Interoperability and Commonality of all Unmanned Aircraft Systems.

Aviation Systems

No Army aircraft would be able to complete its mission without the Project Office for Aviation Systems.

PM AS develops and integrates a myriad of systems and provides services to meet warfighters' needs.

PM AS leads an office consisting of a headquarters element and six Product Management Offices, including Air Traffic Control, Aviation Ground Support Equipment, Aviation Mission Equipment, Fixed Wing Aircraft, Aviation Networks and Mission Planning and Joint Cargo Aircraft.

Combat Deployed



The U.S. Army's Sky Warrior unmanned aircraft are on the job and contributing to battlefield success, providing Soldiers with superior situational awareness for even greater combat effectiveness.

Sky Warrior's airborne endurance, Lynx SAR, and streaming EO/IR video enable persistent surveillance, swift target identification, and time-sensitive precision strike. Fielded more than a year ahead of Army requirements, the latest aircraft variant is equipped with a heavy-fuel engine for simplified battlefield logistics, TCDL line-of-sight and Ku SATCOM communications, communications relay, auto takeoff and landing, and control from the Army's One System GCS. Sky Warrior can be armed to carry four Hellfire missiles.

A powerful combat multiplier, Sky Warrior is already earning its place as the most sophisticated, reliable, and capable aircraft in the U.S. Army's UAS inventory.



©2010 General Atomics Aeronautical Systems, Inc. www.ga-asi.com Leading The Situational Awareness Revolution

PHOTO BY ED MICKLEY COAD PUBLIC AFFAIRS



The first UH-60 A Black Hawk recapitalization to an L model, takes off from Corpus Christi Army Depot. Many of the Recapitalized aircraft delivered to the ARNG have been deployed to theater in support of OIF/OEF.

PM AS manages 53 product lines, \$1.3B in annual budget and over 500 employees worldwide.

Joint Cargo Aircraft

In April 2009, Resource Management Decision 802 instructed the Army to transfer both the Joint Cargo Aircraft

program and the direct support airlift mission to the Air Force.

Within weeks the Army was meeting with their Air Force counterparts who agreed to let the Army continue to execute the program until the FRP decision, to ensure uninterrupted program execution and delivery of capa-

bility to the field in 2010.

To date, three JCAs have been delivered. The program took delivery of JCA 1 and JCA 2 in September and November 2008.

The unprecedented success of this major acquisition program is a testament to the professionalism of the JCA Joint Program Office.

Non-Standard Rotary Wing Aviation

On January 19, the Office of the Secretary of Defense Acquisition, Technology & Logistics formally directed the Army to appoint a Project Manager to run the new Non-Standard Rotary Wing Aviation. This new PM NSRWA will report directly to me as the PEOAvn and is designated as a Special Interest Acquisition.

This new Project Office will be gathering customer requirements, building staff, transferring contracts, etc. to follow Office of the Secretary of Defense (OSD) direction to consolidate all Mi-17 acquisition/support activities across the DoD.

Over the coming months, other non-standard aviation assets will be transitioned to PM NSRWA to further the many non-standard aviation programs.

In Summary

Army aviation platforms have performed superbly in Iraq and Afghanistan, flying over 3.6 million hours, while operating at four to six times the peacetime operational flight rate. Our primary management emphasis is to ensure programs are managed to achieve performance, budget, and schedule requirements.

Supporting the Warfighter is and will always be the Aviation Acquisition Workforce's top priority, and fleet modernization is at the forefront of this mission.

Through Army Aviation Transformation, our focus is to modernize our current aircraft and procure new, state-of-the-art aircraft to more effectively operate in current and emerging combat environments.

We are one team, working and fighting together for the future of Army Aviation.

BG Tim Crosby is the Program Executive Officer, Aviation, Redstone Arsenal, AL.

NSN 6650-01-220-8942

P/N 8400K

OPTICAL MICROMETER KIT



Repair or Replace?

Measure the Depth of Scratch and Corrosion Damage.

- Eliminate Guesswork
- Quick & Accurate
- Repeatable Results
- Simple Operation

J CHADWICK CO

JOHN CHADWICK CORPORATION

GSA

Contract Number
GS-24F-0043N

www.jchadwickco.com

EMAIL sales@jchadwickco.com
TOLL FREE (866) 358-9955 FAX (626) 358-1448
MAIL 1005 S MOUNTAIN AVE MONROVIA CA 91016

WE FIX AIRCRAFT SAFELY THE FIRST TIME.



Use of this Department of Defense image does not imply or constitute DoD endorsement of this organization, its products or services.



ARMY FLEET SUPPORT

L-3's Army Fleet Support provides contractor aviation maintenance and logistics support to the U.S. Army Aviation Center of Excellence, U.S. Air Force and U.S. Army Aviation Flight Test Directorate at Fort Rucker, Ala.

Army Fleet Support has immediate openings for standardization pilots and maintenance test pilots in AH-64D, CH-47D/F, T/UH-1 and UH-60A/M. All pilot positions require FAA commercial pilot with instrument rating and 1,000 hours first pilot time. Standardization pilots require FAA CFI and CFII ratings.

For more information, visit us at www.armyfleetsupport.com.



Army Fleet Support

L-3com.com

Army Fleet Support is an Equal Opportunity Employer.

AAAA Annual Convention

2010 Schedule of Events

TUESDAY, APRIL 13, 2010

- 0700-1800 North Texas Chapter Golf Tournament
Cowboys Golf Course, Grapevine, TX
1300-1700 AAAA Registration Center Open 202ABC
1700-1800 National Awardees Briefing 201A

WEDNESDAY, APRIL 14, 2010

- 0900-1900 AAAA Registration Center Open 202ABC
0930-1130 AAAA National Executive Board Meeting 204A
1130-1300 Invitation only – NEB Luncheon 204B
1300-1600 Press Room Open 103AB
Sponsored by EADS North America Inc.
1300-1430 Annual Meeting: Ballroom C
Discussion of AAAA initiatives and Membership Awards presented. Chapter leadership and all AAAA Members are encouraged to attend. Refreshments served – Open Bar & Snacks.
1600-1900 Early Bird Reception & Opening of Exhibits Exhibit Hall

THURSDAY, APRIL 15, 2010

- 0715-1600 AAAA Registration Center Open 202ABC
0715-0815 Eye Opener Coffee Ballroom AB
0715-0815 Speakers Breakfast (Invitation Only) 200
0715-0815 Awardee Spouse & Family Breakfast (Invitation Only)
Mrs. Peter W. Chiarelli, Spouse of VCSA 201A
0715-1600 Press Room Open 103AB
Sponsored by EADS North America Inc.
0815-1030 Professional Session Opening Ballroom AB
0815-0845 Welcome, Presentation of Colors
BG Rod Wolfe, Ret., AAAA President
0845-0900 Host Command Welcome
MG William F. Grimsley, Acting Commanding General, III Corps and Fort Hood
0900-0930 Aviation Branch Opening Remarks
MG James O. Barclay III, Aviation Branch Chief
0930-1030 Keynote Address & AAAA Awards
General Peter W. Chiarelli, Vice Chief of Staff, U.S. Army
1030-1600 Exhibits Open (PM briefings Booth 2817) Exhibit Hall
(Apache Attack, Armed Scout, ASE, AVCATT, AVN Sys, Cargo, CCAT, JUAS/COE, RTC, UAS, UASCOE Utility)
1030-1600 U.S. Army HRC Career Guidance Exhibit Hall Booth 2249
1130-1300 AAAA Scholarship Lunch (Ticketed Event) Ballroom C
COL Robert P. Birmingham, Ret, President of AAASFI Board of Governors
Presentation of Scholarship Donations
U.S. Army Aviation Museum Donations
1300-1600 Professional Session Breakouts 204AB
1300-1445 Warrant Officer Update: CW5 Jeffrey A. Reichard, Aviation Branch Chief Warrant Officer
1445-1600 Enlisted Update: CSM Tod L. Glidewell, Aviation Branch Command Sergeant Major
1400-1630 AAAA Scholarship Foundation Board Meeting 201A

DRESS CODE: Setup & Early Bird & Chapter Reception – Casual; Thurs, Fri & Sat – DAY ACU/Coat & Tie / Exhibitors – Business, HoF Dinner – Coat & Tie; Sat Banquet – Dress Blue/Dress Mess/Black Tie
*** Active/Guard/Reserve soldiers are encouraged to wear ACU/ASU during all daytime activities ***

FRIDAY, APRIL 16, 2010

- 0700-1600 AAAA Registration Center Open 202ABC
0730-0830 Speakers Breakfast (Invitation Only) 200
0730-0830 Eye Opener Coffee Ballroom AB
0730-1600 Press Room Open 103AB
Sponsored by EADS North America Inc.
0900-1130 Professional Sessions Ballroom AB
0900-0930 Army Special Operations – On Point
BG Raymond P. Palumbo, Deputy Commander, Army Special Operations Command
0930-1000 BG William T. Wolf, CG Combat Readiness/Safety Center
1000-1130 Integrated Warfighting Forum
Chairman: MG James O. Barclay III, CG, USAACE
Panel: MG James C. McConville, Chief, Legislative Liaison, Office of the Secretary of the Army
MG Jeffrey J. Schloesser, Dir., Army Aviation, G-3/5/7
MG Perry L. Wiggins, DCG, Fifth U.S. Army North
1130-1600 Exhibits Open (PM briefings Booth 2817) Exhibit Hall
(Apache Attack, Armed Scout, ASE, AVCATT, AVN Sys, Cargo, CCAT, JUAS/COE, RTC, UAS, UASCOE Utility)
U.S. Army HRC Career Guidance Booth 2249 Exhibit Hall
1200-1330 Spouse Working Luncheon (Ticketed Event)
BG Rhonda Cornum, Omni Texas Ballroom B
Director of Comprehensive Soldier Fitness, G3/5/7
1230-1400 CAB Commander Panel: 204AB
Chairman: BG Kelly J. Thomas, DCG, USAACE
COL Clayton M. Hutmacher, CDR., 160th SOAR,
COL Ronald F. Lewis, CDR., 159th CAB
COL Erik Peterson, Chief of Staff, 10th Mtn. Div.
COL Pat Tierney, Former CDR., 4ID CAB
1400-1530 UAS Panel: 204AB
COL Christopher Carlile, Director, UAS COE
COL Robert Sova, Director TCM UAS,
COL Jeffrey N. Colt, CDR., Joint UAS Center of Excellence
COL Gregory Gonzalez, PM UAS
LTC James Cutting, Chief UAS Div., Aviation Directorate, G3/5/7
1130-1230 AAAA Membership Committee Meeting 201A
1330-1500 Army Aviation HoF Trustees Meeting 201A
1500-1600 AAAA NEB & Chapter Presidents Session 201A
1730-2100 Army Aviation HoF Dinner (Ticketed Event)
1730-1800 Ticket Pick Up Omni Fort Worth Ballroom Foyer
1800-1900 Reception Omni Fort Worth Ballroom Foyer
1800-1900 HoF Inductee Assembly Omni Stockyard 1
1900-2100 Dinner Omni Fort Worth Ballroom
2100-0100 AAAA Chapter Reception Omni Texas Ballroom

SATURDAY, APRIL 17, 2010

- 0730-1600 AAAA Registration Center Open 202ABC
0730-0830 First Light Breakfast (Invitation only) 200
Speaker: LTG James H. Pillsbury, Deputy Commanding General/Chief of Staff, Army Materiel Command
0800-0900 Eye Opener Coffee Ballroom AB
0800-1600 Press Room Open 103AB
Sponsored by EADS North America Inc.

Continued on page 54

L-3: PRIME SYSTEMS INTEGRATOR FOR GLOBAL ISR



L-3 Mission Integration, a pioneer in aircraft systems integration, provides technology and expertise to the most capable ISR programs in the world. We are committed to meeting the customer's needs, delivering state-of-the-art systems and sustaining today's high op-tempo missions. L-3 Mission Integration has the proven resources and knowledge to accept the challenges of supporting today's increasingly complex ISR missions. We stand ready to provide vital intelligence to the warfighter 24/7.



Mission Integration

L-3com.com

**AERO DYNAMIX
NIGHT VISION**

**AERO DYNAMIX
NIGHT VISION** PARTNERING WITH
**LHI Longhorn
Helicopters, Inc.**

TO PROVIDE
NVG FLIGHT TRAINING
OUR BIRD OR YOURS
OUR FACILITY OR YOURS

NVG COCKPIT MODS
INSTRUMENT PANEL OVERLAYS
SUNLIGHT READABLE AVIONICS MODS
BACKLIT PANELS
EXTERNAL LIGHTING

NIGHT VISION GOGGLES
SALES & SERVICING

DEM NVG MODS FOR...

Honeywell GARMIN. Rockwell Collins

L3 communications Avionics Systems

SHADIN AVIONICS

COBHAM

Sagem Avionics Inc. SARRAN Group

MID-CONTINENT INSTRUMENTS

WHELEN ENGINEERING & MANUFACTURING

UNIVERSAL AVIONICS SYSTEMS CORPORATION

ASPHEN AVIONICS A NEW WAY TO LOOK AT AVIONICS

AeroComputers Airborne Systems

BMS **BECKER AVIONICS**

3227 W. EULESS BLVD. STE. 300
EULESS, TX 76040 USA
817.571.0729 FAX 817.283.5432
FAA REPAIR STATION- C73R723N
SALES@AERODYNAMIX.COM
WWW.AERODYNAMIX.COM

AAAA Annual Convention

2010 Schedule of Events

SATURDAY, APRIL 17, 2010 (CONTINUED)

- 0900-1230 Professional Sessions: Ballroom AB**
0900-0930 MG James Myles, CG, AMCOM
0930-1000 MG Jeffrey J. Schloesser, Director, Army Aviation
1000-1030 BG William T. Crosby, PEO Aviation
1030-1130 Future Developments Panel
 Chairman: **MG James O. Barclay III, CG, USAACE.**
MG James R. Myles, CG, AMCOM,
MG Jeffrey J. Schloesser, Director, Army Aviation,
BG William T. Crosby, PEO Aviation,
BG Peter N. Fuller, PEO Soldier
- 1130-1230 Acquisition Round Table,**
"The Industrial Base – It's Not Just the Big Boys".
 Chairman: **BG William T. Crosby, PEO Aviation**
Tom Harrison; Pres. & Gen. Mgr., Robertson Aviation
Dan Hennessy, Sr. V.P., Latrobe Specialty Steel Co.
Glenn Hess, Pres. & CEO; Northstar Aerospace, Inc
Richard Meisenheimer; Pres., Spectrum Associates
- 1000-1100 Spouse Working Session: Omni Texas Ballroom CD**
Bonnie Carroll, Executive Director, Tragedy
Assistance Program for Survivors (TAPS)
- 1230-1600 Exhibits Open (PM briefings Booth 2817) Exhibit Hall**
 (Apache Attack, Armed Scout, ASE, AVCATT, AVN Sys, Cargo, JUAS/COE, UAS, Utility)
- 1230-1600 U.S. Army HRC Career Guidance**
Exhibit Hall Booth 2249
- 1200-1330 AAAA 50 Year Members, Charter Members, & Cub**
Club Luncheon (Invitation Only) Omni Stockyards 1
- 1330-1430 Cub Club Reunion (Members/Invitation Only)**
Omni Suite 1535
- 1800-2200 AAAA Annual Banquet (Ticketed Event)**
featuring Country Artist Darryl Worley
 Entertainment sponsored by AAAA and
 EADS North America Inc.
- 1800-1845 Assigned Seat Verification Ballroom ABC Foyer**
1800-1845 Reception Ballroom ABC Foyer
1800-1845 VIP Head Table Assembly 200
1900-2200 Banquet and Entertainment Ballroom ABC
- NOTE:** The AAAA Annual Banquet is assigned seating only. Please bring your voucher for your banquet tickets to the Banquet Ticket Booth located in the Registration area for your seating assignment prior to 12 noon on April 17.
- 2100-2400 AAAA Farewell Bash Omni Fort Worth Ballroom 4&5**
 Say your goodbyes to your friends until next year.
 Music for dancing and listening pleasure and beverages.

See you next year in Nashville, TN, April 17-20, 2011

DRESS CODE: Setup & Early Bird & Chapter Reception – Casual;
 Thurs, Fri & Sat – DAY ACU/Coat & Tie / Exhibitors – Business,
 HoF Dinner – Coat & Tie;
 Sat Banquet – Dress Blue/Dress Mess/Black Tie

*** Active/Guard/Reserve soldiers are encouraged to wear ACU/ASU during all daytime activities ***

L-3 WESCAM IS PROUD TO SUPPORT AFSOC'S MC-130H/P/W FLEETS.



Providing Superior Long-Range Imaging Performance

L-3 WESCAM's long-range EO/IR imaging turrets can be found on leading C-130 navigation, surveillance and targeting platforms. Our MX™-Series provides long-range visibility and a modular spiral growth path, making it an ideal candidate to replace the AN/AAQ-17. WESCAM continues to evolve AFSOC mission capabilities by incorporating the most advanced sensor payloads in today's leading surveillance platforms:

AC-130 | AC-130(H) | ANG Scathe View | ANG & AFSOC MX-130 P/W | MC-130H

Learn more at www.L-3com.com/WESCAM.



WESCAM

L-3com.com

AAAA Annual Convention

2010 National Executive Board

President
Rodney D. Wolfe
Brigadier General, Ret.

Senior Vice President
Daniel J. Petrosky
Lieutenant General, Ret.

Secretary
Howard W. Yellen
Brigadier General, Ret.

Treasurer
E.J. Sinclair
Brigadier General, Ret.

VP Membership
CW5 Mark W. Grapin

VP Chapter Affairs
William C. Weaver

Executive Director (Non-Voting)
William R. Harris, Jr.

PAST PRESIDENTS
LTG John M. Wright, Jr., Ret.
COL John W. Marr, Ret.
MG James C. Smith, Ret.
MG Story C. Stevens, Ret.
BG James M. Hesson, Ret.
MG Benjamin L. Harrison, Ret.
MG Richard E. Stephenson, Ret.
MG John D. Robinson, Ret.
MG Carl H. McNair, Jr., Ret.
LTG Ellis D. Parker, Ret.
MG Ronald K. Andreson, Ret.
BG Thomas J. Konitzer, Ret.
MG James R. Snider, Ret.

PAST EXECUTIVE VICE PRESIDENT
Arthur H. Kesten

NATIONAL MEMBERS-AT-LARGE
EMERITUS

GEN Bryan D. Brown, Ret.
GEN Richard A. Cody, Ret.
LTG Teddy G. Allen, Ret.
MG Raymond F. Rees
BG Harry H. Bendorf, Ret.
COL Sylvester C. Berdux, Jr., Ret.
COL John J. Stanko, Jr., Ret.
COL Harry W. Townsend, Ret.
CW5 Randolph W. Jones, Ret.

NATIONAL HONORARY MEMBERS

HON Dell L. Dailey
LTG Ronald E. Adams, Ret.
LTG John M. Curran, Ret.
LTG William H. Forster, Ret.
LTG Anthony R. Jones, Ret.
LTG James H. Pillsbury
LTG John M. Riggs, Ret.
LTG James D. Thurman
MG James O. Barclay III
MG Joseph L. Bergantz, Ret.
MG James R. Myles
MG Virgil L. Packett II, Ret.
MG Jeffrey J. Schloesser
BG Anne F. Macdonald
BG Stephen D. Mundt, Ret.
Mr. Paul Bogosian

NATIONAL MEMBERS-AT-LARGE
MG Thomas Garrett, Ret.
MG Clyde A. Hennies, Ret.

BG Matthew C. Matia
COL Robert E. Godwin, Ret.
COL Curtis J. Herrick Jr., Ret.
COL Karen Lloyd, Ret.
COL Jeryl C. Ludowese
COL Andrew N. Milani II, Ret.
COL Chandler Sherrell
MAJ Kelly C. Brown
CW5 David F. Cooper
CW5 Jeffrey A. Reichard
CSM Tod L. Glidewell
CSM Buford Thomas, Ret.
SGM Joseph R. Kenney, Jr.
SGM Kenneth G. Rich, Ret.
Edwin P. Birtwell
Philip J. Dunford
Robert Kenney
Scott Starrett

CHAPTER PRESIDENTS
(150 or More Members)

Air Assault Chapter
COL Kenneth T. Royar
Aloha Chapter
COL Michael D. Lundy
Arizona Chapter
BG Charles M. Burke, Ret.
Aviation Center Chapter
COL Robert D. Carter, Ret.
Big Red One Chapter
COL Frank M. Muth
Bluegrass Chapter
COL Benjamin F. Adams III
Central Florida Chapter
Jerry L. Stahl

Colonial Virginia Chapter
LTC Mark S. Jones, Ret.
Connecticut Chapter
Douglas Shidler
Corpus Christi Chapter
COL Joe D. Dunaway
Delaware Valley Chapter
LTC Mark E. Ballew
Greater Atlanta Chapter
COL Brent E. Bracewell
Iron Mike Chapter
COL Paul W. Bricker
Jimmy Doolittle Chapter
COL Mark G. Dykes
Lindbergh Chapter
Michael J. Scimone
Mid-Atlantic Chapter
LTC Edward L. Carnes, Ret.
North Texas Chapter
Michael J. Miller
Phantom Corps Chapter
COL Morgan M. Lamb
Savannah Chapter
COL Daniel L. Ball
Southern California Chapter
COL George J. Benjamin
Tennessee Valley Chapter
William C. Weaver
Volunteer Chapter
LTC Robert L. Whitaker
Voodoo Chapter
LTC Stephen P. Todd
Washington-Potomac Chapter
MG Rudolph Ostovich III, Ret.
*Acting President



Passion. Commitment. Innovation.

Helping to make the world a better and safer place
through science and engineering.

For more information, visit saic.com

Energy | Environment | National Security | Health | Critical Infrastructure

© Science Applications International Corporation. All rights reserved.

SAIC
From Science to Solutions

NYSE: SAI

NORTHROP GRUMMAN

Always alert. Always on guard.

www.northropgrumman.com/circm

▼ CIRCUM

For over 40 years, Northrop Grumman has been at the forefront of infrared countermeasures to protect the warfighter. Our current IRCM configuration is installed on over 450 platforms—more than any other company. Our extensive experience makes us the low-risk approach. And our ability to consistently deliver on-time solutions is further proof of our leadership in the field. When it comes to tested and proven reliability, Northrop Grumman stands above the rest and at the ready to provide the low-risk, low-cost CIRCUM system.

The floor plan shows the following buildings and areas:

- U.S. Army Aviation Center** (1646)
- U.S. Army National Guard Aviation** (1441)
- Lockheed Martin** (1827)
- Honeywell International** (1617)
- Raytheon** (1415)
- Rockwell Collins** (1317)
- L-3 Communications** (1117)
- EADS North America**
- Goodrich** (1227)
- VT Miltope** (1427)
- AAR** (1626)
- 2103**
- 2104**
- 2105**
- 2106**
- 2107**
- 2108**
- 2109**
- 2110**
- 2111**
- 2112**
- 2113**
- 2114**
- 2115**
- 2116**
- 2117**
- 2118**
- 2119**
- 2120**
- 2121**
- 2122**
- 2123**
- 2124**
- 2125**
- 2126**
- 2127**
- 2128**
- 2129**
- 2130**
- 2131**
- 2132**
- 2133**
- 2134**
- 2135**
- 2136**
- 2137**
- 2138**
- 2139**
- 2140**
- 2141**
- 2142**
- 2143**
- 2144**
- 2145**
- 2146**
- 2147**
- 2148**
- 2149**
- 2150**
- 2151**
- 2152**
- 2153**
- 2154**
- 2155**
- 2156**
- 2157**
- 2158**
- 2159**
- 2160**
- 2161**
- 2162**
- 2163**
- 2164**
- 2165**
- 2166**
- 2167**
- 2168**
- 2169**
- 2170**
- 2171**
- 2172**
- 2173**
- 2174**
- 2175**
- 2176**
- 2177**
- 2178**
- 2179**
- 2180**
- 2181**
- 2182**
- 2183**
- 2184**
- 2185**
- 2186**
- 2187**
- 2188**
- 2189**
- 2190**
- 2191**
- 2192**
- 2193**
- 2194**
- 2195**
- 2196**
- 2197**
- 2198**
- 2199**
- 2200**
- 2201**
- 2202**
- 2203**
- 2204**
- 2205**
- 2206**
- 2207**
- 2208**
- 2209**
- 2210**
- 2211**
- 2212**
- 2213**
- 2214**
- 2215**
- 2216**
- 2217**
- 2218**
- 2219**
- 2220**
- 2221**
- 2222**
- 2223**
- 2224**
- 2225**
- 2226**
- 2227**
- 2228**
- 2229**
- 2230**
- 2231**
- 2232**
- 2233**
- 2234**
- 2235**
- 2236**
- 2237**
- 2238**
- 2239**
- 2240**
- 2241**
- 2242**
- 2243**
- 2244**
- 2245**
- 2246**
- 2247**
- 2248**
- 2249**
- 2250**
- 2251**
- 2252**
- 2253**
- 2254**
- 2255**
- 2256**
- 2257**
- 2258**
- 2259**
- 2260**
- 2261**
- 2262**
- 2263**
- 2264**
- 2265**
- 2266**
- 2267**
- 2268**
- 2269**
- 2270**
- 2271**
- 2272**
- 2273**
- 2274**
- 2275**
- 2276**
- 2277**
- 2278**
- 2279**
- 2280**
- 2281**
- 2282**
- 2283**
- 2284**
- 2285**
- 2286**
- 2287**
- 2288**
- 2289**
- 2290**
- 2291**
- 2292**
- 2293**
- 2294**
- 2295**
- 2296**
- 2297**
- 2298**
- 2299**
- 2300**
- 2301**
- 2302**
- 2303**
- 2304**
- 2305**
- 2306**
- 2307**
- 2308**
- 2309**
- 2310**
- 2311**
- 2312**
- 2313**
- 2314**
- 2315**
- 2316**
- 2317**
- 2318**
- 2319**
- 2320**
- 2321**
- 2322**
- 2323**
- 2324**
- 2325**
- 2326**
- 2327**
- 2328**
- 2329**
- 2330**
- 2331**
- 2332**
- 2333**
- 2334**
- 2335**
- 2336**
- 2337**
- 2338**
- 2339**
- 2340**
- 2341**
- 2342**
- 2343**
- 2344**
- 2345**
- 2346**
- 2347**
- 2348**
- 2349**
- 2350**
- 2351**
- 2352**
- 2353**
- 2354**
- 2355**
- 2356**
- 2357**
- 2358**
- 2359**
- 2360**
- 2361**
- 2362**
- 2363**
- 2364**
- 2365**
- 2366**
- 2367**
- 2368**
- 2369**
- 2370**
- 2371**
- 237**

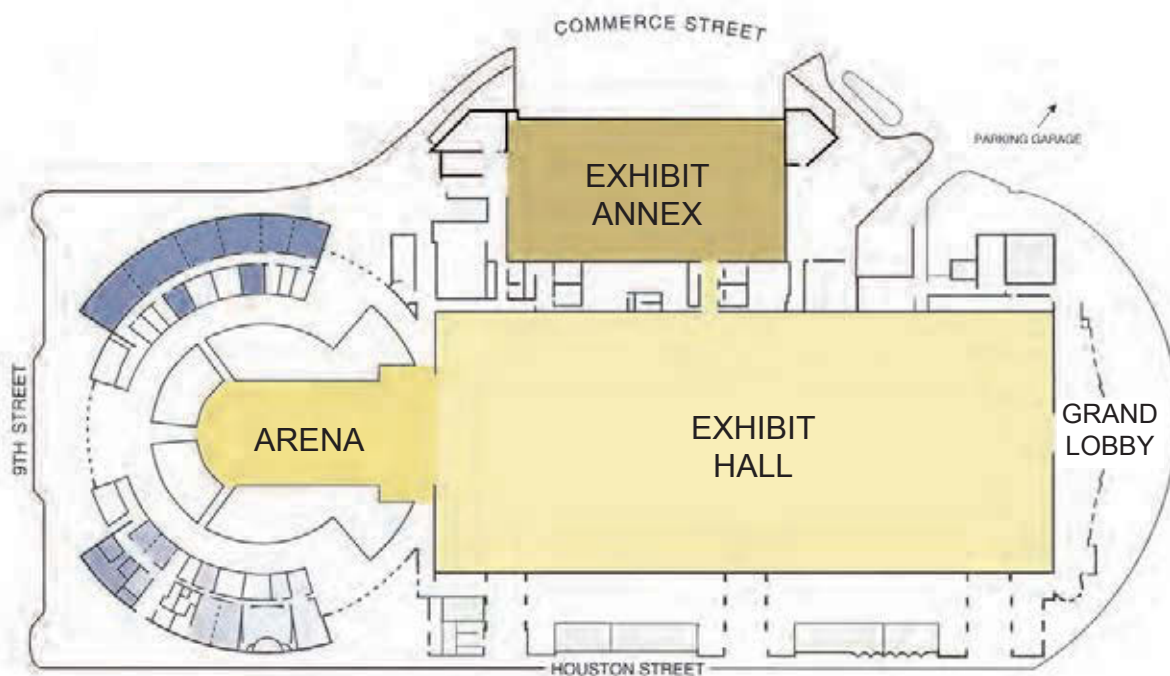


Exhibit Hall Hours

April 14, Wednesday

4:00 PM – 7:00 PM

Early Bird Reception

April 15, Thursday

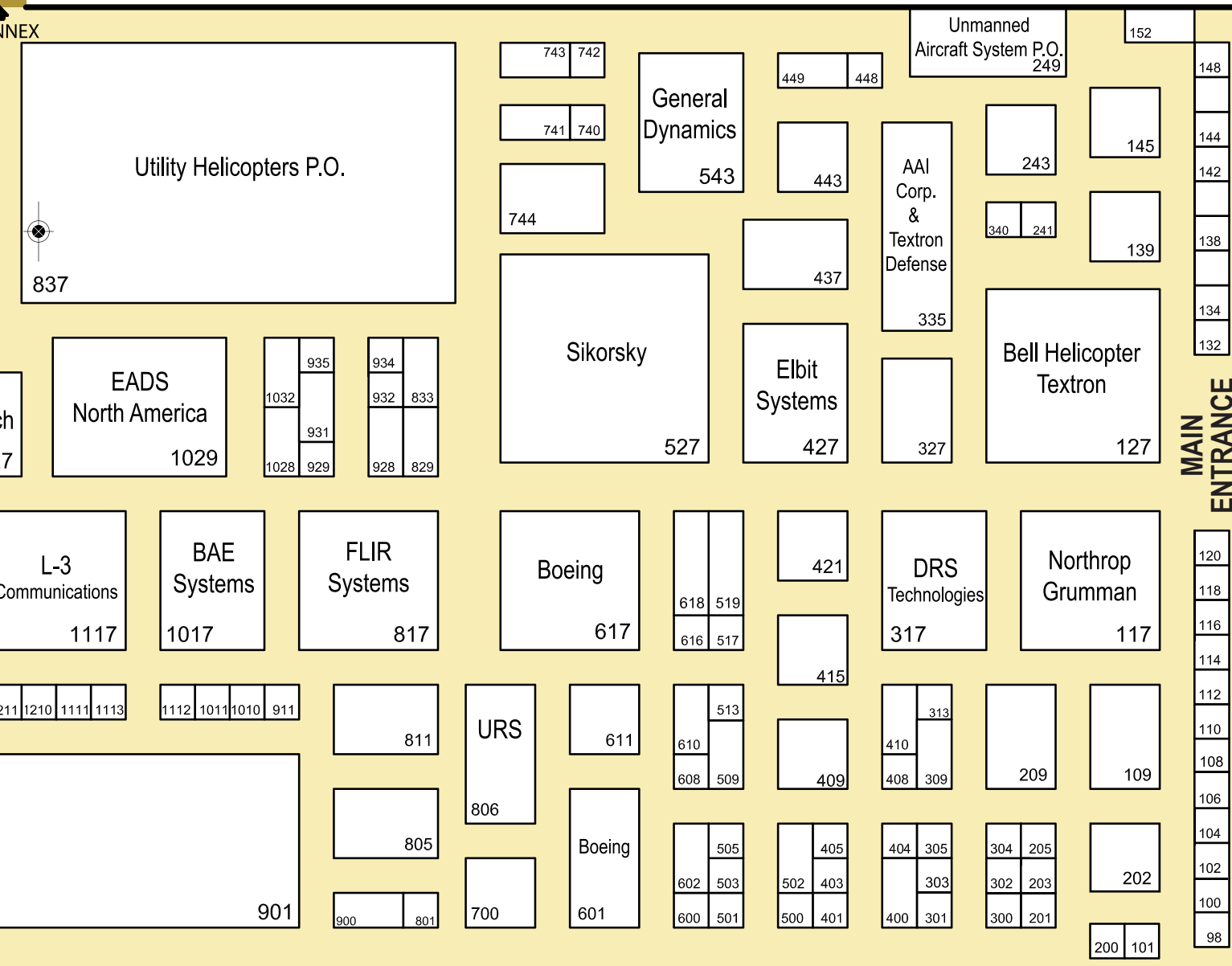
10:30 AM – 4:00 PM

April 16, Friday

11:30 AM – 4:00 PM

April 17, Saturday

12:30 PM – 4:00 PM



AAAA Annual Convention 2010 Exhibit Arena

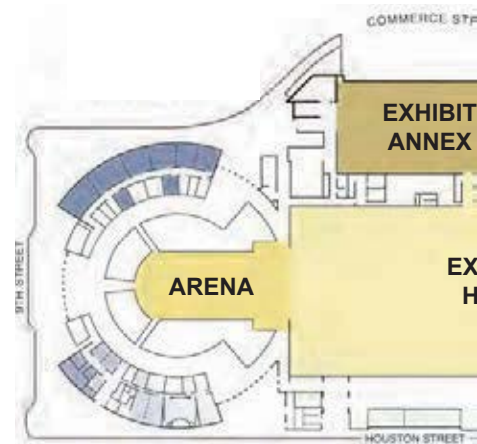
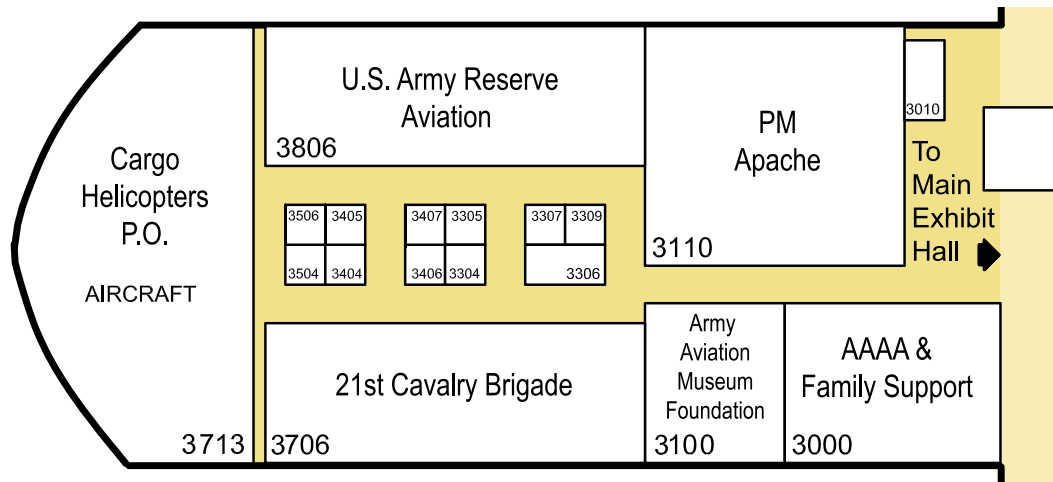


Exhibit Hall Hours

April 14, Wednesday: 4:00 PM – 7:00 PM Early Bird Reception

April 15, Thursday: 10:30 AM – 4:00 PM

April 16, Friday: 11:30 AM – 4:00 PM

April 17, Saturday: 12:30 PM – 4:00 PM

K-1000 Sheet Metal Mechanics Tool Kit



FSI FASTENING SYSTEMS INTERNATIONAL

www.fsirivet.com

1206 East MacArthur St. Sonoma, Ca 95476 - Tel: 800-344-2393



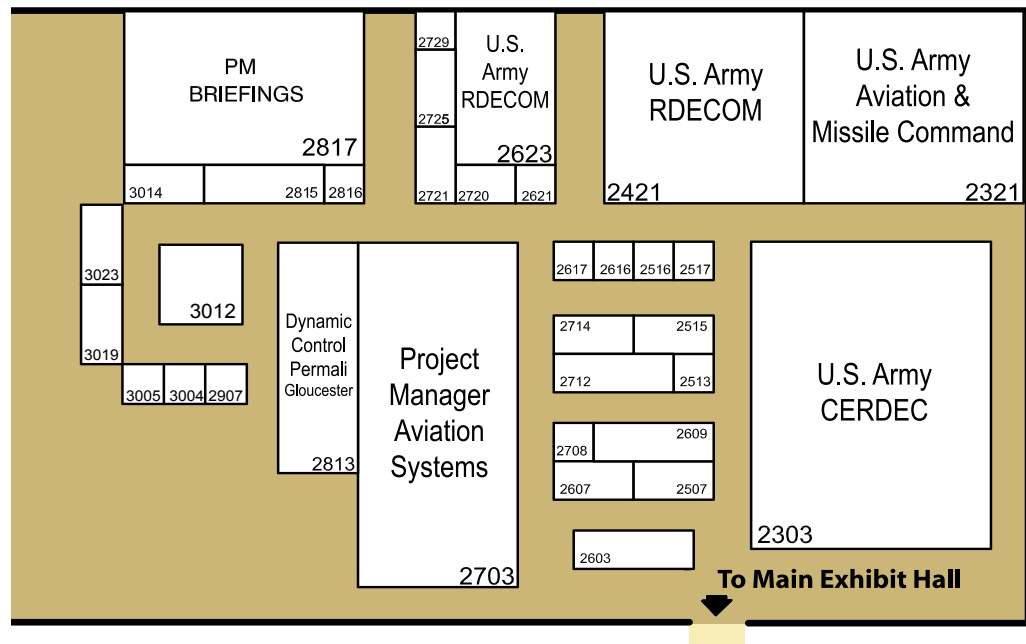
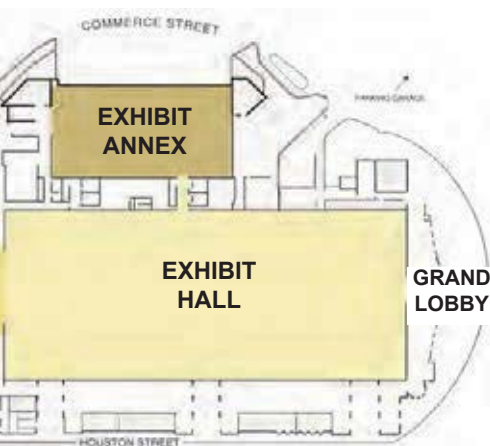
Schedule

Contract # GS-08F-00095

Cage Code: 64878

AAAA Annual Convention

2010 Exhibit Annex



PRECISION MACHINING
OVERHAUL AND REPAIR
COMPLEX MECHANICAL ASSEMBLIES

SPX
PRECISION COMPONENTS

www.spxprecision.com

AAAA Annual Convention

2010 Yellow Pages Exhibitors Listing

Exhibitor.....	Booth#
166th Aviation Brigade	2725
21st Cavalry Brigade (AC).....	3706
3M Aerospace	1900
AAAA Scholarship Foundation	3000
AAI Corporation.....	335

AAR offers our government and defense customers a comprehensive and cost-effective selection of products and support services.

AAR Corp.	1626
Able Engineering & Component Svces Inc.	140
ACES Systems	742
ACI Technologies, Inc.	2001
Acme Aerospace Inc. & Avionic Instruments LLC ..	502
Advanced Torque Products	3506
AECOM	1911
AEgis Technologies	2140
AEREA S.p.A.	1942
Aerial Machine & Tool Corporation	1402
Aero Dynamix, Inc.	1921
AeroSimulators USA, Inc.	2040
Aerospace Filtration Systems, Inc.	1721
Aerospace Optics, Inc.	503
AeroVironment, Inc. (AV).....	145
AGC Aerospace & Defense (Commuter Air Technology, Integrated Composites Inc., Unitech Composites) ..	1739
AgustaWestland North America.....	2146
Air Force Weather	1901
Air Methods Products Division	2016
All-System Aerospace Int'l., Inc./Heli-Sysco, Inc. ..	1502
A-MCPT	2210
American Airlines Veteran's Initiatives Program ..	3000
AMETEK Aerospace & Defense	2043

AMPEX Data Systems

Airborne Hi-Definition
Video Recording Systems
Booth # 302

Ampex Data Systems Corporation	302
AmSafe Bridport	3407
Aqua Lung America, Inc.	1305
Arete Associates: Sensors, Sources, and Systems Division	1942
ARGON ST	1905
ARINC	2132
Armed Forces Insurance	1413
ArmorWorks Enterprises LLC	2046
Armour of America.....	608



Armstrong Tools	2111
Army Aviation Museum Foundation, Inc.....	3100



AUSA Family Programs	3000
AVALEX Technologies	405
Avenge, Inc.	134
Aviation Flight Test Directorate	2714
Aviation Test Directorate, USAOTC	2237
AVIATRIX, Inc.	136
Avion Solutions, Inc.	900
Avion/AvTask	2217
Avlite Systems	2215
AVOX Systems	500
AVX Aircraft	139
B.E. Meyers	2135
BAE SYSTEMS	1017
Barnes Aerospace	1446
Basic Concepts, Inc.	305
Battelle	1536
Becker Avionics Inc.....	114
Bell Helicopter Textron Inc.	127
Bode Aero Services, Inc.	801
Boeing Company	617
Boeing Company	617
Boltbyte, Kenjer Industries	2002
Breeze-Eastern Corporation	1011
CAE	2039
Camber Corporation	931
Cargo Helicopters Project Office	3713
CAST Navigation, LLC	108
Cessna Aircraft Company	138
Chandler/May, Inc.	2004
Chemring Group PLC.....	1111
Click Bond, Inc.	203
COBHAM	1426
Columbia Helicopters, Inc.	1814
Combat Helicopter Pilots Association	2513
Combat Medical Systems	741
Competitive Solutions, Inc.	1940



Contract Fabrication & Design	2019
Corpus Christi Army Depot	1501
CPU Technology, Inc.	1915
Crestwood Technology Group	204
CSC	1809
Cubic Defense Applications.....	410

Curtiss-Wright Controls Electronic Systems	340
Dakota Air Parts Int'l., Inc.	2104
Dayton T. Brown, Inc.	829
Dayton-Granger, Inc.	1907
Defense Acquisition University	3021
Defense Contract Management Agency (DCMA) ..	98
Defense News Media Group	146
Defense Supply Center Richmond	2708
DI-Guy	1603
Dillon Aero, Inc.	805
Discovery of Flight Foundation	3305
DiSTI	2238
DRS Technologies Inc.	317
Dynamic Control Inc./Permal Gloucester Ltd.	2813
Dynamics Research Corporation	309
DynCorp International, LLC.....	209
Dynetics, Inc.	1509
Dysol Inc.	102
EADS North America	1029
East/West Industries, Inc.	2219
EDMO Distributors, Inc.....	2242
Elbit Systems of America.....	427
EMS Aviation / Scotty	1028



EMTEQ Corporate Headquarters	2138
Envelop Protective Covers by Shield Technologies Corporation	1345
Epsilon Systems Solutions, Inc.	1742



Essex Cryogenics of Missouri, Inc.

We Know Oxygen –
We're on board many aircraft.
Let Essex show you our Next-Generation
Oxygen Systems -- Booth ... 303

Essex Industries, Essex Cryogenics of MO and Essex PB & R Corp.	303
Essner Manufacturing, L.P.	205
Esterline CMC Electronics.....	1517
Esterline Defense Technologies	1521
Fastening Systems International, Inc.	1636
Fibertek, Inc.	110
First Command Financial Services, Inc.	106
Flexible Lifeline Systems, Inc.	2516
Flight Safety International	2126
FLIR Systems, Inc.	817
Florida Turbine Technologies Inc.	340
FNH USA, LLC	928
Freeman Holdings, LLC	304
GasTOPS Inc.	929
GE Aviation	744
General Atomics Aeronautical Systems, Inc.	243
General Dynamics Armament and Technical Products ..	1341
General Dynamics C4 Systems	543
General Electroynamics Corp. (GEC)	1704
GENTEX	1210
Gibson and Barnes	1600
Goodrich Corporation	1227
H.W. Farren Co. Aircraft Transportation	1310
Handling Systems, Inc.	3504
Harris Corporation	1032
Hawk Enterprises, LLC	740
Hawker Beechcraft Corporation	1837
Helicomb International Inc.	1614



Together, we can be the rock our soldiers need to roll on.

Equipment readiness should be the last thing on a soldier's mind. That's why at team Parker, we deliver higher levels of reliability, maintainability, and sustainability by providing support solutions to OEM standards. Offering innovative contracting. And implementing lifetime support.

Want to maximize readiness and minimize costs? Go to Parker for the performance-based logistics, technology insertions, reliability improvement programs, and customized options that will let soldiers roll on to victory knowing we're behind them. And underneath them, too.

To learn more, call us at **(949) 833-3000**, or visit **www.parker.com**.

aerospace

climate control
electromechanical
filtration
fluid & gas handling
hydraulics
pneumatics
process control
sealing & shielding



ENGINEERING YOUR SUCCESS.
www.parker.com

AAAA Annual Convention

2010 Yellow Pages Exhibitors Listing

Helicopter Association International	400
Honeywell International Inc.	1617
Hontek Corporation	1347
Howell Instruments, Inc.	2139
Innovative Solutions & Support	301
Inter-Coastal Electronics, Inc.	3306
Interface Displays & Controls, Inc.	1701
Intevac Photonics, Inc.	401
Isodyne, Inc.	1113
ITT	327
John Chadwick Corporation	1618
Joint Aircraft Survivability Program Office	3015
Joint Technical Data Integration (JTDI)	2615
Kaman Aerospace Corporation	1937
Kipper Tool Company	1733
Knowledge Based Systems, Inc.	1504
L-3 Communications Corporation	1117
Laser Technology, Inc.	100
LEKTRO, Inc.	2211
LEXAVIA	3309
LifePort Interiors	700
Liquid Measurement Systems	517
Lockheed Martin Corporation	1827
M1 Support Services	1515
M7 Aerospace LP	1815
Martin-Baker Aircraft Company, Ltd.	2010
Massif Mountain Gear	1401
MBDA Inc.	1534
MEARS	3405
Meggitt Defense Systems, Inc.	618
Micro-Coax, Inc.	1838
Middletown Composites, Inc.	200
Military Child Education Coalition	3000
Military Ministry of Campus Crusade for Christ Int'l.	3000
Military Officers Association of America	501
Military Parts Exchange LLC	2102



MSSI	513
Mustang Survival, Inc.	911
NAMMO	2616

National Defense Industrial Association

"Strength through Industry and Technology"
www.ndia.org

National Defense Industrial Association	144
National Geospatial Intelligence Agency (NGA)	2607
National Guard Bureau Office of Legislative Liaison	2243
Native American Insurance Services, Inc.	1436
NAVAIR	2815
NAVAIR PMA209 GPWS/TAWS	3023
Night Stalker Association	1314
Nordyn, Inc.	1437
North American Surveillance Systems	201
Northrop Grumman Corporation	117
Onboard Systems	2617
O'Neil & Associates, Inc.	1904
Ontario Knife Company	1403
Oppenheimer Precision Products	2007
Orbit International Corp.	2240
Oregon Aero, Inc.	2013

Oshkosh Specialty Vehicles Booth 2235

A leading manufacturer of trailers and re-locatable shelters for driving and flight simulators. To date, OSV has designed and delivered into the field Mobile-Re-locatable simulators for the CDT, ODS, CH-46E, CH-47H, CH-53E, KC-130, A6B Intruder, AH64D-UD and the AH-64 Apache. These simulators are housed in expandable ISO containers, vertical expanding shelters and 53 ft. long double expandable trailers.

Oshkosh Specialty Vehicles	2235
OSU-University Multispectral Laboratories	1800
Paramount Panels, Inc.	2106
Parker Aerospace	313
Pelican Hardigg	932
Permal Gloucester LTD/Dynamic Control Inc.	2813
Phantom Products Inc.	1112
Piasecki Aircraft Corporation	743
PIC Wire & Cable	1941
PM Aerial Common Sensors	1743
PM Apache	3110
PM-SKOT	2103
Polaris Defense	1640
Port-A-Cool, LLC	1736
Potomac Field Gear	132
Power Innovations International, Inc.	2227
PPG Aerospace	448
Pratt & Whitney	1611
Presidential Airways	1840



LTC Ian Klinkhammer (256) 876-4675
 Ian.Klinkhammer@us.army.mil
 John Jolly (Log Guy) (256) 876-6538
 John.Jolly@us.army.mil

Product Manager, Air Warrior	2603
Program Director, Aircraft Survivability Equipment 2245	
Project Manager For Aviation Systems	2703
QinetiQ North America	1804
QRP, Inc.	2011
Rapid Response Project Office (R2) CECOM LCMC (Army)	2101
Raytheon Company	1415
Realization Technologies	1500
REB Technologies, Inc.	112
Redstone Test Center	2609
Revue Thommen AG	300
RF System Lab	104

For over 30 years,
Robertson Fuel Systems, LLC
 continues to be a world leader
 in the development of
 survivable fuel solutions.

Robertson Fuel Systems, L.L.C.	519
-------------------------------------	-----

Rockwell Collins, Inc.	1317
Rolin Industries, Inc. & Walin Tools LLC	1605
Rolls-Royce	415
Rotor & Wing Magazine	2209
S4 Risk Inc.	1349
Sabreliner Corporation	1414
SAGEM Avionics, Inc.	437
Sandel Avionics	2816
Sanmina-SCI	1709



Whether it is Prototype or Production,
 SES is at the forefront of technology.
 Specializing in Aviation platform
 integration, maintenance, modification,
 training, and manufacturing;
 SES is the Right Team,
 the Right Choice

Science and Engineering Services	1309
Science Applications International Corp. (SAIC)	811
Secure, Rugged Portable Systems	1620
Seitz Scientific Industries, Inc.	1211
SELEX GALILEO	409
Sensor Systems, Inc.	148
SGB Enterprises	1700
Shephard Group	1637
Sierra Nevada Corporation	1821



Sikorsky	527
SKF Aerospace	241
Snap-On Industrial	602
South Alabama Aviation Advantage	101
Spectrum Technologies	408
Spika Welding & Manufacturing, Inc.	404



A MAJOR SUPPLIER OF FLIGHT SAFETY
 CRITICAL PARTS, COMPONENTS &
 ASSEMBLIES FOR THE AEROSPACE
 AND DEFENSE INDUSTRY

www.spxprecision.com

SPX Precision Components	833
Staco Systems	934
Standard Aero	1801
Stanley Vidmar, MAC Tools	202
Stevens Aviation, Inc.	2226
Stratus Systems Inc.	2110
Survival Systems USA Inc.	1301



Flexibility.

**Your most
important
payload.**

Sentry™ HP. Multi-mission, multi-role, tactical, medium-range UAS. > Versatility at its best. Inherent plug, power and play attributes deliver situational awareness, intelligence and other effects when and where needed. > Seconds count. Sentry's minimal launch time equals maximum target time for operators. > Intuitive. Operating, and training systems are second nature. > Sentry HP. Proven pedigree of ruggedness, flexibility and service to the Nation.



DRS Unmanned Systems, Fort Walton Beach, Florida – Total Solutions...Total Performance

www.drs.com/sentry

AAAA Annual Convention

2010 Yellow Pages Exhibitors Listing



Symetrics Industries, LLC449
System Studies & Simulation, Inc. (S3)3304
TDK-Lambda Americas403



Teledyne Brown Engineering1409
Telephonics Corporation611
Terma616
Testek, Inc.1740
Texas Army National Guard2721
Textron Systems (AAI Corp & Textron Defense Systems)335

THALES2133
The Protective Group, Inc.3406
Thermal Wave Imaging2005
Times Microwave Systems935
Timken Aerospace Transmissions610
Tobyhanna Army Depot2100
Tragedy Assistance Program For Survivors3000
Triumph Group, Inc.2115
Tulmar Manufacturing Inc.2000
Turbomeca USA1335
U.S. Army Aeromedical Research Laboratory2507
U.S. Army Aviation and Missile Command2321
U.S. Army CECOM Command2200
U.S. Army CERDEC2303
U.S. Army Combat Readiness/Safety Center2143
U.S. Army Electronic Proving Ground2712
U.S. Army Human Resources Command2249
U.S. Army National Guard Aviation & Safety Division1441
U.S. Army Research, Development and Engineering Command (RDECOM)2421
U.S. Army Reserve Aviation3806
U.S. Army Software Engineering Center Team C4ISR2201
U.S. Army Unmanned Aircraft Systems Center152
U.S. Army Warrior Transition Command3000
U.S. Army Yuma Proving Ground3012
Unique Handmade Models, Inc.3010
United Protective Technologies LLC600
Unitron LP2112
Universal Avionics Systems Corporation2232
Unmanned Aircraft Systems Project Office249
URS EG&G Division806
USAA120
USAAACE (U.S. Army Aviation Center of Excellence)1646
Utility Helicopters Project Office837

VECTOR
AEROSPACE

Vector Aerospace Helicopter Services North America1727
Vector-Hawk Aerospace, LLC1803
Vermillion, Inc.1405
Vertol Systems Company, Inc.1434
VRM Virtual Reality Media2720
VT Group1448
VT MILTOPE1427
W.L. Gore & Associates, Inc.142
Wamco Inc.118
Westmor Industries505
Westone Laboratories, Inc.1705
WestWind Technologies Inc. (WWTI)421
Wiley X, Inc.1010
Wiremasters, Inc.3307
Wyle509
Yulista Management Services2517
ZedaSoft, Inc.109
ZONARE Medical Systems, Inc.2621



Power Transmission Products and Services for Aerospace and Defense

Gears and Transmissions
Rotorhead Components and Assemblies
Accessory Gearboxes
Design and Repair
Global Support

TIMKEN
Where You Turn

www.timken.com/aerospace

Timken Aerospace Transmissions, LLC
586 Hillard Street
Manchester, CT 06042
(860) 649-0000

Timken® and Where You Turn®
are registered trademarks of
The Timken Company



© 2010 Rockwell Collins, Inc. All rights reserved.

We're not allowed to tell you how many of the world's most elite forces have deployed with Rockwell Collins avionics. But for over 23 years, our advanced displays, communications, navigation, and field support services have enabled enhanced situational awareness critical to the success of their missions. To see where we're headed next, please visit us at rockwellcollins.com/rely.

Visit our exhibit at this year's Army Aviation Association of America Annual Convention.

**Rockwell
Collins**

Building trust every day

AAAA Annual Convention

2010 Honoring "The Originals"



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

On June 6, 1942 the War department authorized the Field Artillery to have two "Cub"-type aircraft organic to each Field Artillery battalion.

This action was the birth of modern "organic" Army Aviation that grew and matured over the decades to

become a full-fledged combat arms branch, The Army Aviation Branch, on April 12, 1983.

These first Army Aviation pilots were known as "Liaison" pilots and wore special wings with a prominent "L" in the center in order to mollify the Army Air Corps which did not



Liaison pilot wings



Cub Club members gather for the 40th Anniversary of Army Liaison Pilot Training in 1982

want them, like the Glider pilots, to be confused with Air Corps' "real" pilots flying their larger fighters, bombers, and transport aircraft.

When the War Department was re-organized in 1947 after WWII, the U.S. Air Force was created.

Those left behind in the Army were our forefather Liaison pilots.

An Exclusive Club

Almost 60 years ago, in 1951 the 1800-odd Army Liaison Pilots then on duty were re-rated as Army Aviators, and many continued to serve as Army Aviators in their various branches, precursors of today's Aviation Warriors, advancing the huge work which resulted in formation of the Army Aviation Branch.



SES Science & Engineering Services, Inc.

The Right Team, The Right Choice, The Right Reason.



At SES, our Warfighters are at the heart of what we do.

When our men and women are at war, it's important that they have the most technologically advanced solutions out there. Science and Engineering Services, Inc. (SES) has accepted the challenge of bringing these technologies directly to the warfighter. Through advanced research and development, prototyping, manufacturing, training, and total systems integration, our team has the knowledge and firepower to handle most any project, no matter how large or small.

SES – Small Business Customer Focus, Large Business Capability



4015 Pulaski Pike NW • Huntsville, AL 35810 • (256) 858-0106 • www.sesius.com



Cub Club members and spouses were still going strong while attending the 2009 AAAA Convention in Nashville, TN.

No-No List

No Dues, No Organization, No Officers, No Certificates, No Meetings, No Mergers, No Handshakes, No Decisions, No I.D. Cards, No Executives, No Programs, No Honors, No Rituals, No Trespassing, No Morals, No Benefits, No Staff, No Pins, No Money, No Axes, No Committees, No Publicity, No Do-Gooding, No By-Laws, No Collaboration, No Charters, No Propaganda, No Records, No Soft Drinks, No Leadership, No Budgeting, No Policies, No Women, No Chapters, No Shouting, No Insurance, No Initiation Fees, No Clock-Watchers, No Resolutions, No Boys, No Paperwork, No Volunteers, No Mottos, No Awards, No Constitution, No Heroes

Vintage Is Everything!

Conceived in 1962 by AAAA board member, COL Alexander J. Rankin, the "Cub Club" is an organization of 1942 to 1951 Army Aviators who at one time held the rating of Liaison Pilot.

The Cub Club grew steadily, but service losses and the passage of time have taken a heavy toll.

By 2005 there were only 83 left.

Now, just five years later, only 56 Cub Club members remain.

These "Originals", Army Aviators and AAAA members, who began their Army flying careers as Army Liaison Pilots flying the famous Liaison aircraft like the L-4 Piper Cub are direct descendants of the 1942 "Class-Before-Class-One" Army Liaison Pilot Training graduates.

LTG Bob Williams, a member of that Class, a founding member of the Cub Club, the Army's First Master Army Aviator, proponent of the Aviation Branch, former AAAA President, Hall of Famer, and a good friend, passed on last year.

An Enduring Appreciation

MG James O. Barclay III, the Army Aviation Branch Chief and Commanding General, U.S. Army Aviation Center of Excellence and Fort Rucker, AL has arranged for this unique Band of Brothers to be honored this year at ceremonies at the U.S. Army Aviation Museum at Fort Rucker as the "Originals."



AAAA recently struck a new Medallion to honor "The Originals" which will be presented to Cub Club attendees at the 2010 AAAA Convention.

A bronze plaque will be unveiled at the entrance to the museum and they will be invited to the ribbon cutting and luncheon in their honor this spring.

The first step in this process of recognition will occur at this year's Army Aviation Association of America (AAAA) Annual Banquet, April 17, 2010 during the Convention in Fort Worth, TX.

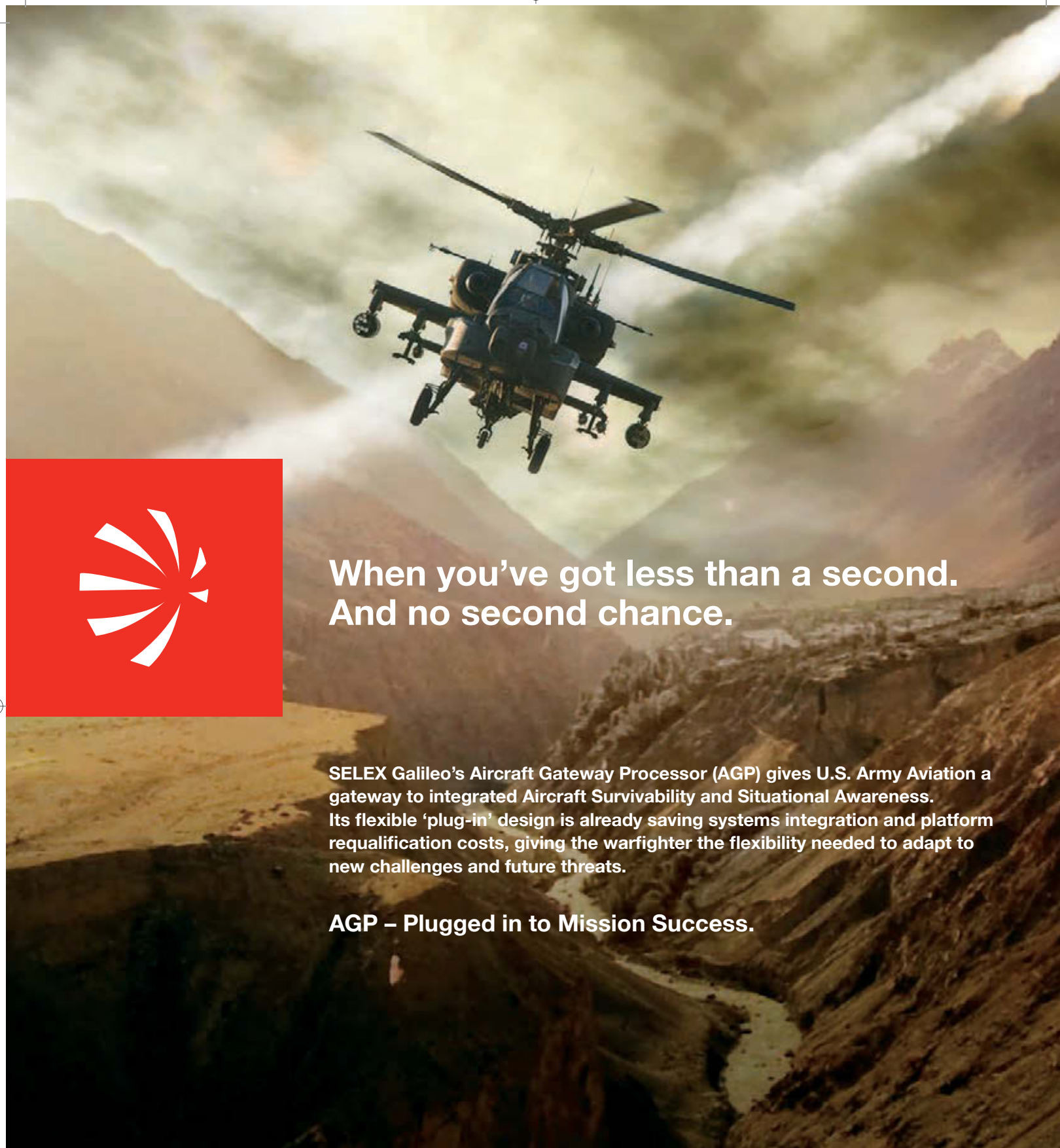
There will be a video presentation, covering their experiences, brief remarks by one of the Cub Club, Doug Ciley, and presentation of specially struck medallions to the "Originals," on stage noting their status as those who formed the beginning of today's outstanding force.

Don't miss a chance to honor and thank these heroes as you meet them at the convention. They will be wearing red "Originals" ribbons on their badges.

As they say in the Cub Club, "Vintage is Everything!"



The unofficial/official Cub Club patch



**When you've got less than a second.
And no second chance.**

SELEX Galileo's Aircraft Gateway Processor (AGP) gives U.S. Army Aviation a gateway to integrated Aircraft Survivability and Situational Awareness. Its flexible 'plug-in' design is already saving systems integration and platform requalification costs, giving the warfighter the flexibility needed to adapt to new challenges and future threats.

AGP – Plugged in to Mission Success.

AAAA Annual Convention

2010 National Award Winners



Joseph P. Cribbins
Department of
the Army Civilian
of the Year Award

Sponsored by the
Boeing Company

DAC Jones

Mark S. Jones

U.S. Army Aviation Logistics School
Fort Eustis, Virginia

As the Deputy to the Commander, U.S. Army Aviation Logistics School (USAALS), President of the AAAA Colonial Virginia Chapter, and Army Aviation's senior civilian aviation maintenance trainer, Mark S. Jones made outstanding and significant contributions to Army Aviation.

He spearheaded the USAALS accreditation, resulting in the first ever Training and Doctrine Command (TRADOC) accreditation rating of "Training Institution of Excellence." He designed a plan that brought all aviation maintenance training assets on Fort Eustis under the command and control of the Aviation Branch. No other event improved the focus of Aviation Warfighter training since the establishment of USAALS more than 21 years ago. He supervised the revamping of USAALS courses to fill mission gaps and restore rigor. Jones was instrumental in establishing a modified Basic Noncommissioned Officers Course that supported Army Force Generation by reducing the time that redeploying Soldiers are away from home station for resident training by as much as 50%, depending on the military occupational specialty.

He reinvigorated Chapter membership, brought a pilot program before the National Executive Board to place an NCO Post-Career Employment Forum on the AAAA website, and established an AAAA enlisted recognition program at USAALS.

His outstanding achievements identify him as the 2009 AAAA Joseph P. Cribbins Department of the Army Civilian of the Year.



James H. McClellan
Aviation Safety
Award

Sponsored by GE
Aviation

CW3 Hunt

CW3 Christopher D. Hunt

Headquarters Company, 2nd Battalion,
82nd Aviation Regiment
Fort Bragg, North Carolina

During 2009, CW3 Christopher D. Hunt served as the battalion safety officer for Task Force Corsair, 82nd Combat Aviation Brigade, throughout unit deployment and eight months of combat operations.

While in combat, Task Force Corsair operated UH-60A Black Hawks, UH-60L Black Hawks, and AH-64D Apaches out of three different airfields, two of which were solely managed by the task force.

CW3 Hunt ensured a robust safety plan was in place, encompassing air and ground safety, as well as managing overall forward operating base (FOB) safety for FOB Wolverine in Zabul Province, Afghanistan.

As a direct result of his efforts, there were no serious aviation or ground accidents in Task Force Corsair or other FOB Wolverine tenant units.

His guidance during the FOB Wolverine airfield design, construction, SOP development, and operation guaranteed a safe and well managed airfield was available for both U.S. military and coalition aircraft; one that would endure well after the task force's departure from theater.

That CW3 Hunt has successfully managed the safety programs for five separate elements without a safety program, the task force, and the FOB, all while personally flying over 300 hours in combat operations, makes him an example for other safety officers to emulate and clearly identifies him as deserving of the 2009 AAAA James H. McClellan Aviation Safety Award.



Henry Q. Dunn
Crew Chief of the
Year

Sponsored by
Robertson Fuel
Systems

SPC Newbold

SPC Joshua P. Newbold

Company C, 2nd Battalion, 2nd Aviation
Regiment
K-16 Air Base
Republic of Korea

SPC Joshua P. Newbold, Company SC, 2nd Battalion, 2nd Aviation Regiment, has the discipline, vision, endurance, integrity and initiative of a Soldier of much higher rank and is the driving force of his platoon.

His attention to detail, problem-solving skills, and focus on achieving the highest standards allowed him to help his Platoon Sergeant transform a broken maintenance operation into the best among the companies in the battalion.

Within weeks of arriving at the unit, he put the bounce back into the maintainers, helping to iron out the maintenance schedule and focusing on achieving quality aircraft maintenance from his subordinates and peers.

His efforts led to a unit sustained Operational Readiness Rate of 90%, far exceeding the Department of the Army standard of 75%.

He has an iron horse work ethic and initiative rarely seen in such a young Soldier, working twelve to fifteen-hour shifts day after day, to include some weekends, with no complaints ever.

In addition, he still found time to better himself by taking 15 semester hours of college.

SPC Newbold's dedication and outstanding duty performance has earned him the distinction of being named the 2009 AAAA Henry Q. Dunn Crew Chief of the Year.



STEVENS AVIATION



The United States Army, Airforce, Navy, Marines, and the DOD trusts Stevens Aviation to perform Avionics Modifications and Maintenance on over 400 of their aircraft.

In Whom Do You Trust?

Military.StevensAviation.com

AAAA Annual Convention

2010 National Award Winners



Aviation Soldier of the Year

Sponsored by Bell Helicopter Textron

SPC Myers

SPC Brandon J. Myers

Company D, 1st Attack Reconnaissance Battalion, 82nd Combat Aviation Brigade Task Force Wolfpack, Fort Bragg, NC

SPC Brandon J. Myers, Company D, 1st Attack Reconnaissance Battalion, 82nd Combat Aviation Brigade, has demonstrated that he is an exemplary Soldier as well as an AH-64D Apache Longbow Armament, Electrical, and Avionics Systems Repairer.

He has been a vital part of Task Force Wolfpack's combat effectiveness in supporting sixteen AH-64D Longbow Apaches, nine UH-60L Black Hawk and six OH-58D Kiowa Warriors and combat missions conducted throughout Regional Command-South, Afghanistan.

He has participated in the safe loading of 18,000 rounds of 30 millimeter, 88 Hellfire missiles, 440 2.75 rockets and over 2,672 Common Missile Warning System (CMWS) flares in support of 110 deliberate operations.

His efforts enabled Task Force Wolfpack to fly over 7300 hours and maintain an operational readiness average rate of 88.4%, well above the DA standard for AH-64D Longbow.

He was key to the timely completion of twelve 500-hour, eighteen 250-hour and twenty-two 125-hour Apache phase inspections, completing over 483 aircraft work orders and 689 aircraft armament services.

SPC Myers' attention to detail and extensive aircraft knowledge made him a crucial part of Task Force Wolfpack's ability to carry out both scheduled and unscheduled maintenance and earned him the recognition as the 2009 AAAA Aviation Soldier of the Year.



Rodney J.T. Yano Noncommissioned Officer of the Year

Sponsored by Lockheed Martin Corp.

SFC Hughes

SFC Kelly V. Hughes

Company C, 1st Battalion, 168th Aviation Regiment Mather, CA

SFC Kelly C. Hughes is a pivotal member of the leadership of Company C, 1st Battalion, 168th Aviation Regiment and the embodiment of a U.S. Army Noncommissioned Officer. As the senior enlisted Standardization Instructor for C Co's non-rated crewmembers, he spent the majority of his free time after work and on weekends training and progressing the unit's newer crewmembers in preparation for deployment.

Assigned as the Forward Support MEDEVAC team sergeant during his most recent OEF 09-11 rotation, his 5th deployment and 3rd combat tour, his hands-on experience with extrication equipment such as the Jaws-of-Life® to the complete suite of medical mission equipment allowed for the unit to be better prepared and hit the ground ready to assume the mission immediately upon arriving in theatre.

As a result of his past deployment experience, he was able to guide his soldiers in divesting 1,200 pounds of equipment and open up the rear cabin area in the HH-60s to improve their performance and life-saving capabilities in the high elevations throughout Afghanistan.

Personally participating on over 270 combat missions, he was also responsible for the successful planning and execution of standing up two new MEDEVAC sites on short notice.

His leadership, dedication and accomplishments clearly identify him as the 2009 AAAA Non-Commissioned Officer of the Year.



Michael J. Novosel Army Aviator of the Year

Sponsored by Sikorsky Aircraft Corp.

CW3 Stradley

CW3 Scott H. Stradley

Troop C, 7th Squadron, 17th Cavalry Regiment, 159th Combat Aviation Brigade Task Force Palehorse, Fort Campbell, KY

CW3 Scott H. Stradley is a peerless war-fighter whose abilities and accomplishments as an aviator in combat were unmatched from January thru December 2009.

While deployed to Jalalabad, Afghanistan, he flew approximately 800 hours as an OH-58D Kiowa Warrior Standardization Instructor Pilot and Air Mission Commander with Troop C, Task Force Palehorse.

Involved in nearly every one of the Task Force's largest battles, he fought in more direct fire fights than any other unit aviator throughout the Nangarhar, Nuristan, Konar, and Laghman region of Afghanistan, home to some of the most difficult terrain, environmental conditions, and fighting in which our Army is currently operating.

His repeated valorous actions saved numerous lives and demonstrated an unprecedented level of unfailing courage and selfless service under fire.

He completed his tour of duty as the most decorated aviator in Afghanistan for OEF 09-11, having earned a Bronze Star Medal, five Air Medals with Valor, and three Air Medals.

He did not just excel as an individual; he provided outstanding leadership and mentorship while teaching and training others to follow in his example, in turn making the entire unit more effective, lethal, and safer.

CW3 Stradley is an aviator, leader, and warrior of the highest caliber and is most deserving of recognition as the 2009 AAAA Michael J. Novosel Aviator of the Year.

One Team. One Solution.

The best team for your core synthetic environment.
An integrated suite of simulation products
to meet your mission rehearsal and analysis needs.



Visit us at AAAA
in Booth #109

ZEDASOFT

<http://www.zedasoft.com>
info@zedasoft.com
US 817-616-1000 x 224



<http://www.metavr.com>
sales@metavr.com
US 617-739-2667

PLEXSYS
INTERFACE PRODUCTS, INC.

<http://www.plexsysipi.com>
marketing@plexsysipi.com
US 360-838-2500



<http://www.immersivedisplayinc.com>
sales@immersivedisplayinc.com
US 770-517-1781

Above logos are registered trademarks of respective companies.
Copyright 2010 by MetaVR, Inc., ZedaSoft, Inc., Plexsys Interface Products, Inc., Immersive Display Solutions, Inc.

AAAA Annual Convention

2010 National Award Winners



COL Smith

Robert M. Leich Award

Sponsored by Northrup Grumman Corp. ESSS

**Directorate of Evaluation & Standardization
U.S. Army
Aviation Center
of Excellence
Fort Rucker, AL**

Director:
COL Stephen C. Smith
Standardization Officer:
CW5 Howard Swan
Senior NCO:
SGM Ruben L. Albert



SGM Albert

The Directorate of Evaluation and Standardization (DES) has distinguished itself through exceptionally meritorious service as the leader of the Aviation Training and Standardization Enterprise, assisting units preparing to deploy as well as those already deployed to combat. By forming mobile training and assistance teams with augmentation from other organizations and training centers, DES has led the way in increasing our training capability for resetting, deploying, and mobilizing our aviation units while maintaining standardization in our force. In the last year, DES's 55 subject matter experts (SME) have flown over 10,200 accident free hours (over 2,400 in combat), and trained more than 1,600 aviators, non-rated crewmembers, and unmanned aircraft systems (UAS) operators. DES has planned, coordinated, synchronized, led, and conducted aviation training ranging from initial entry, to aircraft qualifications, to readiness level progressions, to pilot in command training, to environmental training, to training in combat in both Iraq and Afghanistan. No other organization has positively influenced as many aviation Soldiers in both our active and reserve component force. The professionalism and dedication of the Soldiers of DES ensure that DES stands Above the Best and is deserving of recognition as the recipient of the 2009 AAAA Robert M. Leich Award.



MAJ Bass

AAAA Army Reserve Aviation Unit of the Year

Sponsored by Honeywell International

**Company B, 1st
Battalion, 214th
Aviation Regiment
Fort Lewis, WA**



SGT Garcia

Commander:
Major Guy Bass
Senior NCO: 1st
Sergeant Joseph Garcia

The Soldiers of Company B, 1st Battalion, 214th Aviation Regiment (CH-47D, "The Hook-ers") distinguished themselves through superior performance and selfless service while mobilized and deployed to Iraq in support of Operation Iraqi Freedom. During their pre-deployment phase, they successfully transformed from a legacy CH-47D unit to a heavy lift aviation company in a general support aviation battalion within only three months of deployment. During their deployment, the Hook-ers flew approximately 3,500 hours, conducted more than 550 combat operations, delivered 750,000 pounds of supplies and transported 30,000 Soldiers, Marines, Airmen and Sailors throughout Multi-National Forces-West, their area of operations. Attached to the Marine Aircraft Group 26 (MAG 26), B/1-214th outstandingly represented U.S. Army Reserve aviation, outperforming their peer Marine Corps squadrons and ultimately achieving the highest utilization rate for CH-47D aircraft throughout Multi-National Corps-Iraq. This utilization rate was achieved by effective maintainers sustaining an operational readiness rate at 76%, which resulted in zero missions dropped because of aircraft maintenance. Furthermore, with significantly fewer personnel the Hook-ers performed at the same operational level as a Marine Corp squadron. Executing more than 10 joint combat operations with the Iraqi Army and National Police, Bravo Company served as ambassadors in the effort to successfully train the Iraqi force and develop its proficiency. The achievements of the Soldiers of Company B, 1st Battalion, 214th Aviation Regiment identify them as the 2009 AAAA USAR Unit of the Year.



COL Durham

AAAA Army National Guard Aviation Unit of the Year

Sponsored by Honeywell International

**1st Squadron,
230th Cavalry
Regiment
Smyrna, TN**



CSM Burnette

Commander:
Colonel Kris E. Durham
Senior NCO:
Command Sergeant
Major Steven C. Burnette

1st Squadron, 230th Cavalry Regiment, Task Force Desperado, distinguished itself during the award period while deployed in support of Operation Iraqi Freedom. The unit's soldiers maintained the highest operational tempo of any battalion-sized element in Army aviation. Stellar leadership at all levels and uncompromising teamwork resulted in the squadron executing 3,590 combat missions while flying in excess of 24,000 combat hours in just six months. No missions were cancelled for maintenance as a result of Herculean efforts by the maintainers of Troops E and F. The sole Blackhawk troop transported over 8,000 passengers and 4 million pounds of cargo during their 4,638 combat hours. Three troops of Kiowa Warriors flew an astounding 19,488 combat hours while finding dozens of weapon caches and running numerous insurgents to ground. These accomplishments are significant by any measure but are even more remarkable when considering that operations were conducted while being task organized to five separate Forward Operating Bases. The accomplishments of the 1st Squadron, 230th Cavalry Regiment Soldiers are in keeping with the highest traditions of Army Aviation and identify them as the 2009 AAAA Army National Guard Aviation Unit of the Year.

ONE ARMY STANDARD



ONE company continues to meet the values demanded by the U.S. Army; Dependability, Reliability, Flexibility and Mission Readiness. These characteristics are inherent in **TELEPHONICS'** secure intercommunication systems and ruggedized cordless intercommunication systems.

Wired – The Army has adopted Telephonics' Secure Digital Intercommunications (**SDI**) system as its Common Digital Intercommunication System (**CDICS**). SDI provides digital audio and digital control, minimizing wiring and enhancing operational and functional capabilities in the UH-60M Black Hawk, CH-47F Chinook, COMHAWK VIP/Command and Control Black Hawk and the SOAR MH-60M and MH-47G helicopters.



Telephonics has a strong history with Army Aviation, from supplying the Secure Intercommunication System for the AH-64A Apache and the upgraded OH-58D Kiowa Warrior to the systems for the Ground Control Shelters for the Shadow 200 and the Sky Warrior ER/MP Unmanned Aerial Systems.

Wireless – Telephonics is supplying **TruLink**® as the Army's Aircraft Wireless Intercommunication System (**AWIS**). TruLink enhances communications and increases operator safety when mobility and communications are critical. Whether you are operating underneath the rotary blades of a helicopter, or near an armored vehicle with engines running, TruLink provides critical hands-free, full-duplex intercommunications.



With over 75 years of communication systems experience on thousands of platforms, **TELEPHONICS** is the **ONE** Company who provides the Army with **ONE** communication standard.

TELEPHONICS®
A Griffon Company

AAAA Annual Convention

2010 National Award Winners



LTC Blackmon

AAAA Active Army Aviation Unit of the Year

Sponsored by the L-3 Communications Integrated Systems Group

Task Force Palehorse, 159th Cbt. Avn. Bde., 101st Abn. Div. (AASLT)

Fort Campbell, KY



CSM Thom

Commander:
LTC Jimmy F. Blackmon
Senior NCO:
CSM Eric C. Thom

In an exceptional aviation brigade full of outstanding units, Task Force Palehorse stood out as the very best throughout its combat deployment in support of Operation Enduring Freedom 09-11. Palehorse deployed to Jalalabad, Afghanistan, from January thru December 2009. They operated in the region with the most difficult terrain, challenging environmental conditions, and kinetic fight in all of Afghanistan. Palehorse's performance under these circumstances was remarkable. They flew in excess of 26,000 hours while supporting over 200 troops-in-contact, killing over 350 anti-Afghan forces, moving over 20,000 personnel and 8 million pounds of equipment and supplies, treating over 1,100 patients including an incredible 39 hoist evacuations, and conducting over 45 air assaults and other deliberate operations. Palehorse Troopers earned over 75 awards for valor and gallantry in combat, more than any other unit in OEF 09-11. Palehorse was both the overall winner of the 2009 LTG Ellis D. Parker Award and the outstanding unit in the Combat category, in addition to receiving multiple AAAA awards for individual and crew performance including the Air/Sea Rescue, Flight Medic, and Trainer of the Year Awards. Over the past year, Palehorse developed an unparalleled reputation for professionalism and heroic performance of duty, making them most deserving of the 2009 AAAA Active Aviation Unit of the Year Award.



COL Lewis

AAAA Outstanding Aviation Unit of the Year

Sponsored by the Boeing Company

159th Combat Aviation Brigade, 101st Airborne Division (Air Assault)

Fort Campbell, KY



CSM Chandler

Commander:
COL Ronald F. Lewis
Senior NCO:
CSM John L. Chandler

The 159th Combat Aviation Brigade (CAB), Task Force Thunder Eagle, deployed and served as an aviation brigade task force in support of Operation Enduring Freedom (OEF) 09-11. The brigade provided support for Combined Joint Task Force 101 and 82 in addition to other regional commands under International Security and Assistance Forces Command. During the 12-month deployment, Task Force Thunder Eagle's units operated from over 24 forward operating bases and combat outposts across all of Afghanistan. Task Force Thunder Eagle also sustained the highest operational tempo of any OEF aviation brigade to date. The Brigade flew over 102,000 rotary wing flight hours, 13,000 fixed-wing flight hours and 7,500 UAS flight hours on their fleet of 173 aircraft. All told the CAB commanded and controlled 173 manned and unmanned aerial vehicles, and over 4,300 military and civilian personnel. Task Force Thunder successfully supported the Afghan National Elections, with the continuance of transfer of constitutional power and security maintained. Task Force Thunder Soldiers conducted over 540 Air Assaults with coalition ground forces to execute counter-insurgency operations. The Afghan Air Corps were better trained and on the path to conduct full spectrum aviation operations. Finally, areas of Anti-Afghanistan Forces sanctuary were reduced which enhanced the security of the populace. The dedicated professionalism demonstrated by Task Force Thunder Eagle Soldiers, marks them as clearly deserving of the 2009 AAAA Outstanding Unit of the Year

Top Chapter of the Year, Master

Sponsored by AAAA National



Mid-Atlantic Chapter

Shrewsbury, New Jersey

Chapter President:
LTC (Ret.) Edward L. Carnes

Despite Fort Monmouth being scheduled to close in September 2011 as a result of the Base Realignment and Closure (BRAC) Act, the former Monmouth Chapter continues to excel and grow.

Planning for its future and considering all alternatives, the leaders and members renamed the chapter "The Mid-Atlantic Chapter" to more properly reflect its expanded geographic mission area.

The Chapter provides a focal point for support of Army Aviation Soldiers and their families at Joint Base McGuire-Dix-Lakehurst in New Jersey, Tobyhanna Army Depot in Pennsylvania, and Aberdeen Proving Grounds in Maryland, to include Army National Guard and Reserve Aviation in four states.

This year, the Chapter established its 8th perpetual scholarship and was able to complete full-funding of its seven original scholarships in addition to awarding ten honorable mention and two special merit scholarships to Chapter members. The Chapter has donated more than \$300,000 to the AAAA Scholarship Foundation since 2003.

Working together with other community organizations, the Chapter was once again instrumental in the planning and execution of the Fort Monmouth Community annual "Support Our Heroes Military Ball," raising over \$210,000 for the Fisher House Foundation and donating \$10,000 directly to that effort.

The outstanding efforts of the Mid-Atlantic Chapter mark them as the 2009 AAAA Top Master Chapter.

Top Chapter of the Year, Senior

Sponsored by AAAA National



North Star Chapter

Saint Paul, Minnesota

Chapter President:
COL Michael J. Huddleston, Sr.

The North Star Chapter stands out in three distinct areas: membership, professional forums, and caring for the Aviation Soldier.

At the start of fiscal year 2009, the North Star Chapter had a total of 78 members.

Through diligent recruiting, the chapter increased 24% by the end of the fiscal year to a total of 102 members strong.

That same dedication to recruiting has the Chapter forecasting a 15% membership gain into the first quarter of Fiscal Year 2010.

The Chapter accomplished this significant membership increase in part as a result of hosting professional forums and caring for all soldiers.

This past fiscal year's most memorable chapter forum occurred when Betty Wall Strohfus was invited to speak.

Aviators of all ages were engrossed by Betty's stories about her days with the Women Airforce Service Pilots (WASP) of World War II fame; the result of which was both educational and a strengthening of Chapter bonds with the local Aviation community.

Finally, the Chapter was able to facilitate assistance from AAAA National thereby allowing them to cosponsor a "Beyond the Yellow Ribbon" event for returning 34th Combat Aviation Brigade soldiers and their families.

The achievements of the North Star Chapter identify them as the 2009 AAAA Top Senior Chapter.

ARMY AVIATION

79



If this were just any
mission, any radio would do.

COBHAM

The most important thing we build is trust.



Flexcomm CS
means no
worries about
compatibility.

*"No other system
comes close –
because no other
system was designed
for the civil support
mission."*

Ask for Flexcomm CS.

Specialized missions require specialized radios. Flexcomm CS is the only system with coverage of every civil public safety frequency band – plus ATC and military bands.

Cobham Avionics Communications

6400 Wilkinson Drive
Prescott, AZ 86301 USA
1-928-708-1550
sales.prescott@cobham.com

www.cobham.com/avionics

Communication Without Limits.

MARCH/APRIL 2010



AAAA Annual Convention

2010 Hall of Fame Inductees



**Chief Warrant Officer 5
David F. Cooper**

CW5 Cooper

CW5 David F. Cooper distinguished himself through conspicuous gallantry in action while serving as an AH-6 Flight Lead pilot, operating against an enemy force northeast of Taji, Iraq on 27 November 2006.

His aggressive actions, complete disregard for his personal safety, and extreme courage under fire resulted in him single-handedly repelling the enemy attack. This enemy was more mobile than the ground force, had significantly larger weapon systems, and greatly out-numbered them.

After landing to assist his wingman who had crashed after sustaining significant damage to his tail rotor from hostile fire, CW5 Cooper and his co-pilot moved to their aircraft under direct enemy fire and took off in order to better assess the situation and provide much-needed suppression on the enemy forces.

With complete disregard for his safety and in the face of heavy anti-aircraft fire, CW5 Cooper flew his lone aircraft directly at the enemy and began to engage them.

He continued to make multiple passes at the enemy, initially destroying multiple gun trucks and killing at least ten enemy personnel.

Though well aware that his chances of getting shot down were very high, he refueled and re-armed using stores from his downed wingman's aircraft and continued to fly multiple gun runs straight into the heavy machine gun fire placing devastating fires upon the enemy.

If not for CW5 Cooper's actions, the ground force would have become decisively engaged and would certainly have taken heavy casualties.

For his actions he was awarded the Distinguished Service Cross and is the only currently serving aviator to have received this award.



**Colonel
Nancy J. Currie,
Ret.**

COL Currie

During a 23-year Army career, Colonel Nancy J. Currie was an accomplished Aviator and Astronaut.

Assigned to the U.S. Army Aviation Center as an instructor pilot, she developed some of Army Aviation's first Aircrew Training Manuals.

She helped implement the standardized and effective flight procedures used by Army Aviators. She was subsequently assigned to the National Aeronautics and Space Administration (NASA) at the Johnson Space Center.

Utilizing skills developed as an Army Aviator, she became the seventh Army Aviator and first female Army Officer selected for the Astronaut Program. She served as the Space Shuttle flight engineer during four shuttle missions, logging 1,000 hours in space. She also served as a spacecraft communicator, crew safety and habitability equipment lead, and chief of both the Robotics and Payloads-Habitability branches.

Following the Columbia tragedy, she lead the Space Shuttle Program's Safety and Mission Assurance Office and was responsible for implementing the most rigorous flight operations safety processes in NASA's history.

A member of the Senior Executive Service, she served in key management positions, including Manager of the Habitability and Human Factors Office; Senior Technical Advisor, Automation, Robotics and Simulation Division; and Deputy Director of Engineering. Dr. Currie currently serves as Chief Engineer, NASA Engineering and Safety Center.

She continues to serve her country as a leader and a role model for both Soldiers and civilians, exemplifying the high standards of an Army Aviator.



**Ambassador
Dell L. Dailey**

Ambassador Dailey

Ambassador Dell L. Dailey is one of Army Aviation's greatest leaders, having served his country 42 years with great distinction as a Cadet,

Infantryman, Combat Commander, Master Army Aviator, Ranger, Special Operator, General Officer and Statesman.

A 1971 West Point 2LT of Infantry, Airborne-Ranger, he's commanded two companies in Infantry and five companies in Aviation units. Special Operations Forces (SOF) assignments include the 75th Rangers and the 160th Special Operations Aviation Regiment (Airborne) where he commanded two companies, two battalions and the Regiment. As an SOF pioneer, he took aviation operationally to unprecedented levels of capability that were demonstrated repeatedly with great success in remote areas of Afghanistan and Iraq.

As the Commander of Joint Special Operations Command, he masterminded and executed key elements in the first Afghanistan campaign plan after 9/11. In close succession his command led forces into Iraq during Operation Iraqi Freedom. He was considered the unsung hero for that era of operations as they successfully executed the most difficult missions over the toughest terrain in Army Aviation history.

In 2004 Dailey was handpicked to be the first Lieutenant General Director of U.S. Special Operations Command Center for Special Operations, the military hub for counterterrorism, assuming worldwide planning, intelligence and operations responsibility for SOF.

In 2007, Ambassador Dailey was recommended by Secretary Rice, confirmed by the U.S. Senate and appointed by President Bush as the coordinator of The Department of State's Counterterrorism Office where his warrior skills, coupled with deft statesmanship, took this mission to even greater heights of effectiveness.

Ambassador Dailey's remarkable public service epitomizes Duty, Honor and Country and his contributions to Army Aviation's body of knowledge are immeasurable.

WHEN MISSION READINESS DEPENDS ON YOU, WE'RE RIGHT ALONGSIDE.

www.goodrich.com

Goodrich's Vehicle Health Management System (VHMS) is a highly effective mission enabler that monitors helicopter systems and is combat proven to provide significant increases in mission readiness, reduced troubleshooting, fleet wide visibility of maintenance status and cost savings due to early identification of maintenance requirements.

VHMS is so successful that the U.S. Army's 159th Combat Aviation Brigade achieved a 27% increase in missions accomplished on their BLACK HAWKS while sustaining an operational readiness rate of 89%.

For every aspect of your helicopter operations, you can depend on Goodrich. **Mission critical systems for defense.**

For more information about Goodrich Vehicle Health Management Systems, email sis@goodrich.com

right attitude/right approach/right alongside

GOODRICH



AAAA Annual Convention

2010 Hall of Fame Inductees



LTG Forster

Lieutenant General William H. Forster, Ret.

LTG “Bud” Forster made countless outstanding contributions to Army aviation over his 30 year career. He applied a hi-tech Ph.D. degree and command leadership experiences in Europe, in two Vietnam tours (173rd Assault Helicopter Company) and in CONUS (10th Combat Aviation Battalion) to drive aircraft combat and logistics systems innovations across the entire aviation fleet. Fifteen years after his retirement from the Army, his technical contributions remain a part of every major Army helicopter in service. Dual-rated, an experimental test pilot, and program manager (PM) for both the Kiowa and Apache programs, he pioneered the integration of high capability electro-optic and radar systems on Army aircraft. LTG Forster was the first officer selected by the Army for astronaut training and the

first Aviation Program Executive Officer. In 1992, he became the first US military officer elected to the Russian Academy of Natural Science. A rare professional, he was the “Renaissance man” of Army aviation from the 1970’s to the 1990’s. His combat, military service and civilian recognitions, medals and awards include two Distinguished Service Medals, two Legions of Merit, two Bronze Stars, the Distinguished Flying Cross, 17 Air Medals, two Meritorious Service Medals, the Army Commendation Medal, the Senior Army Aviator Badge, the Senior Space Operations Badge, the Army Aviation Association of America Order of St. Michael (Gold Award) and the NASA Award for Outstanding Service. After retiring in 1995, he continued to excel in private industry, receiving the American Helicopter Society (AHS) Special Award for Lifetime Achievement in advancing vertical flight technology. He also chaired the Board on Army Science and Technology and serves on the Army Science Board. He is a Charter Member of “America’s Huey 091 Foundation,” the non-profit foundation devoted to the support of America’s veterans, particularly today’s severely wounded/disabled veterans.



COL Howard

Colonel Robert L. Howard (deceased)

COL Robert L. Howard served five tours in Vietnam and is the only soldier in our nation’s history to be nominated for the Medal of Honor three times for three separate actions. In addition to the Medal of Honor, his awards for valor include two Distinguished Service Crosses, the Silver Star, and numerous other decorations including eight Purple Hearts. He received his decorations for valor for actions while serving as a Non-Commissioned Officer and was also an Army Aircraft Crewman who earned three Air Medals, including one for valor. Robert L. Howard grew up in Opelika, Alabama and enlisted in the U.S. Army in 1956 at age seventeen. During his 54 months in Vietnam, he served in the U.S. Army Special Forces (Green Berets) and spent most of his five tours in the super-secret MACV-SOG (Military Assistance Command Vietnam Studies and Observations Group) also known as Special Operations Group, which ran classified cross-border operations into Laos, Cambodia, and North Vietnam. COL Howard’s Medal of Honor Citation for action on December 30, 1968 reads in part: ... then SFC, distinguished himself while serving as platoon sergeant of an American-Vietnamese platoon which was on a mission

to rescue a missing American soldier in enemy controlled territory. The platoon had left its helicopter landing zone and was moving out on its mission when it was attacked by an estimated two company force. Howard was wounded and his weapon destroyed by a grenade explosion. SFC Howard saw that his platoon leader had been wounded seriously and was exposed to fire. Although unable to walk, and weaponless, SFC Howard unhesitatingly crawled through a hail of fire to retrieve his wounded leader. As Howard was administering first aid and removing the officer’s equipment, an enemy bullet struck one of the ammunition pouches on the lieutenant’s belt, detonating several magazines of ammunition. SFC Howard momentarily sought cover and then realizing that he must rejoin the platoon, which had been disorganized by the enemy attack, he again began dragging the seriously wounded officer toward the platoon area. Through his outstanding example of indomitable courage and bravery, SFC Howard was able to rally the platoon into an organized defense force. With complete disregard for his safety, SFC Howard crawled from position to position, administering first aid to the wounded, giving encouragement to the defenders and directing their fire on the encircling enemy. For three and a half hours SFC Howard’s small force and supporting aircraft successfully repulsed enemy attacks and finally were in sufficient control to permit the landing of rescue helicopters. SFC Howard personally supervised the loading of his men and did not leave the bullet-swept landing



CSM O'Brien

Command Sergeant Major Clifton P. O'Brien, Ret.

CSM (Ret.) Clifton P. O’Brien’s 26-year career in both conventional and Special Operations Forces (SOF) units encompasses all facets of notable military and civilian accomplishments. His life’s work has been dedicated to the development, readiness and well-being of Army Aviation soldiers and their families. Entering the Army in 1973 as an infantryman, he reenlisted for aviation and reported for training as a UH-1 repairman at Fort Rucker. Following initial aviation assignments with the 101st Aviation Group and the FBI’s hostage recovery team at Davidson Army Airfield, he was reassigned to Germany where he had the unique challenge of activating and starting a Black Hawk company from the ground up. Then, in 1985, he began an 11 year relationship with the 160th Special Operations Aviation Regiment (Airborne) (SOAR), serving initially as a flight platoon sergeant in Company C, mentoring and training his Company Commander, then Major Doug Brown, and subsequently as First Sergeant for Companies B and F. As the B Company First Sergeant, he provided the guidance and direction essential to see successful completion of two major real world operations; Prime Chance and Just Cause. He then served as 1st Battalion CSM, and ultimately as the Regimental CSM, a position he held until retirement. Upon retirement, he continued serving the 160th in the Combat Mission Simulator and in the Regiment’s Physical Rehabilitation facility, helping combat wounded Night Stalkers and those injured in training to recover. To this day, CSM (Ret.) O’Brien touches every SOF Aviation Soldier that enters the door at Fort Campbell, KY instilling them with his hallmark traits of teamwork, values, and discipline.

zone until all were aboard safely. COL Howard earned a BA and two Master of Arts degrees and retired as a full Colonel in 1992. COL Howard was then employed by the Department of Veterans Affairs and retired from that position in January 2006 after almost 50 years of government service. COL Howard died December 23, 2009 and was buried with full honors at Arlington Cemetery on February 22, 2010. This Special Forces NCO, Aircraft Crewman, and later field grade officer, reflects the highest traditions of our Army and truly serves as a role model for all those who follow after.

VECTOR
A E R O S P A C E



SETTING THE STANDARD OF CUSTOMER SERVICE

24/7

READY TO SERVE AROUND THE WORLD



ENGINES • COMPONENTS • STRUCTURES & AVIONICS

WWW.VECTORAEROSPACE.COM

TOLL FREE: 1.888.729.2276

ARMY AVIATION

presents the

2009 Photography Contest Winners



ARMY AVIATION Magazine is proud to present the winners of our fifth annual photography contest. Forty-four qualified AAAA members, submitting 94 Army aviation related photographs taken during 2009, competed for the top 12 places. We congratulate the winners and thank all of the contestants for their efforts and service. We invite all AAAA members to participate in our 2010 contest. Visit the AAAA website for details and submission requirements.

Bill Harris
Publisher

▲ 1st Place

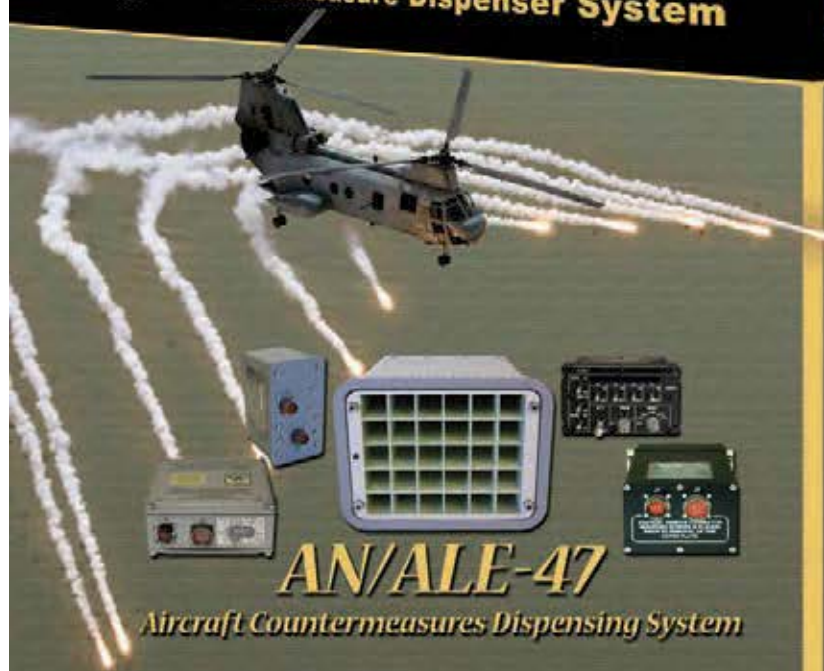
"Nature Versus Technology" by SGT Travis Zielinski

1st Air Cav. Bde. Public Affairs
Oct. 28, 2009; Camp Taji, Iraq

A CH-47F from Co. B, 2nd Bn., 227th Avn. Regt., 1st Air Cav. Bde., sits dormant on the flight line during a lightning storm.

SYMETRICS INDUSTRIES
AN/ALE-47 CMDS
 Countermeasure Dispenser System

**U.S. ARMY SUPPLIER
 OF IDM-304**



AN/ALM-295
 Countermeasure Dispenser Tester



www.symetrics.com

1615 West NASA Blvd Melbourne, Florida 32901 USA
 Phone: 1-321-254-1500 info@symetrics.com



◀◀ 2nd Place

"Palmetto Firepower" by 1LT Matthew L. Miller

Co. B, 1st Bn., 151st Avn. Regt.,
South Carolina Army Nat'l. Guard
Oct. 10, 2009; McEntire Joint Nat'l.
Guard Base, Eastover, SC

An AH-64D posing for the crowd with "wall of fire" pyrotechnics in the background during a Combined Arms Demonstration at the 2009 South Carolina Air & Ground Expo; piloted by CW4 Larry Ayers and CW2 Jason Pachol.

"Ready for Recon" by CW3 Timmy D. Pisone

Task Force Odin, Operation Iraqi Freedom
Sept. 1, 2009; Contingency Operating Base
Speicher, Iraq

A Task Force Odin MQ-1C Warrior Unmanned Aircraft System (UAS) about to launch on another recon mission over Iraq.

3rd Place ▶▶



◀◀ 4th Place

"Memorial to the Crew of 'Red River 44'" by CPT Randall M. Stillinger

2nd Bn., 149th Avn. Regt., Texas Army Nat'l Guard
Oct. 25, 2009; Grand Prairie, TX

A granite bench in memory of CW3 Brady J. Rudolf reflects the sunrise and taxiway lights with a CH-47 in the background. The bench is one of the seven in the park and memorializes the crew of "Red River 44," call sign of the CH-47 that went down in southern Iraq on Sept. 17, 2008.

The Power Of Mission Effectiveness

With CMC Electronics CMA-2082MC Flight Management System

- FMS supplier for the U.S. Army UH-60M, HH-60M and HH-60L
- Selected for International Black Hawk
- Exceeds all requirements for digital battlefield and civil airspace operations
- High-resolution color AMLCD
- Open architecture
- Exceptional growth capability



**SEE US AT
AAAA
2010**

Integrated Cockpit Technologies

Esterline

CMC Electronics

MONTREAL • OTTAWA • CHICAGO • www.cmcelectronics.ca



◀◀ Honorable Mention

"UH-1H Huey 'Hind'" by CW4 Joel E. Anderson

Joint Multinational Readiness Center Falcon Team,
Hohenfels
Sept. 12, 2009; Hohenfels Army Airfield, Germany

A UH-1H "Huey", painted and with multiple integrated laser engagement system (MILES) to represent a Red Force-Air Hind-D, sits on the ramp waiting for its next training mission.

▼ Honorable Mention

"In The Clouds" by MSG Douglas L. Carter

2nd Bn., 130th Avn. Regt., Morrisville, NC
Apr. 21, 2009; Army Avn. Spt. Fac. #1, Morrisville, NC

SGT Jerry Gilliam of Det. 1, Co. B, 2nd Bn., 151st Avn. Regt. in the clouds at AASF#1 practicing hoist operations.



▲ Honorable Mention

"Morning in Afghanistan" by CW2 James W. Baker

Co. A, 3rd Bn., 82nd Avn. Regt., Ft. Bragg, NC
Dec. 6 2009; Herat, Afghanistan

SPC Jerome Lewis of A/3-82nd Avn. mans his M-240 machinegun with trail aircraft of C/2-82nd Avn. in a staggered left position while facing the rising sun on the return flight to Camp Stone in Herat, Afghanistan.

Honorable Mention ▶▶

"Prepping the AH-64A Apache for Aerial Gunnery" by CW3 Jared S. Jones

Co. C, 1st Bn., 211th Avn. Regt., West Jordan, UT
Jun. 18, 2009; Michael Army Airfield, UT

SSG Cory Rose talks to the aviators as the armament team loads 2.75 inch rockets into the pods during aerial gunnery training on the Utah Test & Training Range (UTTR).



Common Sensor Technologies



For every platform,
one powerful advantage.

Raytheon Common Sensor Technologies deliver superior ISR and targeting capabilities at an unbeatable value. Leveraging a trusted heritage of sensor development and production, Raytheon Common Sensor Technologies equip manned and unmanned aircraft with proven mission capabilities, delivering sensor commonality bred through common parts, reliable performance and dedicated support. Interchangeable, survivable and upgradable, Raytheon Common Sensor Technologies provide an uncommon and distinctive operational advantage.

www.raytheon.com

Keyword: CST

© 2010 Raytheon Company. All rights reserved.
"Customer Success Is Our Mission" is a registered trademark of Raytheon Company.

Raytheon

Customer Success Is Our Mission



◀ Honorable Mention

"MEDEVAC Sunset" by CPT Christine P. Downs

Co. C, 3rd Bn., 82nd Avn. Regt., Ft. Bragg, NC
Sept. 28, 2009, Tarin Kowt, Afghanistan

A MEDEVAC helicopter flies into the sunset in Tarin Kowt, Afghanistan.

▼ Honorable Mention

"Chinook Landing" by SFC Tyrone C. Marshall, Jr.

HHC, 25th Cbt. Avn. Bde., 25th Inf. Div., Hawaii
Apr. 30, 2009, Oahu, Hawaii

SSG Andrew Cornwallis, 25th CAB Personnel Recovery Team non-commissioned officer in charge, positions himself as a CH-47D Chinook lands during a downed unmanned aircraft system recovery exercise.



▲ Honorable Mention

"The First Time's A Charm"

by Mr. Collin F. Magonigal

U.S. Army Aviation Flight Test Directorate,
Ft. Rucker, AL

Dec. 9, 2009, Ft. Rucker, AL

An OH-58D equipped with the Common Missile Warning System (CMWS) fires flares for the first time in a test at Matteson Range on Ft.



Honorable Mention ▶▶

"Stigma On Standby" by CW3 Timmy D. Pisone

Task Force Odin, Operation Iraqi Freedom
Jul. 18, 2009, Contingency Operating Base Speicher, Iraq

Task Force Odin's C-12 Air Reconnaissance Multi-Sensor (ARMS) quick reaction aircraft, always mission ready and hungry for action.



LOGISTICS

MODIFICATIONS

UPGRADES

MAINTENANCE

TRAINING



OUR SUPPORT HELPS KEEP YOU IN COMMAND.

Boeing Global Services & Support is a world leader in delivering value-added support solutions, with proven expertise in network systems, performance-based logistics, training and more. A perfect fit for command & control centers and operations management. Maybe it's time to put our support at your command.



BOEING

2009 Parker Awards

The U.S. Army Aviation Center of Excellence (USAACE) honored outstanding battalion-level aviation units Jan. 28 at Fort Rucker, AL.

The winners of the 2009 LTG Ellis D. Parker Outstanding Aviation Unit competition were recognized at an annual awards luncheon held during the Aviation Senior Leaders Conference.

On Jan. 31, 1992, Army Chief of Staff GEN Gordon R. Sullivan announced during Parker's retirement ceremony the establishment of a Department of the Army level award in honor of Parker in recognition of his accomplishments in developing Aviation as a new branch.

Parker served as the third Aviation branch chief and the commanding general of the U.S. Army Aviation Center from 1985 to 1989, the initial formative years.

The Parker awards recognize excellence in the areas of leadership, training, maintenance and safety during the preceding fiscal year. Competition is open to all active and reserve component aviation battalions.

MG James O. Barclay III, USAACE commanding general, and Army Vice Chief of Staff, GEN Peter W. Chiarelli presented the awards.

Top Unit & Best Combat Unit

The overall winner of the 2009 Ellis D. Parker Award and the outstanding unit in the Combat category is the **7th Sqdn., 17th Cav. Regt.**, 159th Cbt. Avn. Bde., Ft. Campbell, KY. Unit Troopers flew more than 22,500 combat hours with 35 helicopters. During that time, they moved 20,000 troops and delivered more than 8 million pounds of equipment. In addition, the unit's medical evacuation Troopers also treated more than 1,100 patients and other unit members conducted more than 45 air assault missions.



PHOTO BY JEREMY WISE, FT. RUCKER PAO

The 2009 Parker award recipients: front row (l to r): LTC Jimmy Blackmon and CSM Eric Thom, 7th Sqdn., 17th Cav. Regt. Back row: LTC Billingsley Pogue and CSM Patrick McGuire, 277th Avn. Spt. Bn.; LTC Robert Dickerson and CSM Raymie Ripley, 7th Bn., 101st Avn. Regt.; and LTC David Applegate and 1SG Anthony Sigmund, 78th Avn. Bn.

LTC Jimmy F. Blackmon and CSM Eric C. Thom accepted the award.

Best Combat Support Unit

The winner of the outstanding Combat Support unit is the **7th Bn., 101st Avn. Regt.**, 159th Cbt. Avn. Bde., Ft. Campbell, KY.

Battalion Soldiers flew 31,000 combat hours in support of Operation Iraqi Freedom XI.

The unit conducted more than 220 deliberate and hasty air assault missions and registered 1,100 reconnaissance, security and attack missions.

Further, the MEDEVAC unit cared for more than 1,100 patients.

LTC Robert P. Dickerson and CSM Raymie L. Ripley accepted the award.

Best Combat Service Support Unit

The outstanding Combat Service Support unit is the **277th Avn. Spt. Bn.**, 10th Cbt. Avn. Bde., Ft. Drum, NY. Unit Soldiers conducted a wide variety of missions in support of 10th Combat Aviation Brigade in Iraq. The quick reaction force completed numerous site exploration and 90 combat patrols, while their aid station members treated 7,500 patients and certified 900 Soldiers as combat lifesavers. The unit's café served more than 75,000 meals. The distribution

company pumped 2.5 million gallons of fuel, distributed 800 short tons of ammunition and operated warehouses on two forward operating bases. And, the aviation support company completed 25 helicopter phase maintenance overhauls and more than 9,000 work orders, maintaining 168 aircraft resulting in more than 140,000 hours flown on 16,000 combat missions. LTC Billingsley G. Pogue and CSM Patrick R. McGuire accepted the award.

Best Table of Distribution and Allowances Unit

The winner of the outstanding unit in the Table of Distribution and Allowances category is the **78th Avn. Bn.**, Camp Zama, Japan.

While flying a variety of aircraft, the unit provides routine passenger transportation, disaster relief, cargo transport, and patient transfer as it did over 50 years ago when it started as a small flight detachment in Yokohama.

In support of U.S. Army Japan and other numerous Pacific theater operations, battalion Soldiers flew 2,700 hours without Class A or C accidents and maintained an 86-percent operation readiness rate. LTC David R. Applegate and 1SG Anthony K. Sigmund accepted the award.

Congratulations S³ Aviation Team!

...on your tremendous achievements as a Prime Contractor in support of the 'U.S. Army Aviation Enterprise'. Over the last 10 years, you:

Flew over 33,000 flight hours, providing flight instruction and maintenance test flight support in 11 different aircraft models in support of the U.S. Army and allied nations. You flew over 9,000 hours in 2009 alone.

Built our winning team of over 150 aviation operations and training professionals, at 16 locations around the world, including Iraq and Afghanistan.

Supported strategic and operational plans, studies, analysis, integration and synchronization of Army Aviation programs at HQDA, National Guard Bureau, FORSCOM, JFCOM, TRADOC and MNC-I.

Your continuing dedication, loyalty and commitment to our country and the soldiers you support is inspiring and essential to our nation's defense.

Each of you, flying as Instructor Pilots and Maintenance Pilots, or providing staff, training and other support at all levels of the Army, are making a tremendous contribution to Army Aviation's readiness every day.

What you do makes a positive difference for our soldiers and our nation!

You are part of the "U.S. Army Aviation Enterprise," a team that is "above the best". I am proud of what you do for our country and that you choose to do it with S³!

Janice F. Smith

Jan Smith
President/CEO
Systems Studies and Simulation, Inc.
(S³)

Are you considering a career move?

Join S³'s winning team!



Instructor Pilots
Simulator Instructors
Flight Engineers

AH-64D, UH60A/L/M, OH-58D,
CH-47F, UH-72A, C-12, C-23

Exceptional benefits
Varied locations



Apply online

www.s3inc.com

S³: a woman owned small business
operating globally in support of soldiers!

AAAA Presents 2009 Functional Awards

In conjunction with the U.S. Army Aviation Center of Excellence (USAACE), AAAA paid tribute to the 2009 National Functional Awards winners Jan. 28 during the annual Aviation Senior Leaders Conference at Fort Rucker, AL. AAAA's President, BG (Ret.) Rod Wolfe, and MG James O. Barclay III, Aviation Branch chief and USAACE commanding general, were joined by MG Perry L. Wiggins, deputy commanding general, Fifth U.S. Army North; CW5 Jeff Reichard, chief warrant officer of the branch; CSM Tod Glidewell, branch command sergeant major; and industry partners, association members and many of the branch's senior commanders, chief warrant officers and non-commissioned officers to honor this year's individual and unit winners.



Barclay, LTC Moore, CSM Bolden
The Raytheon Company sponsors all of the Air Traffic Control awards.

The *Air Traffic Control Unit of the Year* is **1st Bn., 58th Avn. Regt., TF War Eagle**, Ft. Rucker, AL.

1-58 AOB provided Command and Control of Udayri Army Airfield in Kuwait and also controlled all of the airspace in Baghdad, Iraq.

The unit's 42 air traffic controllers managed over 500,000 Air Traffic Control movements in Iraq: 250,000 in Baghdad Radio; 120,000 at Liberty Tower; and 135,000 at Washington Tower.

They led efforts in Basra, Iraq to set conditions for the transfer of control of the airfield from British to US Forces.

LTC T. Glenn Moore and SGM Kenneth W. Bolden accepted the award on behalf of their soldiers.



Wolfe, Barclay, WO1 Pinckney, Wiggins

The *Air Traffic Control Facility of the Year* is **Al Taji Tower**, Iraq, managed by **Co. F, 2nd Bn., 227th Avn. Regt.**

The facility efficiently handled over 375,988 aircraft movements during the past year. It has also established procedures to safely control fixed-wing aircraft up to the size of a C-17 Globe Master at Al Taji AB.

Al Taji Tower became a true diplomat for U.S. Army Aviation in establishing a relationship with the Iraqi Training and Advisory Mission-Air Force (ITAM-AF) and the Iraqi Air Force.

WO1 Rebecca Pinckney accepted the award on behalf of the unit soldiers who are still deployed.



Barclay, SFC Bodner, Wiggins

The *Air Traffic Maintenance Technician of the Year* is **SFC Charles Bodner** with the 597th Ordnance Co., Ft. Rucker, AL.

His technical, tactical, and professional knowledge of Air Traffic Control maintenance is unprecedented.

He is continually sought out by his subordinates and seniors for his military and Air Traffic Control maintenance knowledge.

He was exclusively selected to serve as the MNC-I Theater ATC senior maintenance advisor, a position usually filled by a senior

warrant officer, to take advantage of his strong leadership ability and technical knowledge of air traffic services systems currently used in the OIF theater of operation.



Barclay, CW2 Beggs, Wiggins

The *Air Traffic Control Manager of the Year* is **CW2 Ian E. Beggs** with Co. F, 3rd Bn., 10th Cbt. Avn. Bde., Ft. Drum, NY.

Through coordination with all levels of the Army, Air Force and FAA, he guided the Terminal Platoon through the expansion of radar services, installation of communications equipment, creation and installation of a crash phone network and implementation of ground control.

His vision resulted in the creation of an Army Radar Approach Control and class E airspace which resulted in safe, orderly and expeditious air traffic control in the combat zone and virtually eliminating Hazardous Air Traffic Reports and Operational Hazard Reports at FOB Speicher.

The *Air Traffic Controller of the Year* is **SPC Joseph F. Mann** with Co. F, 2nd Bn., 227th Avn. Regt., 1st Air Cav. Brigade, Ft. Hood, TX.

He effectively trained and received facility certifications in four facilities during the past year.

Additionally, he has directly contributed to increasing his unit's capabilities by training 10 controllers in the scope of their duties.

He continues to demonstrate his competence on a daily basis serving as a Shift Leader at Al Taji Tower, responsible for the safe, orderly, and expeditious flow of more than 8,500 aircraft movements per month on his designated shift.

Mann is currently deployed and could not attend to receive his award.



 **VT Miltope**
A company of VT Systems

RUGGED RUNS DEEP IN THIS FAMILY

A Case for Rugged... The Next Generation VT Miltope TSC V3-GM45 is built rugged, down to its Intel® Core™ 2 Duo technology. Now, the fastest brains match the toughest brawn. Equipped with a 2.53 GHz T9400 Intel® Core™ 2 Duo mobile processor and up to 8 GB of RAM, it can support the mission in any environment. With a larger 15.4" WXGA enhanced MILBRITE ELG low-power display, the TSC is readable in low or very bright light. VT Miltope's patented modular I/O technology can handle many optional configurations. On a flight line or in a hangar, it's qualified to operate with surrounding equipment without interference. TSC V3-GM45 is the most powerful rugged laptop computer for military operations. The TSC V3-GM45... built rugged for generations.

MILTOPE.COM

AAAA Presents 2009 Functional Awards



Barclay, LTC Rees, CSM Jacobs-Harryman, Bob Sitze (FlightSafety)

The *Aviation Fixed Wing Unit of the Year* is **2nd Bn., 641st Avn. Regt., TF Cascade**, Army Nat'l Guard, Salem, OR. FlightSafety International sponsors this award.

The TF operated C-23 Sherpa cargo and C-12/UC-35 VIP passenger transport airplanes with subordinate companies Co. I, 185th Avn. (MS ARNG), Co. F, 207th Avn. (AK ARNG), Co. C, 2-228th Avn. (USAR), and Co. C, 7-158th MEDEVAC (OR ARNG).

They supported Multi-National Corps-Iraq, moving over 10 million pounds of cargo and 45,000 passengers to include many dignitaries and distinguished visitors across the entire area of operation.

TF Soldiers also provided support to numerous, critical combined joint special operations task force missions.

LTC Christian F. Rees and CSM Karen Jacobs-Harryman accepted the award on behalf of their soldiers.

The *Aviation Trainer of the Year* is **CW3, Brian T. Lackey** with Co. C, 1st Bn., 168th Avn. Regt., TF Palehorse, at FOB Fenty, Afghanistan.

L3 Communications sponsors this award.

As the UH-60M and CH-47F standardization instructor pilot, he was a model of excellence throughout pre-deployment training and OEF 09-11, flawlessly integrating a mixed model/design/series company, with two first unit equipped airframes, into a squadron task force.

As a direct result, TF Soldiers flew 5,200 hours accomplishing over 40 air assaults, moving over 20,000 personnel, and over 8 million pounds of essential equipment and supplies.



Wolfe, Barclay, CPT McCriskin, Quinn Wester (Gentex), Wiggins

The *Army Aviation Medicine Award* was presented to **CPT Brendan J. McCriskin**, HHT, 7th Sqdn., 17th Cav. Regt., 159th Cbt. Avn. Bde., TF Palehorse, at FOB Fenty, Afghanistan. This award is sponsored by the Gentex Corporation. As the TF Flight Surgeon, he identified key emergency care skills that his medics needed and he implemented an education training program that taught and developed those skills. He united his MEDEVAC detachment with the advanced critical care facility on FOB Fenty and personally flew as the senior medical provider on over 370 MEDEVAC missions, including many under fire.



Wolfe, SSG Spraktes, Barclay, SSG Gifford, Alex Echeverria (Goodrich), CW2 Aubin, Wiggins, CW4 Erdmann.

The *Army Aviation Air/Sea Rescue* award is sponsored by Goodrich Hoist and Winch and was presented to the crew who has performed a rescue using a personnel hoist. This year's recipients are **CW4 Brandon T. Erdmann**, **CW2 Scott St. Aubin**, **SSG Emmett W. Spraktes**, and **SSG Thomas Gifford**, with Co. C, 1st Bn., 168th Avn. Regt., TF Palehorse, at FOB Fenty, Afghanistan.

DUSTOFF 24 received a "9-line" request to rescue members of a 16-man patrol in the Watapur Valley, Konar Province, Afghanistan. The patrol had been engaged several miles north of their

FOB, and when they attempted to withdraw, the enemy used heavy machine gun fire to pin them down in a treacherous draw on the side of the valley.

DUSTOFF 24 recognized the urgency of the situation and slim chance that enemy fires would diminish; therefore, they chose to hoist the critically wounded without delay. During the extended battle, the ground forces suffered five casualties.

DUSTOFF 24 conducted five separate hoist insertions/extractions at the point of injury, all while under a heavy volume of enemy fire. In between hoist extractions, DUSTOFF 24 provided an emergency resupply of water to treat heat casualties and prevent further dehydration.

Not willing to leave a crew member behind, DUSTOFF 24 returned for their sixth approach in order to extract their medic, who had been fighting the enemy, treating patients, and enabling hoists.

The crew of DUSTOFF 24 received fire on all six approaches in the valley, risking their lives to save their fellow Soldiers, and willingly fighting alongside them.



Barclay, SSG Spraktes

The *Army Aviation DUSTOFF Flight Medic of the Year* award, sponsored by Air Methods Corporation, was presented to **SSG Emmett W. Spraktes**, Co. C, 1st Bn., 168th Avn. Regt., TF Palehorse, at FOB Fenty, Afghanistan. He flew over 200 combat hours on MEDEVAC missions, personally evacuating over 180 patients and conducting many of those evacuations, including six separate hoist missions, under poor weather conditions, night vision goggles, enemy fire, or a combination of all three in the most difficult terrain, challenging environmental conditions, and kinetic fight in all of Afghanistan.

Thanks to the Aviation Center Chapter team led by President, COL (Ret.) Bob Carter for another great event.

Visit us at Quad A #1626



Warfighter Support.

Today, of the Nation's nearly one million soldiers, almost 600,000 are serving on active duty. When the request for support comes in from the field, reaction time is critical. AAR offers a broad range of products and services to keep our Army moving forward.

- Supply Chain Management
- Component Repair
- Cargo Systems
- Rapid Deployment Equipment
- Shelters and Expeditionary Systems
- Command and Control Systems
- Precision Manufacturing
- Integrated Logistics Support

AAR has comprehensive solutions to sustain U.S. Army weapon systems and support U.S. Army warfighters.

NOW a joint venture called **AAR Global Solutions** further expands our capabilities and experience managing large-scale government programs including aviation support, technical services and construction services. Learn more at www.aarglobalsolutions.com.



Aviation Supply Chain | MRO | Structures & Systems | Aircraft Sales & Leasing

877.227.1375 | www.aarcorp.com/army

Ask The Flight Surgeon



Dealing With Altitude-Related Illness

By Dr. (MAJ) Nicole Powell-Dunford

Q: What is the story about the altitude related illnesses that Soldiers sometimes get in Afghanistan? Our Unit is deploying soon and I want the latest information.

FS: High altitude illness is extremely unlikely in air crews who are already stationed in places like Afghanistan.

Rapid ascent to altitude from low elevations, especially in individuals who engage in vigorous physical activity, can lead to acute mountain sickness (AMS), high altitude pulmonary edema (HAPE), and high altitude cerebral edema (HACE).

Flight crews who are stationed at high altitudes aren't normally at risk for these conditions because they are already acclimatized to altitude. Off duty crew members who mountaineer or ski at resorts above certain elevations can be at risk. In Afghanistan, downed air crews who engage in vigorous activity while awaiting recovery at high altitude may also be at risk.

However, high altitude illness is far more likely in dismounted Soldiers who rapidly ascend mountains with full combat gear than in air crews for virtually every circumstance.

Physiology And Symptoms

Acute mountain sickness most often develops following rapid ascent to altitudes greater than 8,000 ft. (2,400 meters).

Due to the reduced pressure and oxygen levels that exist at and above this altitude, headaches, fatigue, nausea, fast heart rate and dizziness may occur.

20% of people will develop mild symptoms after a rapid ascent on foot between 6,300 to 9,700 feet, but nearly everyone would have at least mild symptoms after rapid ascent on foot to 14,000 feet.

Symptoms develop faster when a lot of physical exertion is undertaken.

HAPE is a dangerous condition in which blood vessels that support lung function undergo changes.

Fluid accumulates in the lungs, causing shortness of breath and/or chest pain along with a dry cough. Sometimes blood will be associated with the cough. HAPE usually does not occur at altitudes below 9,000 ft.

An individual who shows signs of HAPE must be assisted with descent from altitude immediately before respiratory failure occurs and should perform as little activity as possible.

HAPE is a very dangerous condition in which the brain swells due to changes in oxygen and pressure levels.

Often, the individual will act drunk – with confused speech along with an inability to stand or walk straight.

If the individual remains at altitude, coma and death will result.

Immediate Action Required

Immediate descent is a priority for Soldiers with HACE and/or HAPE. Fluids and supplemental oxygen may assist in recovery but cannot substitute for descent.

MEDEVAC requests for these conditions are prioritized as urgent and flight medics may be able to provide initial assistance with a medication called acetazolamide (Diamox) – use of this medication may be incorporated into OEF flight medic protocols.

Even if high altitude illness is unlikely in air crews stationed in Afghanistan, oxygen equipment and training in hypobarics is still required for units undertaking missions above 10,000 feet where hypoxia is the big risk – be sure to prepare accordingly and be cautious about engaging in very strenuous activities when arriving for the first time at altitudes above 8,000 ft.

Question for the Flight Surgeon?

If you have a question you would like



PHOTO BY SGT. TRAVIS ZELINSKI

What's New at the Aviation Med School House?

Submissions for the US Army Society of Flight Surgeons Awards are now open. They are:

■ **Spurgeon H. Neel US Army Distinguished Flight Surgeon Award** – The most outstanding FS or APA assigned to an Operational Unit;

■ **Theodore Lyster Flight Surgeon of the Year** – The FS or APA who has made the greatest impact upon the Aviation Medicine program throughout the course of the year.

■ **Army Aerospace Medicine Specialist of the Year** – The most outstanding specialty trained aerospace medicine specialist for the current year.

■ **Outstanding Achievement Award** – May be awarded for an exceptional performance or achievement by an FS/APA or associate member of the Society; and

■ **Aeromedical Order of Merit (AOM)** – Awarded to individuals who have made exceptional contributions and advancements in Aviation Medicine.

The AOM is authorized for wear at U.S. Army Medical Dept., Society or Aerospace Medical Assoc. (AsMA) social occasions.

Nominations may be submitted electronically and must include name, rank, unit assigned and email address of both nominee and those submitting the award nomination as well as the category of award for which nominated.

A narrative detailing the individual's contributions in aviation medicine of not more than two typewritten pages must be submitted to the Acting Society Secretary, LTC Persson at james.persson@us.army.mil. Nominations should be submitted prior to 15 April 2010. Nominate YOUR flight doc today!

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. (MAJ) Nicole Powell-Dunford is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, Ala.



**Total situational awareness.
Mission-wide connectivity.
Fewer casualties.**

Advantage: AMF JTRS.

The Airborne Maritime Fixed Joint Tactical Radio System (AMF JTRS) is no mere radio. It's a game-changing advantage for warfighters. With its secure, Internet-like network, AMF JTRS gives warfighters real-time information access and interoperability on land, sea, or air. The result? Unprecedented connectivity, security, situational awareness, agility, and casualty reduction. AMF JTRS. Bringing tactical wireless communications into the 21st century.




AMF JTRS

BAE SYSTEMS | RAYTHEON | NORTHROP GRUMMAN | GENERAL DYNAMICS
LOCKHEED MARTIN


Images courtesy of U.S. Air Force, U.S. Navy, and U.S. Army. No endorsement implied or intended.

SKEDCO INC.
PO Box 3390
Tualatin, OR
www.skedco.com
800-770-7533


**Skedco Helicopter
Medic Bag**



**Skedco Crewchief
medical Bag**



**SKED-EVAC™ CASEVAC
Conversion Kit, Aircraft™**



Provides all necessary items to secure patient to litter, litter to platform, keep the patient warm, has a safe light source, knife, and patient marker and signal kit.

WWW.SKEDCO.COM

AAAA Chapter Affairs Memo



A Fresh Perspective

By LTC (Ret.) Bill Weaver

As the newly designated lead for National's Chapter Affairs efforts, I set out to listen and learn from Chapters, Presidents and historical activities. What I learned was that there was not a great deal of documented guidance or precedence. I took this as a positive; "less is more."

Chapter Affairs efforts will be whatever we choose to make it, both at the National level, and more importantly, at the local level.

Divergent Thinking

The National charter for Chapter Affairs provides general guidance (as it should) concerning: administration of chapters, initiation of programs to further AAAA objectives, and improve communications between Chapters and the National Executive Board.

From these basic tenets, Chapters have the opportunity to contribute to the collective efforts of National and also within their specific membership. Each Chapter through its vision, goals and objectives builds on the priorities of AAAA National.

While there are specific regulatory processes (membership, OSM, scholarships) the execution of programs by Chapters varies in the pursuit of these objectives.

It is from this diversity and divergent thinking that Chapter Affairs, as a focal point, can ultimately support each Chapter at an appropriate level, based on the desires of the Chapter.

Value Added

Some Chapters may not need or want information or support while others may benefit from the experiences of other Chapters. This value added premise will be the "pull" from National Chapter Affairs.

Our Chapter memberships vary and characterize the programs each provide on an annual basis.

Experience with the Tennessee Valley Chapter, with over 2,000 mem-

bers, reflects a broad base of programs which provide lessons learned – available to any Chapter.

Some examples are: monthly membership socials, fishing tournaments, formal Order of Saint Michael Ball, golf tournament, scholarships, rafting trips, professional development lectures, soldier/NCO monthly/annual awards, Warfighter support, community affairs support and a routine newsletter.

Each event stands alone, characterized by the Chapter and location.

What works for TVC may not work for other Chapters; of note, after 36 Cribbins Aviation Support Symposia, the annual After Action Report lists numerous items and areas of improvement, always seeking to provide the "perfect" event for next year.

By acting as a clearing house and information data base of Subject Matter Experts, ideas will be made available, especially in the planning phases of an activity. This works down at the local level as well as up at the National level.

Every year AAAA National pulls from the expertise of local chapters in arranging for and executing the Chapter Reception at our National Convention.

We learn and evolve; each year being better than the last. Through this synergism our experience base evolves and is available for the asking.

A Chapter may set as a goal an event never before attempted, but by drawing from the experience base a successful outcome can be expected.

We are characterized by our membership, at every level, and seek to fulfill our charters, furthering our AAAA objectives.

Chapter Affairs is ready, willing and able to support.



LTC Bill Weaver

AAAA Vice President for Chapter Affairs

billweaver@quad-a.org

When your aircraft takes heavy enemy fire...

CFD *Rapid Fire* **M3 .50 cal** **Machine Gun**

packs the long range "knock out" punch
to take them out!



When the enemy engages you from the ground at a distance of greater than 600 meters, long-range defensive weapons from the air are absolutely essential to defend yourself, your crew and your ship. Mini-guns are ineffective in the air beyond 600 meters.

Take the bad guys out before they can even touch you. With a mounting system

that can quickly transition among everything from the M240 & M134, to Hellfire missiles and all type .50 cal. weapons, you can be confident in your defensive capability to outlast and destroy the enemy.

***A Black Hawk armed with a
CFD 1200rpm M3 .50 cal
effectively defends an 1800 meter radius
around your aircraft and crew.***

What's the most important part
on the Black Hawk?

It's YOU - the warfighter.

CFD is committed to
bringing you home safely
... every time.



***Accuracy Matters. Eliminated
Targets Don't Shoot Back***



CFD
International

Precision Engineered Mounting Systems and Armament

www.cfdintl.com

AAAA Membership Memo



Recognizing Member Excellence and Achievement



Past Officer (Service) Pin – awarded to outgoing Chapter officers whom the Chapter President feels have enhanced the Chapter's activities and the AAAA.

The "Past Officer" pin is not issued automatically; the Chapter President must make a written request to the AAAA National Office. See the AAAA *InfoFile* for more information and forms.

Several dozen of us recently converged upon the Army National Guard Readiness Center in Arlington, Virginia on a chilly January

morning for boarding and vetting of the AAAA Individual and Unit Awards.

After the usual glad-handing and catching up over our coffee, we settled down to the business of wading through nearly a half-ream of paper in front of each of us, with the stories of excellence from across the spectrum of Army Aviation.

No small number of us wondered aloud when we became so much older than the nominees – and even their parents, for that matter; but to a person, each and every one of us were *hugely* impressed with the quality of Aviation Soldiers in the back-shops,

in the hangars, on the flight lines, and in the skies around the world and in two major theaters of war.

None of us really noticed any fluff or narrative filler – it simply wasn't necessary to convey how excellent each nominee truly was – and is.

Seated just to my left was an AAAA Hall of Fame inductee – Retired Command Sergeant Major Kenneth G. Rich; and to my right was one of the most influential people in Army National Guard Aviation, Retired Colonel Robert Godwin.

Yet up and down the tables in the room, "...wow..." was heard seemingly every few moments as we considered the substantial accomplishments of our remarkable Army Aviation Soldiers, NCOs, Crew-chiefs, Aviators, and even Service Civilians.

You can only imagine how truly remarkable the collective accomplishments of these people become when consolidated in an Outstanding Unit nomination; and it was humbling to have even been in the room that morning.

Focused Chapter-level Membership Program

Before we started, CSM Rich shared with me a great membership promotion program that he developed while serving as a Chapter Officer for the Colonial Virginia chapter.

There were many common tenets of his program with those the Winged Warriors, and the Mid-Atlantic chapters have each used, and continue to use, that deserve some spotlighting:


First, a clear delineation of what AAAA is and does.

Second, a clear explanation of the cost of membership. For our enlisted members, our 2-for-1 first-time membership program, and \$15.00 dues boils down to only about *two cents* per day over the course of the initial



HW Farren
YOUR DEPENDABLE LOGISTICS PLANNER

- Aircraft Transportation**
 - Customized Trailers
 - Customized Wheel Cradles
 - Specialized Equipment
- Export Packaging**
 - Bonded Carrier
 - Protective Wrapping
- Rigging**
 - Specially Designed Slings
 - Specialized Tooling and Equipment
 - Dedicated Crane Support
 - 24/7 Recovery
- Millwright/Plant Relocation**
 - Assembly Line Relocation
- Warehousing**
 - Strategic Locations



www.hwfarreninc.com



Aircraft Transportation
Export Packaging

Rigging
Millwright/Plant Relocation

1578 Sussex Turnpike • Randolph, NJ 07869 • (973) 927-2777
(800) 253-3203



MEGGITT
smart engineering for
extreme environments

In the heat of battle
we keep your gun loaded.

There is no time for a jam when you pull the trigger. Meggitt Defense Systems keeps the ammunition feeding to the gun with our highly reliable, affordable, battle-tested, linear linkless ammunition-handling systems.

Our 30 years of expertise in ammunition-handling technologies can be found in thousands of systems in air and land platforms, helping keep personnel and equipment mission-ready even in the hottest spots.

email: gerry.janicki@meggitt.com
www.meggittdefense.com

membership! Most of us fail to expend the energy necessary to pick-up two pennies off the sidewalk, yet these two cents compound across our 17,000-plus membership into a tremendous impact.

Third, the scores of reasons to join must resonate with each member – or the two cents will only reflect a poor investment. This third point is where CSM Rich and I focused most of our conversation, and I invite you to flip a few pages ahead in this issue, and glance down the list of the *Soldiers of the Month*. I'll be blunt: We can do MUCH better!

Every one of our chapters should be flooding the ArmyAviation magazine Editor's in-basket with notices of these awards – 69 each month!

The few moments of time that it takes a leader in uniform, or a chapter officer, to initiate or process these awards may pay our Army and our Association in spades for years; yet the numbers speak for themselves, and I invite each reader of this article to take that message for just what it is – a challenge to do better in taking care of our Aviation Soldiers!

And, since each of these awards comes with a complimentary one-year subscription at no cost to the chapter, we stand to gain hundreds of new members each year to our national roster – a point I've hammered upon in several articles now, and one which truly warrants the collective effort of our Army Aviation Leadership and Association Chapter Officers.

Deployment = Waived Membership Dues

On the related note of complimentary membership, who *wouldn't* pick up the phone or drop an email to the AAAA National office, and let the staff know that *Sergeant Phil Namehere* or *CW3 Eim Goinagain* is headed overseas for a deployment?

These few moments of effort – emphasis on *few* – not only takes care of the Soldier by dispensing with a very small issue during a very busy time in their lives, it also provides our Association an invaluable service in maintaining the membership numbers so we may speak with a collective voice that our Branch deserves!

This task shouldn't befall a brigade adjutant or a battalion S-1; but by onesy-twosey we may saturate the 25-meter target in keeping pace with our Soldiers headed into harm's way, and doing the fine work that each and every one are capable of doing.

And yet, we lose dozens of soldiers every week from our national membership roster because the national office simply wasn't notified of the deployment – and we lost a vital opportunity for each and every one of them.

Recognizing Hard Work

While you're back looking through the *Chapter News* pages, see if you can spot the mention of new chapter officers, and the corresponding picture of the "Past Officer" pin being given to the outgoing.

Sometimes, we appoint Chapter officers as a "*hey you!*", and many rise to the challenge. Such was (and is) the case time and again with the Air Assault Chapter and their legacy of service is so richly deserved.

For others, these "*hey you!*" appointments flounder, then breathe

SNC SIERRA NEVADA CORPORATION
INTEGRATED MISSION SYSTEMS

WWW.SNCORP.COM

**The Most Capable RSTA Platform
In Its Class**

ELECTRONIC SYSTEMS AND INTEGRATION | INNOVATIVE & AGILE TECHNOLOGY SOLUTIONS



Conquer the harshest environments. (Even economic ones)

AGUSTAWESTLAND. ARMY READY.

Don't compromise, even in the face of expanding mission requirements, aging assets and tightening budgets. AgustaWestland delivers affordable, U.S.-built helicopters without sacrificing the quality, safety and multi-mission capability your missions demand. In fact, we have a long history of providing scout, utility and attack helicopters for coalition forces around the world. Contact us at army@awnainc.com.





a sigh of relief when their term runs its course.

And as a point of emphasis, I would like to spotlight some recognition for those past AAAA chapter officers who rose to those challenges, did the thankless jobs, and spent the hours and days in making the program better.

While I'd like to tell you these pins are solid 24-karat gold, diamond encrusted, and each worth a king's ransom, I'm only allowed so much embellishment.

The only one, in fact, that I've actually seen presented was to a phenomenal young officer who wasn't even in the Aviation Branch for her term as a Chapter Vice President for Scholarships. Yet, First Lieutenant Susan Matsubara focused upon a charter of our Association and of an essential mission of the Bluegrass Chapter, and connected all the dots necessary to put AAAA scholarship checks into the hands of some very deserving students!

What better news could we drown our ARMYAVIATION magazine Editor with than a photo and caption of an award given for a job well done!

With a half-dozen officers serving one- or two-year terms in each of our 69 chapters, you can do the math for how substantial this impact should be for page space in the editing room – yet the pages speak for themselves; and we can do better.

A Call To Action

The tone of this article shouldn't be lost or misconstrued as a brow-beating, rather, a call to take care of those who seem to quietly take care of us!

If you know of an AAAA member who's deployed or deploying, pick up the phone or shoot an email (203-268-2450, or aaaa@quad-a.org, respectively), and let us know!

And, don't be bashful about introducing a prospective new member to our Association.

The AAAA National Membership Subcommittees have their work cut out for them in the months ahead, as we get our arms around the task of reaching out to our members, and synchronizing our national agenda with the needs of our members.

For those Membership Committee members who served with distinction, you may be assured of our gratitude for your contributions; and for those joining – or are interested in an appointment to the National Membership Committee – your service ahead is most welcomed.

Next month, I'll report on continuing progress made with our membership committee and sub-committees, and how these committees are contributing to our chapter and national goals. Details on each of the membership programs are further described in the AAAA *InfoFile*, and I welcome your questions at mark.grapin@quad-a.org.



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

AAAA SCHOLARSHIPS – GIVE THE GIFT OF EDUCATION

SUPPORTING EDUCATION FOR ARMY AVIATION SOLDIERS AND THEIR FAMILY



AAAA Scholarship Foundation, Inc.

755 Main Street, Suite 4D

Monroe, CT 06468-2830

Email: aaa@quad-a.org

Phone: 203-268-2450

Fax: 203-268-5870

To date, the AAAA Scholarship Foundation has provided over \$3 million in scholarship aid to aviation soldiers; AAAA members; and their spouses, children, and grandchildren. Contribute to the AAAA Scholarship Foundation Fund and make a difference for the men and women of the Army Aviation community.

For more information on donations and scholarship applications, please call 203-268-2450 or visit www.quad-a.org

AAAA SCHOLARSHIP APPLICATIONS ARE DUE MAY 1, 2010

Scholarships available for:

- Enlisted
- Warrant Officers
- Officers
- Spouses
- Children/Grandchildren

This ad was provided courtesy of DynCorp International
3190 Fairview Park Drive, Falls Church, VA | 571-722-0210 | www.dyn-intl.com

AAAA Spouses' Corner

Surging and Task-Forced? Can't We Pick One?

By Katie Bricker

Since September 11th, the Army family has worked together to provide support to Soldiers and their families in many different ways.

In April 2009, the 82nd Combat Aviation Brigade (CAB) deployed to southern Afghanistan in support of Operation Enduring Freedom (OEF).

It is the first time since the advent of the war on terrorism that this brigade has deployed as a whole unit, and several unique challenges have emerged as a result.

Providing Support to Families of Task-Forced Soldiers

Although the brigade deployed completely, battalions were task-forced in theater in three different locations with varying degrees of comfort and communication. However, the combat configurations will only continue through the deployment and these task-forced units have had to focus on how to support their families.

Usage of the Family Readiness Support Assistants (FRSA), who have been hired down to the battalion level, has made it possible to provide consistently excellent support to our families. And finally, by working together and having monthly brigade steering meetings has been a tremendously successful effort.

The Challenge for FRGs

It is always a challenge to ensure that we include all of the family members in communication and information flow. At home, the family readiness groups (FRG's) have had to ascertain how to provide information, engage socially, and plan for contingencies with families that are not traditionally part of their units.

By knowing the approximate task force configurations ahead of the deployment, and just as the Soldiers trained in their task forces at JRTC before they deployed, the FRGs did the same. The FRGs included these additional companies in their chains



Spouses from the 2nd Bn., 82nd CAB enjoy some Santa time at their 2009 holiday party.



Family Readiness Group members traveled to Greenville, North Carolina to pick up care packages from the nonprofit organization Give2TheTroops®. Monies generated from their local fund raisers were then used to mail the care packages to their Soldiers serving in Afghanistan.



Family members of Headquarters and Headquarters Company, 82nd CAB take a tour of the 200-year-old Gillis family working farm in Fayetteville, NC.



Children from the 122nd ASB, 82nd CAB enjoy an Easter party shortly after the unit deployed to Afghanistan in April 2009.

of concern as they sent information on the training to the families.

It was excellent practice for the deployment. Therefore, an attempt was made to include these families in pre-deployment meetings and briefings to ensure they did not get lost as their Soldiers headed overseas.

The Flow of Information

Most importantly, families should receive information flow from the unit to which their Soldier is assigned down range. These families may want to attend information updates with their task forced unit, as it is more relevant to their Soldiers' experience and includes them in a community with whom their Soldier works while deployed.

The Logistics of Providing Care Teams

If a care team is needed, it should

come from the parent organization unless otherwise requested from the family. Looking across our units, we discovered many families who had been assigned to a particular battalion for a long time and had long standing relationships in their parent organization. Therefore, care teams, if necessary, would be provided from the unit that they know best, which is often their parent organization.

We, however, all agree though that the most important consideration is to provide the best support available to the family in need, whatever that unit may be.

Providing Support to Nontraditional Partners of a Unit

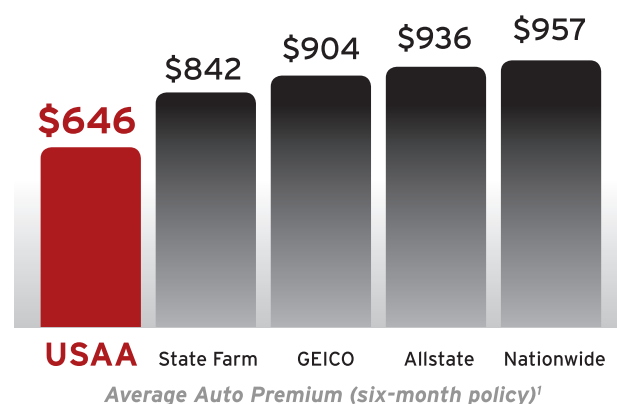
Although there are many things to consider when a brigade is task-forced down range with regards to the

INSURANCE | BANKING | INVESTMENTS | RETIREMENT | ADVICE



USAA AUTO INSURANCE RATES BEAT THE COMPETITION.

- **Safe driver discount in most states² and a discount of up to 90 percent for vehicle storage.³**
- **Top ratings for financial strength from A.M. Best, Moody's and Standard & Poor's received for our property and casualty insurance companies.⁴**
- **We can help you switch immediately - call us today.⁵**



You honorably served our nation.

We stand ready to serve you and your family. Call today.

800-227-8722 | usaa.com/car

¹Average auto premiums/savings based on countrywide survey of new customers from 12/1/07 to 11/30/08, who reported their prior insurers' premiums when they switched to USAA. Savings do not apply in MA. Use of competitors' names does not imply affiliation, endorsement or approval. ²USAA's discount for safe drivers is the Premier Driver Discount and is not available in HI and MA. ³To qualify for the discount, the vehicle must not be driven and must be stored in a secure location. Other restrictions apply. ⁴A++ (Superior) from A.M. Best Co., highest of 16 possible ratings; Aaa (Exceptional) from Moody's Investors Service, highest of 21 possible ratings; AAA (Extremely Strong) from Standard & Poor's, highest of 21 possible ratings. ⁵Check with your current carrier on any fees or penalties associated with canceling your current policy. Property and casualty insurance products are available to military members and their dependents who meet certain membership eligibility criteria. To find out if you are eligible, contact USAA. Underwriting restrictions apply. Automobile insurance provided by United Services Automobile Association, USAA Casualty Insurance Company, USAA General Indemnity Company, Garrison Property and Casualty Insurance Company, USAA County Mutual Insurance Company, San Antonio, TX. Each company has sole financial responsibility for its own products. © 2009 USAA. 107889-1209

functioning of our FRG at home, team work and good communication are key ingredients to providing support to nontraditional parts of a unit.

Hiring FRSA's down to the battalion level has been a huge improvement in the functioning of our FRG during deployment. These amazingly hard workers have been genuinely dedicated to providing timely and quality assistance to our families.

As they work in the office, they are often the first person a Soldier meets when newly assigned to a unit. Thus, they are able to provide important information for their family members.

Our FRSA's keep rosters up to date, coordinate with rear detachment commanders, and have become essential to the successful functioning of family readiness in the 82nd CAB.

The Importance of Monthly Meetings

In order to provide a regular forum for information, the 82nd CAB has established a monthly meeting, and meeting monthly is not unusual.

However, our family readiness leaders and advisors, rear detachment leaders, and FRSA's, during these monthly meetings, include a video

teleconference with the leadership downrange.

Including those serving in Afghanistan in our meetings has made these more thoughtful, concise, and very purposeful. And even more importantly, the volunteers at home have wanted to make time to come and to see their Soldiers, especially in their work environment.

These monthly meetings which have included the commanders downrange and address issues, provide information, and encourage teamwork, have been a positive addition to our family readiness.

Lessons Learned

Nearly at the end of our year of deployment, having both surged and task-forced, there are many lessons to be learned.

Our leadership and FRGs feel that setting expectations and providing consistent communication are the keys to successful family readiness.

Also, taking the time to train volunteers in their FRG positions, while the Soldiers are still at home, ensures that communication is possible, and expectations are uniform.

The Importance of Continuing to Work Together

After eight years of war, many families and Soldiers are genuinely tired. It is vital that we work together to provide information, support, and training to encourage our families and assist as we are able.

Our Soldiers and families are a treasure and are being asked to give a lot to their country. Thankfully, there have been many positive improvements to assist in this process of care for the Soldier's family while he/she meets the Nation's call.



Katie Bricker is the wife of COL Paul Bricker, Commander of the 82nd Combat Aviation Brigade (CAB) and serves as the FRG Advisor for the Brigade. She currently resides at Fort Bragg, North Carolina while the Brigade serves in Afghanistan.

Judy Konitzer is the Family Readiness Editor and can be reached at judy@quad-a.org. Submissions for articles from FRGs are welcomed, and Judy thanks Katie Bricker and the spouses of the 82nd CAB for their contribution.

PROVEN SOLUTIONS PARTNER

HIGH SPEED COMMUNICATIONS



AEROSPACE CABLES - CONNECTORS - CABLE ASSEMBLIES

SEE US AT BOOTH #1941 AT THE QUAD-A SHOW

CAT 6A WITH 10GBIT SPEED

FOR TODAY'S HIGH SPEED SOLUTIONS - PROVIDING BANDWIDTH FOR THE FUTURE

NEW

PIC E6A0824 [Category 6a]

- EXTENDED RELIABILITY IN HARSH ENVIRONMENTS
- TOP QUALITY, HIGH TEMPERATURE MATERIALS
- ENGINEERED FOR PEAK ELECTRICAL PERFORMANCE

CONNECTORS AND CUSTOM ASSEMBLIES ALSO AVAILABLE





WWW.PICWIRE.COM/ARMY

ISO 9001 / AS 9100
877 840-1986 • European Office: +44 1582-650263
AA-0310

HARDWARE UPDATES SHOULD INCLUDE LIGHTING AS WELL. UPGRADE TO *THE ONLY MAP LIGHT BUILT TO SAVE LIVES* THAT MAKES BOTH YOUR SOLDIERS AND THE IPBO HAPPY.

You keep seeing our ads and hearing people talk about our lights. They tell you Phantom lights are durable, reliable, and something they take with them over and over again for deployments. They tell you Phantom lights is a family business making lights in Rockledge Florida. They may even tell you we don't sell them to unfriendly forces.

What they probably forgot to tell you is that they cost a lot less than you think.

Contact us for more information about our aircraft capabilities.



**PHANTOM HAWK KNEEBOARD MOUNT-
THANKS SSG W!**



474 BARNES BLVD • ROCKLEDGE, FL 32955 • 888-533-4968 • 888-533-5669 •
WWW.PHANTOMLIGHTS.COM

The Phantom Warrior is patented and patents are pending. Copyright 2009.



An After Action Report on OPERATION

FROM THE ARCHIVES

Article from the December 31, 1983
issue of ARMY AVIATION Magazine.

URGENT FURY

By Lt. Col. Robert N. Seigle,
Commander, 82nd Cbt. Aviation Bn.

On October 24, the “call out” for combat action at 2100 hours on the tiny Caribbean island of Grenada was, for troopers of the world’s only airborne aviation battalion - the 82nd Cbt. Avn. Bn., 82nd Abn. Div. - the opportunity for them to prove that Army Aviation is a valuable component in today’s strategic, quick reaction force and a full member of the combined arms team.

Hostilities on the island began on October 25 when U.S. forces, along with Caribbean Allies, committed over 2,000 troops in a successful pre-dawn raid to rescue nearly 1,000 American citizens whose lives were endangered by a Marxist-dominated, Cuban-backed government which had seized power about a week earlier in a bloody and brutal military coup.

Most of the American citizens were medical students enrolled at the University of St. George’s Medical School.

Bloody Sunday

Detailed planning for Operation URGENT FURY, as the Grenada rescue mission was entitled, began sometime during the week of 17 October 83, but, because of the extremely close security requirements surrounding the planning, the aviation battalion was not brought into the effort until Sunday, 23 October, the same day a terrorist bomb killed 240 Marines in Beirut.

As late as 1700 on Sunday, the plan was to self-deploy one company of UH-60A Black Hawks to Grenada.

Maps of the routes into the area were not readily available, so all planning had to be done at the corps headquarters.

All that day MAJ William J. Elder and MAJ Elton S. Sledge, Jr. - Black Hawk company commanders - consulted with the Battalion S3, MAJ Lonnie E. Weck, and the S-4, CPT Jimmy M. Rabon, on the operational and logistical considerations of the shortest overwater routes and JP4 availability at pre-designated stops.

It was determined that the self-deployment would require eight refuel stops and nearly two days to complete. Consequently, late Sunday

evening, this option was dropped and planning was then initiated for C5A deployment into an intermediate staging base (ISB) at Barbados, an island 130 ocean-miles east of Grenada.

Tight security concerning the operation dictated that no Black Hawks be prepared for loading until the operation was underway.

On Monday morning, 24 Oct., the 82nd Cbt. Avn. Bn. awoke to a business as usual day: PT at 0630, followed by breakfast and training of the day at 0900. The battalion was continuing its recovery from an Army Training Evaluation Program (ARTEP) and simultaneous deployment Readiness Exercise (EDRE) the previous week, and only five battalion planners knew about Grenada.

Training was concluded at 1730 for the 1,028 paratroopers, mechanics and pilots of the unit, while the planning cell continued until 2000. At 2100 the alert was called and the Bn.’s alert notification was initiated.

Training Pays Off

All the years of alert notification practices and EDRE call-outs paid off.

Things really began to happen: troops reported in with bags packed;

UPLIFTING EXPERIENCE®
À LA HAUTEUR DE LA LÉGENDE

Introducing the Arriel 1D1 "Plus"



When You Speak..... We Listen!

Based upon your feedback, Turbomeca is proud to introduce the Arriel 1D1 "Plus" technical upgrade package: as of June 2010, the Time Between Overhaul of the engine is increased from 3,000 hrs to 3,600 hrs. Your reliable Arriel 1D1 also improved with the addition of two main modifications: a single bearing replaces the torque meter piston triplex bearing, and a new second stage turbine assembly eliminates the 1,200 hrs inspection. This configuration will save you money by reducing the DMC.

Learn more from your **Turbomeca representative.**



MG Edward L. Trobaugh, left, CG of the 82nd Abn. Div., is shown with LTC Robert N. Seigle, Cdr. of the 82nd Cbt. Avn. Bn., during operations in Grenada.

MAJ Elder's Company B was tabbed for early deployment; teams reported to the ASP for ammo; leaders began to check rosters and pre-deployment checklists; the S-4 obtained contingency stocks and prepared to issue special equipment of poncho liners, 2 quart canteens, and extra magazines for the M-16's; and the troopers began to sense that this one was for real.

An alert is not just a normal exercise and even the practice alerts create an appreciable adrenalin flow - but as the troops realized this was no practice, adrenalin was pumping. They didn't know where they were headed, and that small unknown fact merely served to heighten their excitement.

At the 2300 Division briefing, the G-2 confirmed that light resistance was expected in Grenada and that a coordinated Ranger/Marine assault would precede the Division's 2nd Brigade onto the island.

One company of Black Hawks was requested for the Brigade's mobility, but COBRA support was specifically excluded from the airflow because the threat at that time did not warrant it.

The initial Division plan called for the Brigade to airland by C-141 at Grenada or at Barbados, download into C-130s and prepare to parachute assault or airland at Grenada, depending on the enemy situation and the condition of the runway at Point Salines.

The Division's support Command, DISCOM, was tasked to plan and organize operations at Barbados, the



An Army UH-60A Black Hawk is shown on the deck of the USS Guam.

ISB, and then re-establish operations at Grenada when practical, while all the aviation assets were scheduled to deploy by C-5A only to the ISB.

Too many unknowns existed at Grenada to plan an airflow only into Point Salines.

As the Division Aviation Officer, I chose to accompany the Division Assault CP into Grenada to assess the aviation requirements for follow-on deployment and to help prepare the way for Company B's arrival.

Preparing To Move

Deployment outloading continued. Airborne qualified pilots were dispatched to the brigades to act as aviation liaison officers to the infantry, thus revalidating the requirement for leaders in the 82nd Cbt. Avn. Bn. to maintain their airborne proficiency.

Maps were issued - a re-printed tourist map of Grenada with a military grid overlay - and for the first time, most troops discovered where they were headed.

Telephone service was disrupted to maintain the tight security; rear detachment Commanders were designated; and alert notification letters were reprinted with updated names and phone numbers for family members to contact while the Battalion was deployed.

The importance of rear detachment planning cannot be overemphasized.

Without a predetermined plan of action and an organized packet of information prepared in advance, the rear detachment would have been swamped with frantic family mem-

bers and associated problems, thus reducing their vital role of pushing supplies and support forward to the deployed units. In this case, the Battalion XO, MAJ George S. Eyster, IV, and the S-1, CPT Ronald A. Putnum, worked the rear detachment plan to perfection.

Action Begins

During the early morning of Tues., 25 Oct., shortly after the Ranger parachute assault began, communications were established between U.S. Forces on Grenada and the Division. It was obvious that resistance was much stiffer than expected.

The Division decided to issue parachutes to the 2nd Brigade and assault CP troops in case an immediate parachute assault was required in Grenada.

As it turned out, the Division was able to airland its C-141s at Point Salines on an unfinished, hard surface 9,000 foot runway.

However, ramp space was available for only one C-130 and all C-141s had to offload on the east end of the active runway.

Important to the Aviation Battalion was the fact that DISCOM had bypassed Barbados and deployed directly to Grenada.

By the time I arrived at Point Salines and made my way to the Division CP, additional elements of the Aviation Battalion had been alerted for deployment.

"Alpha" Company Black Hawks under MAJ Elton Sledge, "Delta" Company's fully modernized Cobras



Photo Courtesy of Ryan Reese

YOUR SERVICE MAY END. YOUR COVERAGE WON'T.

AAFMAA –Better Coverage- Lower Cost- Continues With You

\$400,000 Coverage	
AAFMAA	SGLI
\$19.00*	\$26.00**
Continues to age 50	Stops 120 days

*Monthly premiums shown. Subject to terms and conditions of the policy. Coverage ends at age 50 or 60 based on nicotine use. ** Does not include \$1 charge for TSGLI.

\$400,000 Follow-On Coverage; 10 years, Age 50		
AAFMAA	VGLI	
\$29*	\$144**	\$268**
No Increases	Age 50-54	Age 55-59

*Level Term II monthly premium. This is best non-nicotine rate class. Rates may be higher depending on individual health and lifestyle. **Monthly premiums shown

Compare AAFMAA's Level Term I low-cost alternative to SGLI. A great way to supplement your coverage. Unlike SGLI, which stops 120 days after separation or retirement, Level Term I can continue to age 50. AAFMAA's Level Term II is a great follow on with even greater savings. You pick the amount and the term (5 to 30 years) and your rates never change. VGLI increases every 5 years. For over 129 years, military families have trusted AAFMAA.

No war, No aviation, and No terrorist clauses.

For complete details call **AAFMAA** toll free: 1-877-398-2263

www.aafmaa.com



Insurance from a name you can trust®...AAFMAA

STABILITY • REPUTATION • LOW COST • SINCE 1879

Army and Air Force Mutual Aid Association, 102 Sheridan Avenue, Fort Myer, VA 22211-1110

The U.S. Government does not sanction, recommend or encourage the sale of this product. Subsidized life insurance may be available from the Federal Government.



An 82nd Abn. trooper inspects some of the weapons captured in Grenada.

under CPT Bernardo C. Negrete, a "Charlie" Company C&C section under CW2 George R. Morrison, a "Foxtrot" company forward support platoon under CPT Leonard J. "Bud" Rodowick and a headquarters operations, supply and pathfinder element were all preparing for deployment.

By the time the Battalion's deployment was completed, there were nearly 600 personnel and 45 aircraft deployed in the vicinity of the unfinished airfield.

An Immediate Need

The early ground fighting indicated an immediate need for the Division's helicopter capability, so I grabbed a

ride to Barbados to see what could be done to assist the Company B off-load and rebuild. I arrived in Barbados in time to find Company B off-loading their first C5A in an area of the airfield that was a virtual labyrinth of confusion.

Black Hawks folded for loading and their deployment kits and parts were interspersed with C-130s all over the ramp, and about every 30 minutes someone would run up to a worn-out crew chief who was attempting to reinstall his tail stabilator and tell him that all the Black Hawks had to move so a C-130 could get out for Grenada.

It was obvious that the DISCOM

support already in Grenada would have been a valuable asset in Barbados. As it was, CPT Jimmy Rabon, the Battalion S-4, was summarily appointed CINC Barbados for the purpose of offloading G5As and pushing troops, support vehicles and aircraft to Grenada.

Eventually, the Battalion's aircraft and ground support vehicles all deployed through the ISB to Grenada on their own and then re-deployed back through Barbados on their return to Ft. Bragg. The companies' air movements officers and NCOs put all of their training to use on this exercise and they conducted the movements without significant problems.

The Last Leg

It took Company B until just prior to dusk to reassemble their aircraft and make preparations for their flight into Grenada.

By this time, all the pilots and crews were exhausted from the three non-stop days of deploying into combat and the decision was made to catch six hours of rest.

With a few minutes to think to themselves, the crews discussed how ironic it was that only five days before they had been cursing the conclusion of the ARTEP because they never got to fly anywhere other than Fort Bragg.

By 0300 on Thursday, 27 October, they were on their way into Grenada.

On arrival, they learned that JP4 had not yet been delivered to Point Salines, even though LT Eric Katz's POL platoon from DISCOM had been set up to receive it for two days.

Without waiting, the company initi-

DEFT COATINGS - PROTECTING MORE THAN JUST THE ENVIRONMENT



CHROME FREE
PRIMERS

Specialists in Topcoats and Primers

Deft, Inc., a leader in innovative coating technologies, has developed a family of chrome-free primers that will meet and exceed many anticipated VOC requirements. Our cutting edge epoxy and polyurethane primers and topcoats were developed for your environmental needs. They contain no Hazardous Air Pollutants and are non-flammable. They still meet chemical and durability requirements that are expected from many of today's high performance and Military Specification coating systems. Deft coatings - "clearing the air" for a better world.



17451 Von Karman Avenue, Irvine CA 92614
Tel 949-474-0400 • 800-544-3338 • Fax 949-474-7269 • www.deftfinishes.com

QUALIFIED TO

MIL PRF 85562

MIL PRF 23377

 **Buy American**

Mission Critical Reliability in a Voice Communication Switching System



PROCOM™ Communications Systems from TELEGENIX

For over 35 years, the Communications Group at TELEGENIX has been providing highly reliable and scalable voice communications for Air Traffic Control (ATC) systems of all kind, including military mobile tactical air control and military & civilian fixed-base air traffic control.

PROCOM is unsurpassed for reliability, performance and affordability. For a simpler and faster operation, and uninterruptible ATC service, the PROCOM 2000 or 1800, will surely meet the communication needs of any size ATC facility.

For the very finest ATC voice communications technology – at the most affordable price possible – you can count on PROCOM series voice communications.

TELEGENIX

71 Indel Avenue
Rancocas, NJ 08073
Toll Free: (800) 424-5220
Phone: (609) 265-3910
Fax: (609) 265-3920

www.telegenix.com

Yes, We Admit It... We're Only Interested In Your Body.

Specializing in:

- Honeycomb Bonded Structure Repairs
- Honeycomb Component Replacements
- Sheet Metal & Structural Repairs
- Sandwich Panels & Pre-Bonds
- Consolidation & Consignment of Inventory

- FAA Repair Station #HV2R886K
- EASA.145.4420
- ISO 9001:2000

**HELICOMB
INTERNATIONAL**

1402 South 69th East Avenue
Tulsa, Oklahoma 74112
(918) 835-3999 FAX (918) 834-4451
Web site: www.helicomb.com

ated their own over-the-beach hot refuel point by transporting 500-gallon bladders off-shore to the USS Guam for refuel and return to Point Salines.

Calivigny Point Assault

By early that afternoon, Company B received word to report to Division HQ where MAJ Bill Elder was briefed by MG Edward L. Trobaugh, the Division CG, that the 1/75th Rangers were to conduct a combat assault into Calivigny Point Military Barracks as soon as they could be ready to move using Company B's Black Hawks.

Elder studied the available aerial photographs, helped plan the assault with the Ranger commander, and departed quickly to prepare his crews.

The only landing zones available were inside the barracks compound where a great deal of blow-down debris and some fires were expected from the artillery and Navy air prep.

Within 30 to 40 minutes following the initial briefing, aircraft were in the air conducting the assault. Planning involved flights of four Black Hawks each into the area with three turnarounds to bring the entire Ranger Battalion onto the objective.

Chalk 1 and 2 got in all right, but Chalk 3 got hit about six feet off the ground and spun into Chalk 2. Chalk 4, following closely had to dive right to avoid the flying debris and crashed into the center of the compound.

The second flight of four had more time to avoid the downed aircraft and landed into the southern end of the camp. The Rangers rapidly secured the compound and held it through the night. The following day, Fri., 28 Oct., the helicopters were recovered and the Rangers extracted.

An Important Capture

In another significant action involving elements of the Aviation Battalion, CPT Francis B. "Brett" Kaufman, Company B Platoon Leader, planned a troop insertion with LTC Keith M. Nightingale, Commander, 2/505th Airborne infantry, that resulted in the capture of Grenadian General Hudson Austin, head of the short-lived government that came into power after the assassination of Prime Minister Maurice Bishop.

During this operation, Col James T. "Terry" Scott, 3rd Brigade

Commander, reported that the UH-1 C&C aircraft played a vital role in Austin's capture as it hovered around the house where he and several bodyguards had taken refuge, peering into windows and creating a presence that Scott believes was sufficient influence to cause him to surrender rather than to fight his way out.

Hindsight shows, of course, that Cobras should have been deployed with the initial Black Hawks.

The emergence of the attack helicopter's primary role as a tank killer on the modern battlefield has tended to relegate the Cobra's escort role to a secondary position.

However, as contingency missions will continue to prove, there remains a valuable role for attack helicopters protecting troop carrying helicopters in combat assaults. Unfortunately, by the time the Cobras arrived in Grenada, the fighting was over.

Lessons Learned

The Battalion did, however, learn several valuable lessons about aircraft performance in a hot climate: the fully modernized Cobra can carry more armament with a full fuel load than was previously thought; the UH-1 C&C console aircraft revalidated its vital role; and the Black Hawk clearly established its workhorse role on the battlefield with both troop insertions and the establishment of its own hot refuel operations.

None of the aircraft experienced any significant maintenance problem in the austere, dust clogged environment of Point Salines airfield.

For the 500 troopers of the battalion who returned home by 21 Nov., it was obvious that the Army's only airborne aviation battalion had proven its value in the quick reaction force during Operation URGENT FURY.

Helicopters teamed with the airborne infantry trooper to give him range and speed to extend his combat power; moved him quickly and efficiently from one location to another; took him into battle; supplied his combat needs; evacuated him to medical facilities when necessary and extracted him once his job was done.

There is little doubt that Army Aviation is a vital force In the Combined Arms team.



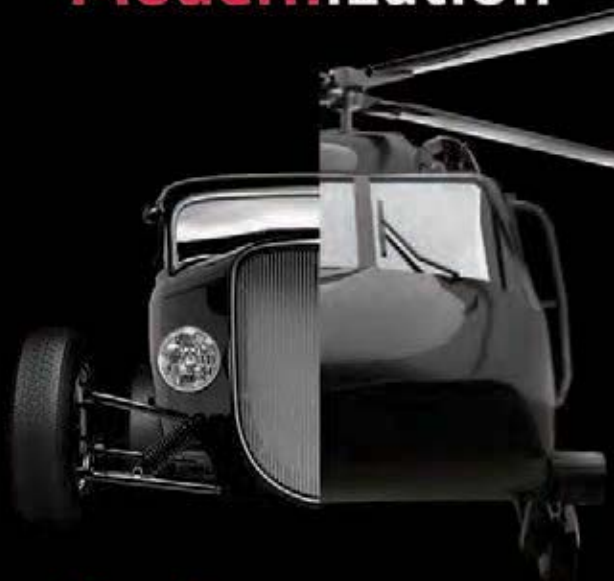
SPOTLIGHT



PHOTO BY SPC MONICA K. SMITH, 3RD CAB PAO

Rescued Afghans walk out of a Chinook with Co. B, Task Force Knighthawk, 3rd Cbt. Avn. Bde., TF Falcon, Feb. 9 at Bagram Airfield, Afghanistan. The Afghans were victims of an avalanche that occurred the evening before, north of Bagram. Heavy winter snows in the mountains of the Hindu Kush from 5-8 February created tragic conditions overnight on 8-9 Feb. along the Ring Road and Salang Tunnel pass. A series of avalanches blocked this key artery from Kabul to Mazar e Sharif trapping hundreds of vehicles and citizens in one of the highest tunnel and road networks in the world. Vehicles were trapped, covered, or overturned leaving hundreds of travelers stranded at altitudes in excess of 9,000' and in subzero temperatures. At mission complete, the TF Knighthawk (2-3rd GSAB) team had moved 23 rescue and security personnel, safely recovered 226 citizens, moved 9,000 pounds of equipment and flew a total of 48.5 flight hours under arduous day and night conditions in some of the most demanding mountain flying on the continent.

Modernization



Customization

Proven Platform+Modern Muscle

How do you get what you need now, not next year? The platforms are proven and with upgraded technology the best gets better. Given the fast and furious ever-changing conditions on the battlefield you demand a rapid and precise response.

Yulista doesn't just make promises, we deliver modern muscle!

**Rapid Prototyping
Engineering
Fabrication
System Integration**

**Project Management
Logistics
System Testing**



Yulista Headquarters - Huntsville
4906 Research Drive N.W.
Huntsville, AL 35805-5906
Phone: 256-713-1360

Career Opportunities-Equal Opportunity Employer (EOE) www.yulista.com

Business Development ymsbd@yms-hsu.com

TVC Hosts Joseph P. Cribbins Aviation Product Symposium

By Bill Weaver and Dave Kather



ALL PHOTOS BY JOSEPH RAMIREZ

The AAAA and the Tennessee Valley Chapter served as host for the 36th Annual Joseph P. Cribbins Aviation Product Symposium (APS) at the Von Braun Civic Center Feb. 10th and 11th in Huntsville, AL.

The intent of the symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning support to the aviation Warfighter.

This year's symposium was extremely successful with 450 attendees and industry and government partners hosting 76 booths in the exhibit hall of the Civic Center. Named in honor of the former special assistant to the Deputy Chief of Staff for Logistics and the chief of the Aviation Logistics Office; the theme of this year's Cribbins symposium was "Sustaining Operations While Recovering."

Huntsville Mayor Tommy Battle kicked off the symposium by presenting a proclamation to TVC President Bill Weaver naming the entire week as Joseph P. Cribbins week.

Slightly different from past years, this year's event was broken down into 2 separate days. On Wed., the

TVC Pres., Bill Weaver, introduces the Avn. Program Spt. Panel, (left to right) COL Anthony Potts, PM Avn. Systems; COL Newman Shufflebarger, PM Cargo; COL Greg Gonzalez, PM UAS; Weaver; COL Neil Thurgood, PM Utility; COL Gene Openshaw, PM Apache; and COL Keith Robinson, PM Armed Scout.

Warfighter Panel was chaired by COL Erik C. Peterson, Commander of TF Falcon (10th Mountain) in Multi-National Division-North, Iraq, and consisted of COL Brian J. Diaz, TRADOC Capabilities Manager (TCM) for Cargo/Lift helicopters at Ft. Rucker, AL; COL Grady S. King, TCM for Attack / Recon helicopters at Ft. Rucker, Cal Brown of Radiance Technologies, and Tom Hawkins from Raytheon.

The 2010 Weapon Systems Awards (WSA) were presented next with the following being recognized:

- Apache WSA to Camber Apache Sensors Team
- Cargo WSA to VT Group
- Aviation Systems WSA to M7 Aerospace
- Utility WSA to Chris Henderson, VT Group
- Armed Scout WSA to M3P Contractor Support Team
- AMRDEC WSA to Avion
- G-3 WSA to Robert Stevens, VT Group

■ Air Warrior WSA to Al Carreon, ITT-CAS, Inc.

■ Technology Applications Program Office (TAPO) WSA to CW5 (Ret.) Bradford Powell, Cruz Associates Inc.

On the second day, the weather failed to cooperate as several feet of snow fell on the east coast and the Washington, DC area, precluding travel of several speakers. However, we soldiered on, beginning with BG Tim Crosby, PEO Aviation, providing a PEO Aviation update. He was followed by the Aviation Program Support Panel chaired by COL Neil Thurgood, Project Manager (PM) Utility; COL Greg Gonzalez, PM UAS; COL Shane Openshaw, PM Apache; COL Keith Robinson, PM ASH; COL Newman Shufflebarger, PM Cargo and COL Tony Potts, PM Aviation Systems.

During lunch, BG (Ret.) Rod Wolfe, AAAA National President, discussed the upcoming National Convention in Fort Worth, Texas and introduced the



LTC Albert Stiller, Commander and CSM Patrick McGuire, accept the AAAA Outstanding Aviation Logistics Support Unit of the Year Award on behalf of the Soldiers of the 277th Avn. Spt. Bn., 10th Cbt. Avn. Bde., Ft. Drum, NY. Presenting the award are (left to right) BG (Ret.) Rod Wolfe, AAAA Nat'l. Pres.; Bill Weaver, TVC Pres.; Stiller, LTG James H. Pillsbury, DCG/CoS, AMC; McGuire; and MG James R. Myles, CG, AMCOM.



Don Allen accepts the AAAA Army Aviation Materiel Readiness Award for a Contribution by a Major Contractor on behalf of VT Group-Technical Services, Gaithersburg, MD. Presenting the award are (left to right) LTG James H. Pillsbury, DCG/CoS, AMC; and MG James R. Myles, CG, AMCOM.

Government

AECOM

DELIVERING WORLD-CLASS MAINTENANCE

At home and abroad, AECOM delivers comprehensive program management, operations and maintenance, logistics and force protection services to some of the U.S. military's largest sustainment and contingency operations. We tailor our management and technical solutions to our customers' ever-evolving needs.

www.aecom.com

2159-AAA-Q210

luncheon speaker, MG James O. Barclay III, Aviation Branch Chief and Commanding General of the U.S. Army Aviation Center of Excellence.

COL Joe Dunaway, Corpus Christi Army Depot (CCAD), and Sammy Burns, Jr, Avn. Fld. Maint. Dir. (AFMD), followed lunch with a presentation on the Reset program, to include facility capabilities. Capping the afternoon was MG James R Myles, Commanding General Aviation and Missile Command with an AMCOM and aviation maintenance update.

A major highlight of the symposium was the evening's keynote speaker, LTG James Pillsbury, Deputy Commanding General and Chief of Staff, Army Materiel Command (AMC), who provided a senior Army leader perspective of Aviation's role in the on-going war on terrorism. Before his comments, LTG Pillsbury assisted MG Myles, BG(Ret.) Wolfe and TVC President, Bill Weaver, in presenting the AAAA 2009 Functional Awards for Logistics and Materiel Readiness.

The *Outstanding Logistics Support Unit of the Year* is the 277th Aviation Support Battalion, 10th Combat Aviation Brigade based at Ft. Drum, NY. LTC Albert H. Stiller, Commander

and CSM Patrick R. McGuire accepted the award on behalf of the unit for unsurpassed combat sustainment in support of the 25th Inf. Div. and Multi-National Div.-North during Operation Iraqi Freedom (OIF).

The *Materiel Readiness Award for a Contribution by a Major Contractor* was presented to VT Group of Southampton, England/Huntsville, AL with Donald G. Allen accepting the award for increased operational readiness for both OIF and Operation Enduring Freedom (OEF).

The *Materiel Readiness Award for a Contribution by an Industry Team, Group or Special Unit* was awarded to VT Group/Dale Technical, Huntsville, AL. George Chinaea and C. Michael Dale accepted the award for their work in the Army Oil Analysis Program.

The *Materiel Readiness Award for a Contribution by a Small Business* went to Hontek of South Windsor, CT. President and owner Shek C. Hong accepted the award for their work on helicopter main rotor blade sand and rain anti-corrosion protective coating.

The symposium also provided a unique opportunity highlighting the great work of the AAAA Scholarship Foundation. The generosity of the



Mike Dale (left), Dale Technical Services and George Chinaea, VT-Group, Madison, AL accept the AAAA Army Aviation Materiel Readiness Award for a Contribution by an Industry Team from LTG James H. Pillsbury, DCG/CoS, AMC, and MG James R. Myles, CG, AMCOM.



Dr. Shek C. Hong, Hontek Corporation, South Windsor, CT accepts AAAA Army Aviation Materiel Readiness Award for a Contribution by a Small Business from LTG James H. Pillsbury, DCG/CoS, AMC, and MG James R. Myles, CG, AMCOM.



SEAT CUSHION SYSTEMS FOR MILITARY AIRCRAFT



CH-47 Pilot/Co-Pilot
AWR Approved



H-60 Pilot/Co-Pilot
AWR Approved

Seat Cushion Systems are available for any type of military aircraft, including fixed and rotor wing. Materials and seat cushion designs work together to create pain-free seating that improves aircrew endurance.

Call us or visit our website for details and ordering.



COASTAL AIRCRAFT PARTS LLC

the exclusive worldwide distributor of Oregon Aero®
Seat Cushion Systems for military fixed wing and rotor wing aircraft.

954-260-6280 • Fax 954-337-2806
www.CoastalAircraftParts.com
sales@coastalaircraftparts.com



OH-58 Pilot/Co-Pilot
AWR Approved



H-60 Observer
AWR Approved



AH-64 Pilot/Co-Pilot
AWR Approved



MH-47 Combat Cushion
Armor Compatible
AWR Approved

PM Air Warrior approved Oregon Aero® Zeta II now available!

Original ZetaLiner® Helmet Liner also available for other helmet styles.
Both upgrades done in minutes. Fitting instructions available on the web.

Zeta II Helmet Liner is USAARI Tested and designed for the HGU 56P Helmet.

attendees and AAAA members was overwhelming and greatly appreciated, as the TVC received more than \$15,000 in scholarship donations.

While not everyone can be recognized here, the APS volunteers serve as the backbone of our efforts. This year's Cribbins APS continued a 36-year tradition of service to Army aviation and its Soldiers.

The opportunity for members of the aviation community, industry, government and academia to come together at APS in open dialogue to candidly share information and ideas regarding the support of the current and future Aviation Force is both unique and invaluable. We are looking forward to next year's symposium which will be held Feb. 9-10 in Huntsville.

Bill Weaver is President of the Tennessee Valley Chapter and Dave Kather is the Chapter Vice President for Publicity. Both reside in the Huntsville, AL area.

DESIGNED BY HELICOPTER PILOTS, FOR HELICOPTER PILOTS

The only complete, integrated helmet system solution, with Thales TopOwl®, we're helping transport and attack helicopter pilots perform at their best.

TopOwl puts flight, mission and target data in front of both eyes, including images from high resolution FLIR (Forward Looking Infra Red). So pilots are keeping both eyes on the target while flying through symbology displayed on the visor—with full situational awareness, day and night. The system is comfortable, balanced, reliable, expandable, and safe in emergencies. TopOwl, chosen

by 15 nations, is operating on Tiger, NH90, Rooivalk and is selected by the US Marine Corps for its Cobra AH-1Z and Huey UH-1Y. Designed by pilots for pilots, TopOwl is a leap ahead of technology, low-risk, high performance and the perfect fit for military helicopters worldwide.

For further information, please visit our website or call our Sales and Marketing team on +1 256 527 6927.

Intelligent systems START WITH THALES.



Photo provided by GAMSTAT/PGillis

www.thalesgroup.com

THALES

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.

EADS Delivers 100th Lakota



EADS COURTESY PHOTO

EADS North America delivered its 100th UH-72A Lakota Light Utility Helicopter to the U.S. Army March 4, 2010, marking another on-time and on-budget achievement for a highly successful program. The 100th Lakota will be deployed to Germany with the U.S. Army Joint Multinational Readiness Center (JMRC) becoming part of the unit's Combat Training Center.

Sikorsky Launches New Tech Development Organization and Twitter Page

Sikorsky Aircraft Corp. launched its new technology development organization – Sikorsky Innovations – on Feb. 1, at a program attended by more than 100 government, education, business, technology and other officials at the Connecticut Science Center in Hartford. The mission of Sikorsky Innovations is to develop and mature the technologies, products and processes that will redefine the future of vertical flight. The organization builds on Sikorsky's nearly 90 years of innovation and will increase the scope of previous efforts by expanding collaborative arrangements spanning government technology agencies, academic institutions, other UTC facilities and entrepreneurial businesses where research and product development will take place in cooperation with Sikorsky's engineers and technicians. Projects are currently under way at more than 20 locations nationwide. On Feb. 17, Sikorsky launched its own page on the Twitter social media Web site, reaching out to a broader audience to provide information on company news, products and services. Sikorsky's new Twitter page can be found by visiting <http://twitter.com/SikorskyAircraft>.

On-board Health Monitoring for Hellfire



PNNL COURTESY PHOTO

Under the leadership of COL Michael Cavalier, the Joint Attack Munitions Systems Project Management Office (JAMS PMO) in Huntsville, AL and the Department of Energy's (DOE) Pacific Northwest National Laboratory (PNNL) in Richland, WA have developed a new on-board missile health-monitoring device that is destined for Iraq and Afghanistan and is ready to provide troops with an added measure of assurance that the Army's Hellfire II missiles will perform without failure. Known as the Captive Carry Health Monitor (CCHM), this is the Army's first-ever deployment of Army missiles that feature a device to constantly monitor the weapon's battlefield readiness. Hellfire II missiles equipped with this advanced data-gathering system will make their way to Mideast bases for front-line

deployment and use on AH-64D Apache and OH-58D Kiowa Warrior helicopters. The Army will test and monitor this first deployment of missiles with CCHM capability for temperature, vibration and length of time the missile is combat-ready aboard an Apache helicopter. Following a thorough assessment of this first phase of evaluation, the Army may consider a second testing phase next calendar year to track other sensor capabilities like shock and humidity.

Army Revives Hybrid Airship Interest

The US Army in January kicked-off a process to buy a long endurance hybrid airship to deploy within 18 months to Afghanistan for surveillance mis-



PNNL COURTESY PHOTO

sions. Space and Missile Defense Command issued a request for proposals for the long-endurance multi-intelligence vehicle (LEMV) contract. An acquisition notice posted on 29 December describes the command's requirements for the airship. LEMV will be optionally manned, fly for up to three weeks, carry multiple intelligence payloads weighing up to 2,500lbs., provide 16kW power and reach speeds up to 80kts. The army will test the airship's performance during the first 18 months, then deploy the airship into combat service in Afghanistan for the next 3.5 years, the notice said. Lockheed Martin's Skunk Works division has demonstrated a prototype hybrid airship called the P791. Another company, Hybrid Air Vehicles, plans to adapt its Skycat hybrid airship for military use. LEMV also figures prominently in the army's new strategy for a multi-layered fleet of intelligence, surveillance and reconnaissance aircraft. As a medium-altitude asset with ultra-long-endurance, the airship is expected to complement unmanned aerial vehicles and manned turboprops performing similar missions. According to budget justification documents released in May, the army plans to spend up to \$76 million on the LEMV acquisition process in FY 2010.

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

Log Support Awarded to General Atomics

General Atomics Aeronautical Systems, Poway, CA, was awarded on Feb. 12, 2010 a \$36,683,850 cost-plus-fixed-fee contract. This contract is for logistics support for warrior alpha/warrior block 0 unmanned aircraft systems at multiple OCONUS locations in support of Operation Iraqi Freedom and Operation Enduring Freedom. Work is to be performed in San Diego, Calif., with an estimated completion date of Nov. 15, 2011.

AAI Gets PBL Increment

AAI Corp., Hunt Valley, Md., was awarded on Feb. 22, 2010, a \$23,698,842 cost-plus-fixed-fee contract for Shadow Tactical Unmanned Aircraft System performance based logistics incremental funding. Work is to be performed in Hunt Valley, MD, with an estimated completion date of Oct. 31, 2010.

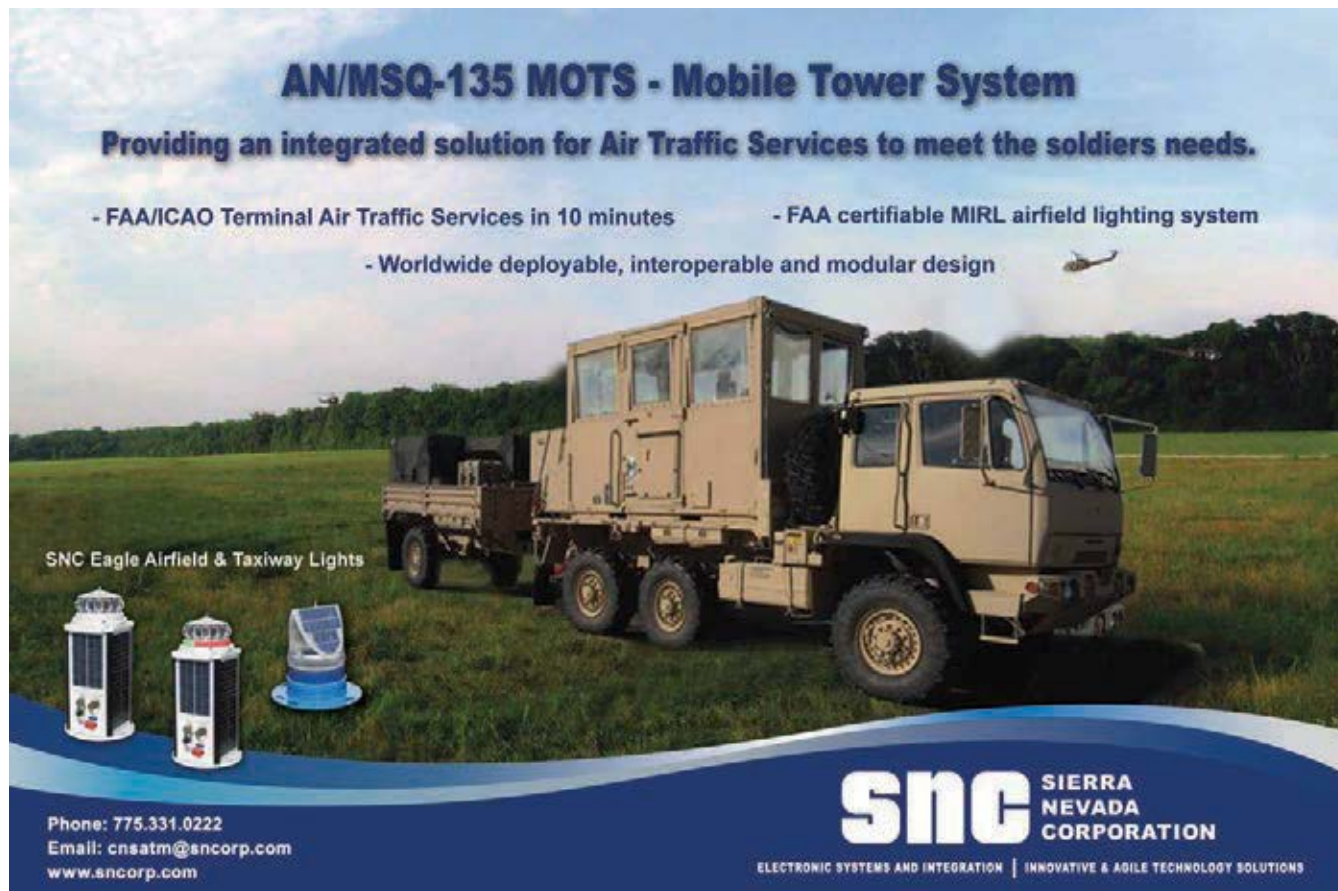
Advertisers Index

AAI Corporation	8, 9	FlightSafety International	33	Roberston Fuel Systems LLC	37
AAR Corporation	97	FLIR Systems, Inc.	35	Rockwell Collins, Inc.	67
AECOM	121	General Atomics Aero. Systems, Inc.	49	SAIC	56
Aero Dynamics	54	Goodrich	81	SES, Inc.	69
Aerospace Filtration Systems	5	Gulfstream	47	SELEX Galileo	71
AeroVironment, Inc.	23	Helicomb International Inc.	118	Sierra Nevada	104, 125
ALKAN	20	Honeywell Aerospace	45	Sikorsky	30, 31
AAFMA Assoc.	115	Hontech	12	Skedkco, Inc.	100
Agusta Westland	105	HW Farren	102	Spika Welding	44
BAE Systems	11	ITT Communications Display Systems	139	SPX	61
Becker	18	ITT Electronic Systems, Test & Support	43	Stevens Aviation, Inc.	73
Bell Helicopters Texron Inc.	17	ITT Night Vision	13	Symetrics	85
Boeing-Military A&M Systems	1, 91	J. Chadwick Co.	50	S-3	93
Chemring Group	36	Lockheed Martin	99	TELEGENIX	117
CMC Electronics Inc.	87	L-3 Army Fleet Support	51	Telephonics Corporation	77
Coastal Aircraft Parts, LLC	122	L-3 Communications Mission Integration	53	Texas Army National Guard	106
Combat Medical Systems	19	L-3 Wescam	55	Thales	123
Contract Fabrication	101	Meggitt Defense Systems	103	Timken Aerospace Transmissions, LLC	66
Cubic	7	Native Insurance Company	25	Turbomeca USA	113
Deft, Inc.	116	Navigator Development Group, Inc.	26	USAA	109
DynCorp International	41	Northrop Grumman	57, 140	Vector Aerospace	83
DRS Technologies, Inc.	2, 65	Parker Aerospace	63	VT Miltope Corporation	95
EADS	14, 15, 38, 39	Phantom Products Inc.	111	Westwind Technologies Inc.	21
Elbit Systems of America	29	Piasecki Aircraft	2	Wulfsberg Electronics	27, 79
Emteq	6	PIC Wire & Cable	110	Yulista Management Services	119
Fastening Systems International, Inc.	60	Raytheon Company	89	Zeda Soft	75


AN/MSQ-135 MOTS - Mobile Tower System

Providing an integrated solution for Air Traffic Services to meet the soldiers needs.


- FAA/ICAO Terminal Air Traffic Services in 10 minutes
- FAA certifiable MIRL airfield lighting system
- Worldwide deployable, interoperable and modular design



SNC Eagle Airfield & Taxiway Lights



Phone: 775.331.0222
Email: cnsatm@sncorp.com
www.sncorp.com



SIERRA NEVADA CORPORATION

ELECTRONIC SYSTEMS AND INTEGRATION | INNOVATIVE & AGILE TECHNOLOGY SOLUTIONS

POTM

PEOPLE ON THE MOVE

REDESIGNATION CEREMONY

16th CAB Activates



16TH CAB PHOTO

16th Cbt. Avn. Bde. commander, COL Robert W. Werthman receives the 16th CAB colors from MG William J. Troy, U.S. Army Alaska Commanding General, during the Task Force 49 redesignation ceremony Dec. 11th. The more than 1,200 members of Army Aviation Task Force 49 changed their unit designation to the 16th Cbt. Avn. Bde. (CAB) uncasing their colors during a ceremony in Hangar 6, Ft. Wainwright, AK, Dec. 11. Aviation units that form the 16th CAB include Co. C and D, 123rd Avn. Regt.; 1st Bn., 52nd Avn. Regt.; Co. B, 209th Avn. Spt. Bn., and the 6th Sqdn., 17th Cav. Regt.

Thurman Visits TF Falcon



ARMY PHOTO BY SRC. MONICKA SMITH

U.S. Army Deputy Chief of Staff G3/5/7, LTG James D. Thurman (fifth from left) stops to pose with leaders from Task Force Falcon, 3rd Cbt. Avn. Bde., after meeting to discuss future operations Jan. 12 at Bagram Airfield, Afghanistan. From the left – TF Odin CSM Terry Sparks; LTG Robert P. Lennox, DCS G-8; LTC John M. Hinck, Cdr., TF Odin; COL Donald N. Galli, Cdr., 3rd Cbt. Avn. Bde., TF Falcon; Thurman; TF Falcon CSM Richard Stidely; LTG Edgar E. Stanton III, Mil. Dep. for Budget, Off. of the Asst. Sec. of the Army (Force Mgmt. & Comp.); and MG John A. MacDonald, Dep. Cdr., U.S. Forces, Afghanistan.

AWARDS

Ten Awarded DFCs



COL Paul Bricker (back row, far left), commander of the 82nd Cbt. Avn. Bde. (CAB), TF Pegasus, and Rgn'l. Cmd.-South commander, British Maj. Gen. Nick Carter (back row, far right), stand with ten recipients of the Distinguished Flying Cross (DFC) assigned to TF Pegasus. Back row: LTC J. Mike Morgan, Cdr. of TF Saber and Kiowa pilot;

LTC W. Wade Blackwell, Cdr. of TF Talon and Blackhawk pilot; LTC David O. Jernigan, Cdr. of TF Wolfpack and Apache pilot. Front row: CW3 Michael A. Leoni, CPT Anthony Fucellaro, CW2 Toby Familo, CW2 Adam Fletcher, CW3 Seth A. Schubert (all Kiowa pilots), CW2 Samuel Ratterree, Blackhawk pilot and CW2 Cody L. Pearson, Kiowa pilot. All ten aviators assigned to the 82nd CAB received DFCs on Feb. 19 at Kandahar Air Field for heroic actions while serving in Afghanistan.

Life Saving Award



PHOTO BY BILL STANLEY, CO PD

On Jan. 28, 2010 the aircrew of the Colorado Springs Police Department helicopter (Air1), Pilot Officers Christopher Burns (right) and Jacob Reutner, were awarded a department Life Saving Award for their part in saving the life of a juvenile male who fell through the ice in a creek bed in Dec. Both are also members of the Colorado National Guard; MAJ Burns and CW4 Reutner are assigned to Co. B, 3-140th S&S, Buckley Air Force Base. Burns is a member of the AAAA Pikes Peak Chapter.

POTM

PEOPLE ON THE MOVE



PHOTO BY CAROL HEARD, THE BAINBRIDGE POST-SEARCHLIGHT

Hometown Recognition

MAJ David A. "Buck" Sarrette, Jr., Operations Officer for the 1st Bn., 223rd Avn. Regt., at Fort Rucker, AL, was recently named "Man of the Year" by the Bainbridge, Georgia Kiwanis Club. Shown with him is his wife, Nicole.

Back In The Saddle



COURTESY PHOTO BY PEGASUS PHOTO

CPT Eric Shilleci, commander of Co. C, 1st Bn., 82nd Cbt. Avn. Bde., sends off CPT Joshua Bowns on his first flight since returning to Afghanistan after crashing in an AH-64 Apache helicopter. Bowns and his instructor pilot were flying over Afghanistan in support of Operation Enduring Freedom in May last year when they crashed on the outskirts of a small village. His IP, CW4 Brent Cole, did not survive the impact. Bowns received multiple surgeries and spent nine months rehabilitating his body to return to Afghanistan and fly again.

Flight School Graduations

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) 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 each flight class.

64 Officers, February 17

AH-64D Track

WO1 David A. Dawson III * HG
WO1 Michael M. Hughes * HG
WO1 Michael Lee, Jr. * HG
LT Robert E. Small * DG
WO1 Michael E. Bertha
WO1 Alexandru R. Bocioaca *
WO1 Murrah M. Fowler
WO1 Carl D. Gatlin *
WO1 Kurtis M. Hodge
WO1 Jon K. Hunt
WO1 Catherine F. Johnston *
WO1 John M. Key *
WO1 Michael P. McGann *
LT Timothy D. McIlwain *
WO1 Adam D. Miracle *
WO1 Christopher M. Vonsik
LT Michael J. Moran *
LT Nathan B. Simecek *
LT Griffin A. Valdes

CH-47D Track

LT Roderic G. Jones
LT James P. Kelly *

OH-58D/R Track

WO1 Jarrad M. Walter * HG
WO1 Kenneth L. Barker * DG
WO1 Nathan E. Alicie *
WO1 Paul W. Bowman
WO1 Rudy J. Camacho
WO1 Brian A. Dude *
WO1 Jason K. Flores
LT Thomas F. Fox *
LT Jordan T. Glover
WO1 Scott S. Hamilton *
WO1 Jason Leggio
WO1 Ross A. Pate *
WO1 Adam J. Zigelhofer *

UH-60 Track

WO1 Bradley R. Bevington * HG
WO1 Benjamin E. Boswell * HG
WO1 Keith A. Olsen * HG
CPT Nicholas J. Price * HG
WO1 Cade V. Holzer * DG
LT Tad A. Lefler * DG
WO1 Denise Alonso *
WO1 Christopher M. Aylstock
WO1 Andrew G. Balcer *
WO1 Michael C. Becker
LT Michael C. Chase
WO1 Trevor A. Clough *
LT Jonathan M. Denton *
WO1 Christopher M. Ducote *

WO1 Zachary T. Durgin
WO1 Robert C. Elder *
WO1 Lester A. Furr IV
LT Ryne L. Klauer *
WO1 Kyle J. McClure
LT Andrew S. McMillion *
WO1 Raymond T. Napoli
LT Eric M. Neutkens *
WO1 Christopher Newlon *
WO1 Matthew J. Oelrich *
WO1 Wilkin Romero-Rodriguez
WO1 Nicholas R. Slinkard
WO1 Robert O. Smette *
WO1 Andrew F. Smith *
LT Kevin R. Smith *
WO1 Guy R. Welborn *

40 Officers, March 5

CH-47D Track

WO1 Nick J. Gruber DG
WO1 Aaron E. Beede
WO1 Micah D. Bussell
WO1 William C. Caddell
WO1 Juan J. Coria *
WO1 Frederick J. Cruz *
WO1 James P. Fennessy *
WO1 Alsandair F. J. Miner

UH-60 Track

WO1 Howard J. Cook III HG
LT Wesley C. Emery * HG
WO1 James V. Foley * HG
LT Christine C. Krueger

WO1 William E. Lucas III * HG
LT Mark L. Salvati * DG
LT Edward J. Boeddiker
LT Thomas J. Boehm
WO1 Johnathan W. Buffett *
WO1 Bryan L. Crumpler
LT Nicholas B. Dason *
LT Robert A. Di Domenico
WO1 Jason D. Guilmain
WO1 Benjamin C. Hakenson *
WO1 Wesley B. Hand
LT Terry A. Horn
WO1 David S. Hayes *
LT Nicholas E. Kalitka
LT David M. Marshall
LT Timothy J. Mendoza *
WO1 Irvin K. Mitchell
WO1 Amber L. Pettit
WO1 Kristopher J. Schaaf *
LT Thomas W. Smith
LT Amanda D. Staly *
WO1 Matthew J. Svoboda
LT Anthony K. Tankiewicz
WO1 Shawn M. Tumblin
LT Steven J. Wax *
WO1 Derek T. Whisler
WO1 Morgan F. Witt
LT Chase B. Yarbrough *

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

AAAA News

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

Big Red One Chapter



PHOTO BY CW2 PATRICK MANCINI

LTC Kenneth Chase, commander of the 1st Sqdn., 6th Cav. Regt., knights **LTC (Ret.) Hugh Mills**, as 1st Cbt. Avn. Bde. commander, COL Frank Muth, dons **CW4 Mike Lee** with the Order of St. Michael Bronze medal during an induction ceremony, Jan. 23. The Big Red One AAAA Chapter recognized five Army Aviators with the Order of St. Michael, Bronze award during a 1st Sqdn., 6th Cav. Regt. Dining Out on Jan. 23 at Ft. Riley, Kansas. During this ceremony, the Chapter recognized the following pilots: **CW4 Tom Boise** for a lifetime of aviation service and currently serving as the squadron Standardization Instructor Pilot; **CW4 Mike Lee** for a lifetime of aviation service and currently serving as the Squadron Safety officer; **CW4 Conrad Rodgers** for a lifetime of aviation service and currently serving as the Squadron Master Gunner; **CW4 Mike Mosman** for a lifetime of aviation service and currently serving as the 1st Infantry Division unmanned aerial systems (UAS) SIP. In addition, LTC (Ret.) Hugh L. Mills, Jr. was recognized for his contributions to the development of Air Cavalry Tactics. An air cavalryman with 3 combat tours in Vietnam, he was awarded 3 Silver Stars, six Distinguished Flying Crosses, 3 Purple Hearts and over 70 Air Medals, and was recognized by the commanding general of 1st Inf. Div. as the most lethal scout pilot in the Division. He is the author of the air cavalry classic, "Low Level Hell – A Scout Pilot in the Big Red One," and is presently an Under Sheriff in Jackson County, MO.

Connecticut Chapter



ALL PHOTOS BY MSG RUBEN GARCIA, CTARNG

At an awards ceremony Jan. 30th, Connecticut State Army Aviation Officer, COL William P.



Shea presented the Order of St. Michael, Bronze during a weekend drill to three individuals at the Army Aviation Support Facility in Hartford. **MAJ Patrick G. Flaherty**, Joint Force Headquarters, was recognized for his achievements as the State Safety Officer; **CW4 Edward G. Phillips**, Joint Force Headquarters, was recognized for dedicated outstanding Army Aviation service on the occasion of his retirement; and **CW5 (Ret.) Kenneth D. Roach** was recognized for his outstanding support of Army Aviation.

Ragin' Cajun Chapter



PHOTO BY MAJ CRAIG DUPUY

Pictured above, CSM Shawn Jones (CSM, Avn. Div., Ops Group), **CW3 Kearns**, LTC Mendenhall, CW4 Chad Fenner (Senior Warrant Officer and SIP, Avn Div, Ops Group). CW3 William S. (Bill) Kearns, Master Gunner, Avn. Div., Ops. Gp., Joint Readiness Tng. Ctr. (JRTC), Ft. Polk, LA received a Bronze Order of St. Michael from LTC Cory Mendenhall, Sr. Avn. Observer/ Controller, JRTC on the occasion of his permanent change of station. Kearns was cited for outstanding service as the senior trainer for all rotary wing live fire opera-

tions at Peason Range, Ft. Polk, LA, from 2007-2010. He will be attending the Instructor Pilot and TACOPS Courses at Ft. Rucker, AL with follow-on assignment to 1-6th Cav., Ft Riley, KS.



PHOTO BY MAJ CRAIG DUPUY

LTC Cory Mendenhall, Sr. Avn. Observer/ Controller, Ops. Gp., JRTC, awards **MAJ Karsten Haake**, XO, Avn. Div., Ops. Gp., the Order of St. Michael, Bronze, on Dec. 17, 2009 for his outstanding performance as the senior Trainer for all logistical operations at Fort Polk during unit rotations and the Aviation Division Executive Officer from 2007-2010. Karsten will be attending Intermediate Level Education (ILE) at Ft. Leavenworth, KS.



PHOTO BY LTC (RET) THOMAS LASSER

Southern California Chapter

Ms. Doris Lochness listens to those assembled in the California National Guard State Headquarters sing Happy Birthday on the occasion of her 100th birthday. The Southern California Chapter recently presented her with the Order of St. Michael, Bronze, in recognition of her aviation career which started in the 1930's and her service as a Women Airforce Service Pilots (WASP) during World War II. She went on to have a long aviation career flying aircraft until she was in her 90s and being a tireless advocate of women in military and civilian aviation. Presenting the award were COL Jake Benjamin (Ret.), Southern California Chapter president, and LTC Laura Yeager, State Army Aviation Operations Officer. 1LT Brian Hirschhorn facilitated the event and took Ms. Lochness to the Avn. Spt. Fac. where she was able to view an HH-60L.

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

Iron Mike Chapter



PHOTO BY SSG AUBREE CLUTE, 82ND CAB PAVO

LTC William Blackwell, Cdr., 3d Bn., 82nd Cbt. Avn. Bde., TF Talon (left) poses with (from the left) CPT Jennie Richey, Co. D Cdr.; **1SG Reginald Thomas**, **SFC Carl Anderson Sr.**, **SFC Gerardo Modesto Sanchez**, **SFC Santos Martell Jr.**, and TF Talon CSM Vernon Brown following a promotion and awards ceremony at Kandahar Airfield, Afghanistan on Feb. 1. All soldiers are assigned to Co. D, TF Talon and were presented the Order of St. Michael, Bronze, by LTC Blackwell as indicated: 1SG Reginald F. Thomas, Co. First Sergeant – for logging over 2100 hrs of flight time on the Army's Ch-47 D, E, and F model aircraft; SFC Carl Anderson, Sr., UH-60 and CH-47 Maintenance Platoon Sergeant – on the occasion of his retirement after 20 years of service; SFC Gerardo Modesto Sanchez, Maintenance Floor Supervisor – for achieving OCONUS GSAB of the year and NCO Maintainer of the year, AAAA Morning Calm Chapter; and SFC Santos Martell, Jr., Shops Platoon Sergeant – for 17 years of outstanding aviation service.

Tennessee Valley Chapter



PHOTO BY DAVID KATHER, AAATVC

Tennessee Valley Chapter President, **LTC (Ret.) William C. (Bill) Weaver** (center), receives the Order of St. Michael, Silver from MG James R. Myles, commanding general of Aviation and Missile Life Cycle Management Command (AMCOM)(right) and CW4 (Ret.) Steve Sanders, VP Awards, TVC at the chapter's 3rd Annual Order of St. Michael Ball on Oct. 30 at the Von Braun Civic Center, Huntsville, AL. Weaver was the VP of Scholarships for the chapter for many years prior to taking the helm as Chapter President; he also serves on the AAAA National Executive Board.

Washington Potomac Chapter



PHOTO BY CPT DONALD LANE, 12TH AVN. BN.

At a December 11, 2009 retirement ceremony for **Mrs. Dorothy "Dottie" Dixon**, at Ft. Belvoir, VA Officer's Club, she was presented the Bronze Order of Saint Michael by MG (Ret.) Rudy Ostovich, President, Washington Potomac Chapter AAAA. She was recognized for her 43 years of service to the 12th Avn. Bn. at Ft. Belvoir and 47 years overall Federal Service. Her career began in 1942 as a radio and telegraph operator and culminated as a Flight Records Clerk, with her closing out over 9000 annual records for hundreds of aircrews. Her reputation of quality and service were known by several generations of Army Aviators and crewmembers who served in the National Capitol Region.

AAAA Chapter News

Tennessee Valley Chapter



PHOTO BY JAH ROSHER

COL (Ret.) Galen Roshier, long-standing Tennessee Valley Chapter member and former Assistant Program Manager in the Apache Program Office and Deputy Director in the Directorate for Advance Systems, in the Aviation Systems Command poses with five of his nine granddaughters, all AAAA TVC Scholarship Recipients: Back Row Left to Right: Elissa Schrader - University of Central Missouri Re-Scholarship 2006; Julie Roshier - Notre Dame Re-Scholarship 2007; Melanie Roshier - Georgia Tech Re-Scholarship 2005; Front Row Left to Right: Shannon Hunnicutt - University of Alabama Re-Scholarship 2007; COL (Ret.) Galen Roshier; Mary Catherine Roshier - Mercer Re-Scholarship 2009. Roshier served as Exec. VP in the AAAA St. Louis Chapter and has continued an active role with TVC.



ARMY AVATION MAILBOX

I was very pleased to see in the February issue the article by LTG Williams about the early years of Army Aviation. The story needs to be told every so often so that the new Aviators have an understanding of how we originated and the trials we have faced in becoming the greatest Branch in the Army.

I also enjoyed Art's Attic and hope it becomes a regular feature in the magazine.

I well remember the early years of the magazine before the founding of AAAA in 1957. Then it was personalized as you knew a lot of the people.

Keep up the good work.

*LTC (Ret.) John H. Anderson
Charter-Life member*

AAAA News

President's 2011 Budget

On Feb. 1, President Barack H. Obama submitted his administration's 2011 \$3.83 trillion budget request to Congress.

The Department of Defense parts of the budget request 4.7 percent of the Gross Domestic Product (GDP), \$548.9 B in discretionary budget authority to fund base defense programs at 3.4 percent above the 2010 level, and \$159.3 B to support Overseas Contingency Operations (OCO).

In addition, the White House has requested a war supplemental of \$33 B to complete 2010 OCO largely to support the 22,000 troops in the Afghan surge.

This Defense request was built on the initiatives identified in the 2010 Quadrennial Defense Review and the 2010 Ballistic Missile Defense Review.

Pundits believe the Congress will probably support the amount of the president's Defense request while tailoring the line items based on their judgment.

Army Aviation 2010 Budget Highlights

After expressing concern over the past year about the size of the helicopter fleet in Afghanistan and the strength of the industrial base, Pentagon officials provided \$9.6 B for acquisition of military rotary wing aircraft including \$1.4 B for Army UH-60 Blackhawks and \$1.2 B for CH-47 Chinooks.

The 11 active Army Combat Aviation Brigades are to be increased to 13.

Available helicopters and personnel are to be consolidated for the 12th CAB and the resourcing of personnel and aircraft for the 13th is to be set in motion in the 2012-2017 Program Objective Memorandum (POM) to be accomplished by fiscal 2015.

Unmanned Aircraft Systems acquisitions in response to the strong Defense focus are significantly increased.

The Army is to acquire 26 of the extended-range Air Warrior version of the Predator and the Air Force will double to 48 the production of the MQ-9 Reaper, a larger and more heavily armed version of the Predator.

Special Operations Command funding is increased 6 percent to \$6.3 B and the adding of 2,800 special operations personnel is proposed.

\$14.3 Trillion Debt Cap

On Feb. 5 the Congress sent a bill to the president to increase the national debt ceiling by \$1.9T to \$14.3 T.



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

The new cap is expected to carry government spending with an expected 2010 deficit of \$1.6T until after the Nov. elections.

On Feb. 18, the president established a bipartisan commission to recommend by Dec. 1 reducing the government's short term deficits by 2015 and addressing the longer term imbalances in federal finances. The 18-person commission is to be formed with six appointments by the president and six from each of the two major political parties.

Fourteen votes will be needed to forward a deficit-reduction plan to the leaders of Congress who have agreed to have a vote on the recommendations before the end of the year.

With annual deficits projected to average \$1 T a year, budget reduction progress is needed to head off the 2020 national debt projection which is expected to grow to 77 percent of the economy, the largest since 1950.

Army Transformation Completion Enabled

The Army Chief of Staff, GEN George W. Casey, Jr., said he feels good about the proposed 2011 Budget and its ability to complete the ongoing 6-year Army transformation.

Most of the 300 brigades in the Army will be converted into modular organizations. Large numbers of armor, artillery and air defense company level units have been transformed into corresponding special forces, civil affairs, psychological operations, military police and engineer units to meet war requirements.

Medicare/TRICARE Payment Cut Fix

The Senate bill that was signed by the president to increase the national deficit cap includes an amendment to provide a five-year temporary fix to the law requiring an annual payment fee cut for Medicare/TRICARE physicians that does not require a bill payer for a budget offset.

With the accumulation of previous con-

gressionally deferred annual cuts required by this old law and an extension from Jan 1, 2010, a 21 percent reduction in physician fees is to go into effect on Mar. 1.

Congress needs to pass corrective legislation by the end of Feb. to prevent the physician fee cut that is expected to result in TRICARE doctors not taking new patients and discontinuing current ones.

The root of this problem is that the contemplated savings from the old law are counted as deficit reductions, \$250 B over the next ten years, that must be offset with bill payer funds from elsewhere if the law is repealed.

In this deficit sensitive period members of Congress will have to step forward and implement common sense solutions to this variety of structural bureaucratic problem.

Rep. Murtha Eulogized

On Feb. 8 Rep. John F. Murtha (D-PA), chairman of the House Appropriations defense subcommittee, died of complications from gallbladder surgery.

He was remembered at his funeral as a patriot, a fighter for his constituents and for veterans, a consummate politician and a family man able to separate work from his personal life.

The frontrunner to take over the post of chairing the House Appropriations defense subcommittee is Rep. Norm Dicks (D-WA), whose district is the home of significant Boeing operations and other defense industries.

Pay Boost Contested

The proposed Defense military pay raise of 1.4 percent, the smallest since 1962, is contested as being 0.5 percent too low.

The Military Coalition and other supporters of the troops maintain that an additional 0.5 percent should be added to continue to close the pay gap between the military and the average private sector growth based on the Consumer Price Index.

Congress has increased the military

Continued on page 133

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

In Memoriam

LTG Larry J. Dodgen

Retired Army LTG Larry J. Dodgen died Feb. 20 of an apparent heart attack while playing tennis. He was 60. Dodgen was a former commander of the U.S. Army Aviation and Missile Command (AMCOM) and Redstone Arsenal, and the Army Space and Missile Defense Command (SMDC) before working in the defense industry. A combat veteran, he served during Desert Storm in Saudi Arabia as a LTC, commander of a Patriot missile battalion and later the leader of a Hawk-Patriot Task Force for VII Corps. He assumed command of AMCOM and Redstone Arsenal on Sept. 10, 2001, the day before the terrorist attacks of 9/11 on New York City and Washington, D.C. As a result, he hit the ground running supporting the Warfighter on multiple fronts while remaining focused on the safety and security of the Soldiers, employees and families at the Arsenal. In 2003, he was promoted to lieutenant general and became commander of the U.S. Army Space and Missile Defense Command/Army Forces Strategic Command headquartered at Redstone. After retirement, Dodgen moved to industry working as a vice president and lead executive for the Missile Defense Integration Group, spending a lot of time traveling and in Washington, D.C. In Oct. of last year, he became Northrop Grumman's corporate lead executive for Huntsville. A memorial service was held, Feb. 25 at Bicentennial Chapel on Redstone Arsenal and he was buried at Arlington National Cemetery after a funeral service in the Old Post Chapel at Fort Myer, VA, Mar. 11. He is survived by his wife, Leslie T. Dodgen of Huntsville; mother, Zoella Dodgen of Harvey, La.; brothers, John Wayne Dodgen of Marrero, La., and George Lewis Dodgen of Houston; and sister, Patty Dodgen of Marrero.



LTG Dodgen

Attention AAAA Members Stay Connected!

Get the latest email news & notices from the AAAA National office.

Send your email address (Especially your AKO account) to the AAAA National Office email:
aaaa@quad-a.org

Add aaaa@quad-a.org to your address book.

This will assure that your email is not bounced by "spam" filters.

Fallen Heroes

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

Homeland Defense

Three Soldiers were killed when their UH-60 Black Hawk crashed during an evening training mission northeast of Mannheim, Germany at approximately 6:45 p.m. CET, Feb. 3.



CW3 Farwell



CW2 Hickman



CPL Clark

Deceased are:

CW3 Gary Marc Farwell, 39, of Redding, California;
CW2 Clayton Marshall Hickman, 32, of Columbia, Tennessee; and
CPL Matthew Evan Clark, 25, of Searcy, Arkansas.

All were assigned to Company G, 6th Battalion, 52nd Aviation Regiment; attached to 1st Battalion, 214th Aviation Regiment, 12th Combat Aviation Brigade based in Stuttgart. A memorial service was held on Feb. 11 at the Panzer Kaserne Community Chapel in Stuttgart. The circumstances surrounding the incident are under investigation.

Operation Iraqi Freedom

Two Tennessee Army National Guard aviators died Feb. 21, from wounds suffered when their OH-58D Kiowa Warrior made a hard landing near Qayyarah Airfield West (Q-West) about 30 miles south of Mosul in Northern Iraq.



CPT Alford



CW2 Grinder

Deceased are:

CPT Marcus Ray Alford, 28, of Knoxville, Tennessee; and
CW2 Billie Jean Grinder, 25, of Gallatin, Tennessee.

Both Soldiers were assigned to Troop C, 1st Squadron, 230th Cavalry Regiment in Louisville, Tennessee. Grinder was the first female TN Guard member to die there since the war began. The accident is under investigation.

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

NEW MEMBERS

Air Assault Chapter

1LT John A. Bailey
SGT Sherman L. Hill

Aloha Chapter

2LT Edward I. Richards

Arizona Chapter

MAJ Todd Rea

Richard P. Schwab

Armadillo Chapter

James G. Firmin

Xavier O. Garcia

SPC Stefanie M. Koruegay

SGT Lavinia H. Modglin

SGT Jeremy J. Rowe

COL Robert P. Samborski

Aviation Center Chapter

CW3 Earnest Cisneros

2LT Eric Fong

Bavarian Chapter

SFC Brian R. Brockett

SFC Pedro A. Herrera

SGT Jason K. Noack

Central Florida Chapter

MAJ Eric S. Durham

Jerome W. Garman

James B. Godwin Jr.

Robert McCord

Colonial Virginia Chapter

SSG Patrick E. Barillas

MSG Penny R. Bell

Charles S. Brackney

SFC Christopher Breedlove

SFC Jeffrey J. Gobin

SFC Orlando L. Jackson

SSG Conrad N. Minter

Jack Murphy

C.E. Radford

SP4 Gary R. Yim

Delaware Valley Chapter

CW4 Wayne Harrington, Ret.

Embry Riddle Eagle Chapter

Connor J. Cash

Empire Chapter

SFC Jacob M. Beck

Flying Tigers Chapter

CPT Scott Oden

CW3 Ronald Walker

Dennis E. Warner

Frontier Army Chapter

SSG Eric M. Smyth

MAJ Leonardo A. Zarza

Greater Atlanta Chapter

Ms. Kristin Blake

SFC Tammy J. Cruz, Ret.

SSG Ralph T. Woods Jr.

Greater Chicago Chapter

Kevin M. McDermott

David C. Witek

Griffin Chapter

SPC Dallas J. McLeod

Idaho Snake River Chapter

SSG Millicent J. Martinez

SGT Robert D. Reyff

SPC Brock Sande

MAJ James Schoonover

Iron Mike Chapter

1SG Lorena C. Delain

Earl A. Morgan

CPT Martin R. Rosario

CW5 Craig S. Wheeler

Jack H. Dibrell/Alamo Chapter

1LT Joshua C. Aronson

Jimmy Doolittle Chapter

SGT Angela M. Perry

SGT Matthew L. Perry

Keystone Chapter

CW2 Richard W. Hill

Lindbergh Chapter

Jim O'Neill

Magnolia Chapter

Catherine W. Adams

MSG Joyce M. Chandler

SGT Carl O. Ethridge

MSG Jimmy L. Garland

SFC Shaun M. Leonard

SSG Jack T. Marsh

SSG Eric C. North

SGT Jessica S. Patterson

SGT Curtis M. Reeves

SSG Thomas J. Reich

SSG Colton W. Ward

SGT James M. Whitehead

Mid-Atlantic Chapter

MSG Phyllis J. Combs

LTC Michael A. Whelan

Morning Calm Chapter

1SG Timothy J. Allison Sr.

Mount Rainier Chapter

CSM David W. Eden

LTC Bruce C. Linton

North Texas Chapter

SFC Alicia M. Flickinger

Sanjeev Gaikwad

Steve Halford

Jason J. Keeton

CPT David F. Kendall

SGT Melanie K. Roling

Ted Stranczek

Keith A. Wilhelm

Northern Lights Chapter

CPT Pamela L. Bracey

CPT Travis J. Easterling

CW3 James C. Frazier

SFC Joel A. Greene

CPT Ryan C. Hedberg

SGT Brendan D. Jackson

CPT Edward M. Killilea

SSG James E. Lowery Jr.

SFC Michael J. Resmond

CW2 Jared A. Tyler

Oregon Trail Chapter

Sean R. Bangs

Phantom Corps Chapter

SGM Randy T. Church

SPC Elizabeth G. Gonzales

CSM Thomas Quinn, Ret.

Pikes Peak Chapter

CW4 Drew Banoff

MAJ Chris L. Beerbower

CW5 Linda W. Blincoe

COL Dana M. Capozzella

CW4 David R. Carter

SPC Kimberly K. Clark

CW2 Albert V. Dufour

MG H. Michael Edwards

CW4 Michael C. Eger

SSG Charles R. Emerson

CW4 Curtis H. Hathcock

SSG Claudius M. Jackson

2LT Matthew D. Jenkins

CPT Robert B. Johns

MSG Kory L. Kipferr

SPC Timothy R. Knight

SGT Steven J. Leflar

WO1 Maggie R. Leturno

SGT Jesus Martinez

PFC Andrew T. McCown

LTC Eric J. Monteith

MAJ Christopher F. Moore

SGT Barbara Irene Mullen

SGT Nicholas B. Parrott

SGT Rick D. Peevy

CW4 Michael A. Silva

MAJ Robert C. Soper

SSG William R. Stenger

SPC Sarah R. Swenson

SGT Joshua D. Vigil

Prairie Soldier Chapter

CW5 Burette B. Chappell

COL Dan C. Danaher

CW3 Joseph M. Dolton

SFC Ronald P. Harris

CW4 Jeff Husa

SSG Charles B. Lang

CPT William P. McGreer

1SG Tomas C. Ortiz

CPT Rian M. Pansch

CW3 Paul A. Robinson

CW2 James A. Score

CW2 William C. Score

MAJ James V. Siedenburgh

CW4 Derek Simonds

CPL Daniel L. Smith

SFC Marlon D. Timm

Rio Grande Chapter

2LT David Acosta

Savannah Chapter

1SG Todd M. Burke

SGT William E. Canady

1SG Jorge E. Hernandez

SGT Geary W. Lasley

1SG Randle Tarrus

SFC Matthew S. Taylor

SFC Robert E. Townsend

ShowMe Chapter

CW4 William Harman, Ret.

1LT Anthony M. James

CSM Robert H. Maze Jr.

SFC Mark E. McDonald

Southern California Chapter

1LT Gerard J. Connelly

CW4 Kevin P. Keim

Tarheel Chapter

MSG Douglas L. Carter

Tennessee Valley Chapter

MAJ Robert Beardsley Sr. Ret.

Jeremy Bennett

Eddy C. Coppock

Paul A. Ferrara

Christopher A. Gloe

Nina C. Hollis

Jeffrey B. Leide

Brenda Matthews

SPC Louis D. Owens

Jennifer Perritt

COL Neal Petree, Ret.

Mark Stone

Kris Walker

CPT Lee Wendell

Utah Chapter

Jennifer Christensen

Voodoo Chapter

SGT Louis G. Boudreaux

WO1 Chris J. Brunettin

SGT Curtis B. Clark

PV2 Kenneth P. Donnelly Jr.

SSG Jack B. Jenkins

SFC Anna K. Lofton

CW4 Larry W. McAdams

Tracy C. Schexnaydre

Washington-Potomac Chapter

SGT Oswald C. Blake

Joshua Clark

Chance E. Densmore

SPC Ryan M. Hoeffler

SPC Dino A. Molatore

Richard Sandza

Winged Warriors Chapter

MAJ Spencer M. Anderson

MSG Edwin R. Hymes Jr.

Zia Chapter

MAJ Craig K. Gilcrease

Whitney L. Thomas

No Chapter Affiliation

SPC Christyne Allison

CPT Michael R. Audette

SPC Clayton A. Cain

COL Mike P. Hayes

CPT Fredrik Hellstrom

Kanwal S. Mahal

CPT Robert A. Marshall

SFC Kenneth Musgrave, Ret.

John Nix

Ernie Rogers

LTC Donald F. Strube

CW4 Herbert C. Theisen

1SG John L. Van Vactor

SGT Matt A. Watson

CW5 William D. White

William A. Yoder

Mary A. Yourchisin

LOST MEMBERS

Help us locate a missing

AAAA member and

receive a free month

extension added to your

membership.

Thomas Acosta, II

SSG Loreto R. Adrales

SPC Joshua A. Allen

Patricia A. Azlin

2LT James P. Belanger II

CW2 Darrell L. Bell

Nolan Billiot

LTC William W. Blackwell

COL Michael E. Bobeck

WO1 Chris J. Brunettin

Roy D. Bryant

Lori Campbell

CPT Jimmie L. Canupp III

WO1 Jamie L. Copeland

CDT Samantha N. Corrier

CDT Deborra D. Dawe

MAJ Andrew B. Decker

WO1 Jeffery M. Decker

2LT Brian D. Deets

WO1 Toan T. Do

WO1 James P. Fennessy

LTC William O. Fisher

WO1 David E. Forster

CW4 Douglas G. Gahring

CPT Theodore J. Gantner

Robert Garcia

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

Legislative Report

Continued from page 130

pay by 0.5 percent per year during the last 11 years to close this pay gap to 2.4 percent. Meanwhile DOD maintains by using their new comparability objective method that there is no pay gap.

For an assist to study this issue, Congress asked the Government Accountability Office to study the comparability of the military and private sector pay and report by 1 April. In response the GAO has questioned TMC organizations and the TMC will follow the issue in Congress.

Concurrent Receipt Fix In 2011 Budget

The budget again proposes a five-year plan to phase in the disability offset to military retired pay for all members whose service-caused conditions forced them to medical retirement.

Congress failed to enact a similar proposal last year after being unable to identify cost offsets.

Base Operating Funds Reduced

Lt. Gen. Ricky Lynch, the head of the Army Installation Management Command, advised that belt-tightening is necessary because base operating budgets are no longer supplemented through emergency appropriations Congress has passed in recent years to pay for the Iraq and Afghanistan wars. Additionally, even as the total Defense spending rises, the portion of the Army budget dedicated to running the bases is down 20 percent this year. Many bases are reported to be experiencing large cuts that are affecting the provision of services for soldiers and their families.

PTSD Disability Relook

In response to an agreement with a Federal Court, the military agreed to review the records of over 4,300 Iraq and Afghanistan combat veterans discharged for post-traumatic stress disorder to determine if the service members were improperly denied benefits.

Veterans in a class action suit successfully alleged that they had been given a disability rating of 10 percent and improperly denied the 50 percent rating required by law during the Dec. 17, 2002, to Oct. 14, 2008 six-year period.

Upcoming Awards Deadline Dates to Remember



JUNE 1, 2010

Nominations for the Hall of Fame

JULY 1, 2010

Nominations for the ASE Awards
Nominations for Avionics Awards

AUGUST 1, 2010

Nominations for UAS Awards

Official nomination forms may be found on the AAAA website: www.quad-a.org

Appropriate disability ratings were given after that period.

The government has agreed that those in this group who received less than a 50 percent combat-related PTSD disability will automatically receive a 50 percent rating for 6 months and be able to apply for back payments.

Veterans who received the government legal notice sent on Jan. 25, 2010, have until July 24 to opt in to the lawsuit by contacting The National Veterans Legal Services Program in order to participate in this expedited review.

The veterans must contact the lawyers and sign up to be considered.

Contact <http://www.ptsdlawsuit.com/> for information on the lawsuit, <http://www.nvls.org/> for the National Veterans Legal Services Program and <http://ncptsd.va.gov/ncmain/information/> for the PTSD Information Center.

War Area MEDEVAC Causes

A review in the Jan. *Lancet* of the causes of the medical evacuation of service members from Iraq and Afghanistan during the 2004 to 2007 period revealed 6 percent of the force, 34,000, was evacuated.

In World War II, the Korean War and the Vietnam War the main causes of hospitalization were illnesses such as respiratory and infectious diseases rather than combat injuries.

The causes in the Iraq and Afghan wars were due to muscular problems such as back pain, tendinitis and repetitive stress injuries at 24 percent, combat wounds at 14 percent, neurological disorder at 10 percent, psychiatric disorders at 9 percent and spinal pain at 7 percent.

der at 10 percent, psychiatric disorders at 9 percent and spinal pain at 7 percent.

The remaining 36 percent includes many categories including gastrointestinal problems, infectious and respiratory diseases, chest or abdominal pain, congenital anomalies, benign tumors, pregnancy and hormonal disorders.

The study provides a focus on medical personnel training needs, the effects of multiple deployments and the care requirements for veterans.

Voting Law Update

In response to The Military Coalition and many others, Congress updated the voting laws for 2010 so that the service members and families will have a higher assurance of having their absentee ballots counted. Previously the absentee ballot systems of many states were too slow for many military voters.

Military voters need to be aware that they will no longer automatically receive their ballots from absentee ballot applications submitted in previous years.

They should submit a new Federal Post Card Application every year and every time they move.

Military and overseas voters should only use the FPCA available from their voting assistance officers and the Federal Voting Assistance Program web site, and not from state registration and absentee ballot application forms to obtain full federal FPCA rights.

Voters should check the "Voting Assistance Guide" at <http://www.FVAP.gov> for the procedures and updates.

AAAA News



NEW ORDER OF ST. MICHAEL RECIPIENTS

GOLD

MG Ronald K. Andreson, Ret.

SILVER

CW5 Kenneth D. Roach, Ret.

BRONZE

MAJ Kevin Steele
CW5 Mike Shea
LTC Paul Ehardt
Mrs. Doris Lockness
CW4 Edward G. Phillips
CW3 Chad J. Dominique
CW5 Alan C. Mack
CW5 Joseph S. Bridforth
1SG Alfonso Nixon
CW5 Jeffrey A. Reichard
CW4 Thomas Boise
LTC Hugh Mills, Ret.
CW4 Conrad Rodgers
CW4 Thomas Mosman
CW4 Michael Lee
MSG Robert W. Duncan
CW4 Martin Dodswell
CW4 Bob Vaughn
LTC Dan Bonnicksen
CW5 Donald F. Tabron
CW3 Steve D. Love
1SG Billy D. Webb
CW4 Jeffrey L. Gladden

NEW CHAPTER OFFICERS

Air Assault Chapter
COL Todd Royar, President

Big Red One Chapter
MAJ Jen Steele, VP Awards

Corpus Christi Chapter
Jahna Fulton, Secretary

Keystone Chapter
1LT William Webster, VP
Awards

North Country Chapter
CPT John McLean, VP
Membership; LTC Michael
Slocum, Senior Vice President;
COL Pedro Almeida, President
CPT Sean Cattanch, Secretary;
MAJ Michael Hale, Treasurer;
SGM Randy Adams, VP
Awards; MAJ Zeke Sweet, VP
Scholarships

ShowMe Chapter
MAJ Christopher Moenster, VP
Membership

ACES

CW2 William H. Dawson
Pikes Peak Chapter

MAJ Thaddeus D. Fineran
Prairie Soldier Chapter

SFC Jeffrey J. Gobin
Colonial Virginia Chapter

LTC William W. Merrell, Ret.
Magnolia Chapter

AVIATOR OF THE MONTH

CW2 Joe M. Foor
January 2010
Pikes Peak Chapter

NCO OF QUARTER

SSG Gerry D. Pinson
1st Quarter 2010
Aviation Center Chapter

NCO OF THE MONTH

SFC John C. Graves
January 2010
Pikes Peak Chapter

SOLDIER OF THE QUARTER

SPC Jason N. Saito
Aviation Center Chapter

SOLDIER OF THE MONTH

SPC Dino A. Molatore
January 2010
Washington-Potomac Chapter

SGT Oswald C. Blake
January 2010
Washington-Potomac Chapter

SPC Ryan M. Hoeffler
February 2010
Washington-Potomac Chapter

SGT Jeremy J. Rowe
December 2009
Armadillo Chapter

SGT Lavinia H. Modglin
January 2010
Armadillo Chapter

SPC Stefanie M. Kornegay
February 2010
Armadillo Chapter

SPC Rita I. Franco
January 2010
Bavarian Chapter

SPC Gary R. Yim
February 2010
Colonial Virginia Chapter

SPC Brock Sande
January 2010
Pikes Peak Chapter

NEW LIFETIME MEMBERS

LTC Mikael R. Ash
CPT Michael R. Audette
COL Robert T. Brafford, Ret.
MAJ Jerry Brennan
CW4 William A. Church, Ret.
CW5 Raymond A. Collins
CW4 Wayne D. Harrington, Ret.

Kelsey R. Haynes
CPT Mark C. Jordan
CW5 Jeffrey K. King
CPT Jonathan C. Lewis
COL Bill G. Lockwood, Ret.
COL Robert W. Mitchell, Ret.
CPT Jeffrey P. Moore
John A. Picciuto Jr.
MG David P. Rataczak, Ret.
CSM Richard D. Stidley
LTC Bob A. Tamplet
COL Daniel R. Voss, Ret.
Jimmy Williams
LTC Richard D. Wilson

NEW INDUSTRY MEMBERS

ARGON ST
ATEC/AEROVAN
AVOX Systems
Basic Concepts, Inc.
Click Bond, Inc.
Curtis-Wright Controls
Electronic Systems
Dakota Air Parts Int'l, Inc.
DI-Guy
DRS Sustainment Systems, Inc.
Dysol Inc.
Essex Industries
Flexible Lifeline Systems, Inc.
Freeman Holdings, LLC
General Electrodynamics Corp.
Gibson and Barnes
KenJer Industries
Massif
Middletown Composites, Inc.
Military Part Exchange LLC
North American Surveillance
Systems
PAS Technologies Inc.
Revue Thommen AG
RF System Lab
SGB Enterprises
Thermal Wave Imaging
Vermillion, Inc.



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

UPCOMING EVENTS

MAY 2010

- May 11-13 **AHS Annual Forum & Technology Display**,
Phoenix, AZ
May 25-26 **Joint Aviation Armaments Conference**
(Government Only), Picatinny Arsenal, NJ

JUNE 2010

- June 30-July 4 **VHPA National Annual 27th Reunion**, San
Diego, CA

JULY 2010

- July 23 **AAAA Scholarship Executive Committee**
Meeting, NGRC, Arlington, VA
July 24 **AAAA Scholarship Selection Committee**
Meeting, NGRC, Arlington, VA

AUGUST 2010

- Aug 21-23 **NGAUS 132nd General Conference**, Austin, TX
Aug 24-26 **C4ISR Joint Symposium & Expo**, Baltimore, MD
Aug 24-27 **Unmanned Systems North America**, Denver, CO

ARMY AVIATION

UPCOMING SPECIAL FOCUS



May

- Reserve/Guard
- Aviation Update
- Annual Convention
- Recap

June

- Special Operations
- Aviation
- Safety



Contact: **Bob Lachowski** Advertising Director
Tel: (203) 268-2450 x 131 E-mail: bob@quad-a.org



ARMY AVIATION ASSOCIATION OF AMERICA

755 Main Street, Suite 4D, Monroe, CT 06468-2830
203-268-2450, Fax 203-268-5870, Web www.quad-a.org

UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION



SIMULTANEOUS MEMBERSHIP FORM

AAAA Membership Place "X" in appropriate box

- ☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

USAWOA Membership Place "X" in appropriate box

- ☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

PURPOSE: To maintain organizational records. Used by national, region, and chapter officers, office staff and members (when approved) to generate mailing lists, chapter and region rosters, etc. Failure to furnish information may result in members not receiving the Monthly Magazine, ballots, letters and other correspondence of importance to the membership. Incorrect information may result in erroneous computation of statistical & financial reports and/or credit for prior membership.

MEMBERSHIP DATABASE INFORMATION

Last five digits of your SSN: _____ Rank: _____ MOS: _____ Branch: _____
(Last 5 digits of SSN is used to identify you & is used for your member number. It is not released to anyone for any purpose)

First Name MI Last Suf Joined Service(yy/mm)

Address Date Birth (yyyy-mm-dd)

City State ZIP+4 Home Tel

Unit of Assignment Work Tel * (*DSN for OCONUS work phones otherwise commercial)

Spouse (First Name) FAX Tel:

E-Mail Addresses *

(*AKO - us.army.mil preferred)(If both military and civilian are used, place preferred one first)

RELEASE OF INFORMATION Place "X" in appropriate box: ☐ I DO ☐ I DO NOT
want the above information released if requested by other members and/or to be provided to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.

CURRENT STATUS Place "X" in appropriate box

- ☐ Active Army ☐ ARNG* ☐ USAR* ☐ Retired ☐ Former Warrant Officer
☐ Associate (all others) *AGR please check ARNG or USAR ☐ Male ☐ Female

CERTIFICATIONS Place "X" in appropriate box

- ☐ I HOLD a Warrant issued to me by the Secretary of the Army
☐ I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO
check Associate above)
☐ I AM ☐ I AM NOT entitled to wear several National Defense Medals

TERM OF MEMBERSHIP Place "X" in appropriate box - only one dues category please

- ☐ INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST
☐ REGULAR/ASSOCIATE MEMBER DUES ☐ 1 Yr \$50 ☐ 2 Yrs \$100
☐ 3 Yrs \$150 ☐ 5 Yrs \$250
☐ RETIRED MEMBER DUES ☐ 1 Yr \$37 ☐ 2 Yrs \$74
☐ 3 Yrs \$111 ☐ 5 Yrs \$185

☐ Check or Money Order for dues is enclosed, made out to "AAAA".

☐ Charge my: ☐ VISA ☐ MC ☐ AMEX ☐ Diner's Club

Credit Card# (No DEBIT) 3 digit sec. code Expires mm/yy

CHAPTER AFFILIATIONS (Check one)

- ☐ Please affiliate me with the chapters near my home.
☐ Affiliate me with the _____ Chapters
☐ Please DO NOT affiliate me with any specific chapters.

Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)
Simultaneous Membership Form 600-DS (Fill-in) (Revised May 2008)

AAAA News

A R M Y A V I A T I O N B O O K R E V I E W

One Hell of a Ride: Inside an Armored Cavalry Task Force in Vietnam

By COL William C. Haponski, U.S. Army, Retired, Ph.D.
 Reviewed by MG Ben L. Harrison, U.S. Army, Retired

A truly remarkable account of the battles fought by the author's 1st Sqdn., 4th Cavalry Regt., 1st Inf. Div. in the first six months of 1969.

Thoroughly researched with U.S. and North Vietnamese records (over 15,000 pages of documents), multiple interviews with participants on both sides, the author personally visited each of the battle locations in 2004.

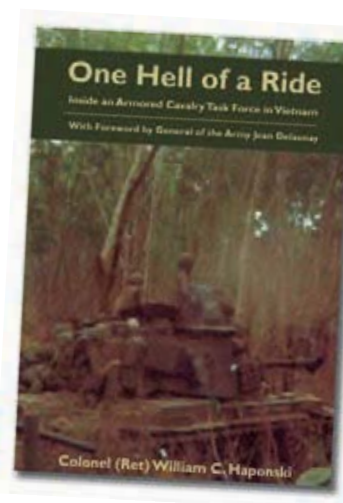
General of the Army Jean Delaunay provides an interesting Foreword and describes his experience in the Michelin Plantation area in 1948-49.

The author takes special, detailed

care to honor the officers and men with whom he fought, especially those severely wounded or killed.

And he provides his views, sometimes not favorable, of those senior officers whom he served. He is repeatedly frustrated at his failure to get a Huey for command and control of his large, widely dispersed cav. squadron in frequent contact and has to settle for a light observation helicopter "Loach" with only one radio channel available to him.

This is a unique and highly valuable contribution to the history of the Vietnam War.



Major General (Retired) Ben L. Harrison is a former Deputy Commanding General of the U.S. Army Aviation Center, a past AAAA National President, and Chairman of the Army Aviation Hall of Fame Board of Trustees.



The Future Is Now

The future is full of possibilities. The future is a beacon of hope.

Apply for a Scholarship or Contribute to the AAAA Scholarship Foundation Today

AAAA wants to make that future as bright as possible.

For details and scholarship information, call 203.268.2450 or visit www.quad-a.org.



AAAA Scholarship Foundation, Inc.
 755 Main Street, Suite 100 • Monroe, CT 06468-2830
www.quad-a.org • email: aaaafoundation@a.org
 (203) 268-2450 • Fax: (203) 268-5870

Ad written and designed courtesy of DynCorp International

Art's Attic

By Mark Albertson

Art's Attic is a look back each month 25 years ago and 50 years ago to see what was going on in ARMY AVIATION Magazine. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the AAAA in 1957 and served as its Executive Vice President. Each month contributing editor Mark Albertson will select a few key items from each historic issue. The cartoon, right, was done by a friend of Art's back in 1953 showing the chaos of his apartment-office in New York City where it all began.



25 YEARS
AGO MARCH/APRIL 1985



The Secretary of Defense Suits Up

Casper W. Weinberger recently paid a visit to Ft. Rucker, AL. The Secretary of Defense took a flight aboard an AH-64 Apache helicopter at the U.S. Army Aviation Development Test Activity. To the right lending assistance is COL John H. Turnage.

U.S. Precision Helicopter Team

Pending approval by the Secretary of Defense, the U.S. Precision Helicopter Team Trials are tentatively scheduled for Ft. Rucker, AL, April 29-May 1. The Army will sponsor and host the team trials and preparation for the world competi-



tion. But the trials will be open to all branches of the armed forces as well as to civilian entrants. Those chosen as finalists will staff the 1985 Precision Helicopter Team. The previous world competition was won by the U.S. in 1981.



50 YEARS
AGO MARCH 1960

MG Easterbrook Honored

John Vetter of Bell Helicopter Corporation is shown presenting a certificate to MG Ernest F. Easterbrook. MG Easterbrook is Commandant of the Army Aviation School and Command-

ing General of Ft. Rucker. He recently qualified as a pilot in the UH-1 Iroquois. MG Easterbrook is the first American general to qualify as a pilot with the Army's new gas turbine helicopter.



Heroism

LT Keith L. Groom earned the Army's highest peacetime award for valor, the *Soldier's Medal*. In October 1959, while flying near Gainesville, Tex, LT Groom spotted three men clinging to a tree amidst the flooding Leon River. Groom set down his helicopter. With a rope round his waist, the aviator braved the swirling waters to rescue the three men. LT Groom is attached to the 502nd Aviation Company, Ft. Hood, Tex.



Veteran Army Aviator Receives Soldier's Medal for Heroism

MG Harold K. Johnson, Chief-of Staff, Central Army Group USAREUR, is shown presenting the *Soldier's Medal* to CPT Lawrence F. McKay. Last

December, McKay was the co-pilot of an L-23 which slammed into a mountain outside Madrid, Spain. McKay and the pilot, MAJ Carl A. Colozzi, had been attempting a landing by instruments in dense fog. McKay was seriously injured. Nevertheless the aviator risked the flames to extricate the unconscious MAJ Colozzi from the wreckage, seconds before the gas tanks exploded.

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 June 1, 2010.

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

SERGEANT MAJOR KENNETH G. RICH

ARMY AVIATION HALL OF FAME 2007 INDUCTION

Retired SGM Kenneth G. Rich enlisted in May 1976, he completed basic training at Fort Jackson, South Carolina and advanced individual training at Fort Eustis, Virginia, and became a mechanic and crew chief on the AH-1G Cobra gunship at Fort Hood, Texas.

His unparalleled leadership skills enabled him to serve successfully in leadership positions from squad leader to sergeant major, ensuring the safe operation of Army aircraft and the preservation of people and equipment around the world.

He was selected in 1984 as the Community Soldier of the Year when stationed in Hanau, Germany and was named AAAA's Soldier of the Year and inducted into the Sergeant Morales Club the following year.

In 1991, while assigned as a senior training development NCO for the Department of Training and Doctrine with the New Systems Training Division, he was instrumental in the integration of the AH-64A Apache Helicopter Maintenance course to the U.S. Army Aviation Logistics School (USAALS) at Fort Eustis.

His direct coordination with aircraft maintenance contractors and program managers quickly resolved problems associated with institutionalized training and lead to effective training for 67R10 Soldiers.

He also played a prominent role in the developmental phases and future maintenance training plans for the RAH-66 Comanche helicopter program in the 1990s.

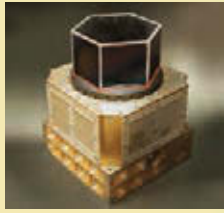
From 1997 through 2005, he was in charge of various instructional training divisions and departments with the USAALS.

Assigned as the sergeant major of the Department of Attack Helicopter Training, his department was instrumental in the School receiving both a successful accreditation and exemplary comments from the Army Training and Doctrine Command's accreditation team.

The USAALS was rated as the "Best of 11 TRADOC Schools" to have been accredited by the team up to that April 2005 visit.

Culminating his career as the USAALS Sergeant Major, Rich retired in June 2006 with 30 years of service to the nation.





Every day Army helicopters carry the fight into remote areas, where the threat from shoulder-fired IR-guided missiles is growing. With its Modular Open System Architecture (MOSA) solution, ITT Electronic Systems brings the “best of the best” technologies — both new and off-the-shelf — to a compact, easily upgradable CIRCUM solution, increasing reliability and lowering overall lifecycle costs. To see our flight test video demonstration video, please visit www.es.itt.com.

Protecting lifelines with the next generation of IR defense.



ITT

Engineered for life

Electronic Systems • Geospatial Systems • Information Systems

ITT, the Engineered Blocks logo, and ENGINEERED FOR LIFE are registered trademarks of ITT Manufacturing Enterprises, Inc. and are used under license ©2010, ITT Corporation.

**NORTHROP GRUMMAN**

Protection in the air for soldiers on the move.

www.northropgrumman.com/firescout

▼ **FIRE SCOUT**

Northrop Grumman's Fire Scout vertical unmanned aircraft system provides unprecedented situational awareness, precision targeting, communications relay, and logistics delivery that today's warfighter requires. Able to take off and land from unprepared sites, Fire Scout goes where the warfighter goes to provide organic, on-demand support to soldiers over geographically dispersed areas. Fully autonomous, it swiftly performs the dull, dirty, and dangerous missions without putting manned assets at risk. Fire Scout is the answer to the tactical commander's multifunctional aviation needs.