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Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Deadline for Stop Loss Pay Extended

The deadline for eligible service members, veterans and their beneficiaries to apply for Retroactive Stop Loss Special Pay (RSLSP) has been extended to March 4, 2011. The deadline extension is included in the continuing resolution signed by President Obama today, providing funding for federal government operations through March 4, 2011. While there was a surge of applicants as the earlier deadline approached, there may still be more out there who have yet to apply.

The RSLSP was established to compensate for the hardships military members encountered when their service was involuntarily extended under Stop Loss Authority between Sept. 11, 2001, and Sept. 30, 2009. Eligible members or their beneficiaries may submit a claim to their respective military service in order to receive the benefit of \$500 for each full or partial month served in a Stop Loss status.

For more information, on RSLSP, including submission requirements and service-specific links, go to <http://www.defense.gov/stoploss>.

Mother and Son Celebrate Promotion in Iraq



CSM Rue Mayweather promotes her son Kenieth to the rank of captain at Camp Adder, Tallil, Iraq on Oct. 7, 2010. This is the first time the mother and son team have been deployed together, and they have managed to spend time together on several occasions despite the constant demands of a deployed environment. CSM Mayweather works at a critical thinking cell of U.S. Forces-Iraq, and Kenieth is an Apache pilot assigned to the Enhanced Combat Aviation Brigade, 1st Infantry Division.

U.S. ARMY PHOTO ECAB, 1D PACBY SRC-AUNDA BROWN

PSYOPS to MISO

Secretary of Defense, Robert M. Gates, announced on Dec 3, 2010, the term Psychological Operations (PSYOPS) will no longer be used and will be replaced by Military Information Support Operations (MISO). Gates said the term PSYOPS has become anachronistic and misleading. Although PSYOPS activities rely on truthful information, credibly conveyed, the term tends to connote propaganda, brainwashing, manipulation, and deceit. In some cases, this has discouraged commanders and civilian interagency partners from making use of the capabilities.

For that reason, the term PSYOPS will be replaced with the term MISO which more accurately reflects and conveys the nature of these activities.

The commander, U.S. Special Operations Command, as the Joint Proponent for MISO, will oversee the transition to incorporate the term MISO fully throughout all appropriate functions by the end of FY 2011.

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AAAA President's Cockpit



Happy New Year 2011!

We have so much for which to be thankful. Chief among them is the honor to serve our great Nation. Many of our members have safely recovered from their tours in Southwest Asia, as others prepare to head back into harm's way. Let us remember the service of each, and reflect with great appreciation those who have stood their post, those who are, and those who shall.

In the span of a few short decades, our professional association, AAAA, has grown from an idea launched over a kitchen table, to one of the most influential military professional associations in the land.

Now numbering over 17,500, we are truly a family from all aspects of the Army Aviation Community: active, guard, reserve, civilian, industry, and our spouses. This past year, the fastest growing percent in our membership has come from the ranks of our enlisted soldiers.

I believe it is important to point out that while our corporate mailbox is in Monroe, Connecticut, we have attracted a diverse membership from across the Union, around the world with our Allied and Coalition partners, and even aboard the International Space Station! We have been forthright in our goal as an Association: "Support the U.S. Army Aviation Soldier and Family."

We look forward to ushering advanced manned and unmanned Army airframes on to more tarmacs, and the force


PHOTO BY AP/WIDEWORLD

We are routinely asked by organizations many times our size, "What is the secret of your success?" The answer comes easy: Our members matter.

structure to support them. We see an expanded Army Aviation footprint across the globe as we continue to hear a growing call for support. All of this is in line with our branch chief, BG Tony Crutchfield's vision for Army aviation, "Full Spectrum Aviation: Resilient and Adaptive for the Future Security Environment."

Our local voices are heard loud and clear on the National stage, with a diverse membership seated on the AAAA National Executive Board and throughout our association.

We are routinely asked by organizations many times our size, "What is the secret of your success?" The answer

comes easy: *Our members matter.*

Every month, we see our chapters selecting their Soldier of the Month. This past year, scores of our members have been inducted into the Honorable Order of St. Michael or Our Lady of Loreto.

Our members understand that their concerns and desires are given a voice and audience with those who shape the very foundation of Army Aviation.

Our excellent contribution to the defense of freedom and mission execution gets notice from board rooms, to briefing tents and from flight lines to the halls of Congress.

With so much to be grateful for, it becomes doubly important for each of us to find the time to remember to say a word of thanks or to give a word of encouragement. As we emerge from the rush of the holidays, it is my earnest hope that we each find the time to visit a Veteran or Warrior who served our Country with honor and dignity not just now but throughout the New Year.

Please pick up the phone, and bring encouragement to a friend who might be going through a tough time; or jot a card or letter to a Soldier who is standing their watch on the other side of the globe. Let's continue to take care of each other and even increase our efforts in 2011.

I thank each of you for the opportunity to serve as your association president, and wish each of you a safe and prosperous New Year.

My door is always open!

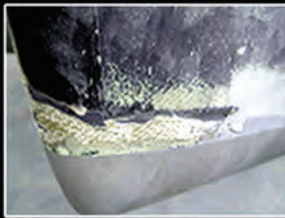
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From The Aviation Branch Chief



Aviation Support Equipment – Maintaining The Edge

By BG Anthony G. Crutchfield

USAAACE Aviation Ground Support Equipment (AGSE) combat developers are currently expediting several capability production documents (CPDs) in a dual effort to update antiquated requirements (a DA mandate) and provide the current and future force with the best tools and equipment available.

Once DA approved, these requirement documents will form the foundation from which Army aviation units will realize an Aviation Light Utility Mobile Maintenance Chart (ALUMMC), the next generation Aviation Ground Power Unit (AGPU), the next generation of aviation lifting devices (ALD), new shop sets, and much more. Approval for these documents is anticipated in 2011.

The Standard Aircraft Towing System (SATS) serves as a testimony and exemplifies the quality of work generated by the USAACE combat developers that endures the rigors of a detailed process from which equipment is actualized.

Units that have been fielded the SATS, including 1st CAV, 4th ID, 10th Mountain, 159th, and 82nd CABs and 160th Spec. Ops. Avn. Regt. have all expressed their abounding satisfaction.

For years Army Aviation units had to rely on antiquated systems or purchase out of unit funds, systems that would pull/push aircraft on the flight line in order to conduct maintenance operations. Major units that will receive SATS starting CY2011 include, but are not limited to, the 16th, 25th, 29th, 36th, and 101st CABs.

Additionally, Concepts and Requirements Directorate is collaborating with the Product Manager of Aviation Ground Support Equipment on such items as a snow plow, attachable maintenance stands and an enclosed crew cab to meet the



The Standard Aircraft Towing System in action.

extreme operating environment challenges. Next, USAACE combat developers are advocating its ALUMMC CPD, currently at DA for final approval. This flight line cart capability will provide sustainment for what Army Aviation units are already doing with their own funds.

Once approved, aviation units will have a standardized maintenance support platform to perform maintenance operations on enormous airfields.

The ALUMMC requirement was derived from the fact that maintainers must carry heavy tools and equipment across vast flight lines in all Army Aviation operating environments.

The AGPU has been a vital link in Army Aviation maintenance operations for decades. Based on a 1981 required operational capability (ROC) document, the current AGPU has undergone a Service Life Extension Program (SLEP) whereby unserviceable parts were replaced. This was an interim solution until the

next generation AGPU requirement could be precisely identified and articulated for materiel development.

In 2007, USAACE combat developers determined that a next generation AGPU CPD was needed to keep pace with current doctrine and operating tempo. The AGPU CPD is in DA staffing and the single most defining characteristic of this next generation AGPU is its modular design in order to increase maintenance operational efficiencies.

To further aid maintenance in a field and deployed environment, the Aviation Lifting Devices CPD has been created. It is a long term solution to replace the aging SCAMP and 7.5 Lorain cranes currently in the inventory. Operational Need Statements (ONS) from deployed units informed USAACE combat developers that vendors already have cranes that maintainers desire. This CPD allows for the materiel developer to explore the possibilities of lifting devices that

can support contact maintenance operations as well as flight line operations.

In the short term, combat developers are endeavoring to increase the quantity of cranes for Army Aviation units. The Aviation Lifting Devices CPD is completing world wide staffing and will soon begin the TRADOC validation process.

The Aviation Maintenance Company (AMC) is the new name for the Aviation Unit Maintenance Level (AVUM).

The Aviation Support Company (ASC) is the new name for the Aviation Intermediate Level Maintenance (AVIM).

The Aviation Maintenance Company Capability (AMCC) and Aviation Support Company Capability (ASCC) CPDs cover a majority of the tools and equipment employed by Army Aviation maintainers at these levels.

Some of the highlights include new shop sets (to replace the A-92), tools, maintenance stands, weighing scales, jacks, and a robust contact maintenance support system (CMSS).

These two CPDs will update and replace several old requirement documents, some dating back to the '80's,

as well as establish new documentation that will span well into the future.

These documents are pending TRADOC validation submission and, from there, will enter into the DA approval process.

Other notable requirements that combat developers are working include simplistic updates to the Aircraft Clean and De-ice System (ACDS), the Generic Aircraft Nitrogen Generator (GANG), and New Aircraft Tool System (NATS).

These updates will become enduring CPDs to sustain Army Aviation well into the future.

Combat developers are also writing an Aircraft Test and Diagnostic Equipment (ATDE) capability document(s), delivering a requirement on Aviation Data Exploitation Capability (ADEC) and tackling the aircraft transmission servicing requirement in 2011.

The ACDS represents a capability that Army Aviation units are presently procuring with unit funds.

The new Aircraft Cleaning System (ACS) is an effort to provide sustainment for this maintenance necessity.

The GANG CPD is being revisited to ensure that units continue to

receive the right equipment that fulfills the nitrogen generation requirement for maintenance operations.

The NATS is being updated as the Common Aircraft Tool System (CATS), in an effort to ensure that we determine the right tooling requirement for maintenance operations.

Combat developers continue to develop the Aviation Data Exploitation Capability (ADEC) as a comprehensive Army Aviation, unit level, information management tool feeding into the Global Combat Support System – Army (GCSS-A).

Army Aviation cannot deliver the Warfighting Capability required if we do not equip our Soldiers with the support equipment necessary to complete their mission.

It will always be an Aviation branch mantra to reduce the burden on the Soldier and deliver the readiness we depend upon.

Above the Best!



BG Anthony G. Crutchfield is the Aviation branch chief and the commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.

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Chief Warrant Officer of the Branch Update



Going Full Circle: Maintaining the CAB Throughout the ARFORGEN Cycle

By CW5 Michael L. Reese and CW5 Donald L. Washabaugh

This month I asked CW5 Don Washabaugh to provide insights and lessons learned from his experience as the Brigade Aviation Maintenance Officer (BAMO). CW5 Washabaugh served as the BAMO in the 1st Air Cavalry Brigade, 1st Cavalry Division from 2005 thru 2010.

During his tenure the brigade deployed multiple times in support of Operation Iraqi Freedom and provided humanitarian assistance after hurricanes Katrina/Rita and after the earthquake in Pakistan.

Sustaining the combat aviation brigade through a full Army Force Generation (ARFORGEN) cycle, while meeting the myriad of demands on the unit is challenging but achievable with preparation, teamwork, planning and decisive leadership.

Cooperation, clear goals, and forward focus will allow the unit to prevail over any challenge - including but not limited to extensions, accelerated departure dates, and decreased dwell time. Knowing the process is key - understanding what will happen and planning within those constraints, allows the unit to have the appropriate training assets during the RESET and train/available phases, and fully exercise the maximum capability of the unit during the Deployed phase.

Fact: RESET Is A Reality And Will Happen To Your Unit

Proper planning minimizes the turbulence.

Visualize the current state: halfway into the deployment everything is going relatively well, the unit is operating at or near maximum sustained capability, proficiency is at its peak at all levels and in all skill sets, everyone and everything is in full stride.

The time to plan for the next phase, RESET, is now; five to seven months from returning to home station is the time to develop a plan for RESET.

Identify the training requirements for your first 180 days at home station, project the personnel departures and the assets required to sustain the remaining force.

Equipment, personnel, knowledge and skills will all depart very rapidly upon return, and the unit must have plan to sustain the foundation to rebuild itself, and the scope of that plan must accept the reality of today's RESET construct.

Plan As You Fight

The process is a continuous attack and you must prepare to induct at least a third of the fleet into RESET as part of your redeployment strategy.

The daily average sustainment cost while deployed just



Camp Marmal, Afghanistan - Army Spc. Robert Huff, Mayfield, Ky., and Army Spc. Michael Pittsenbarger, Dayton, Texas, work on the rotor head of an AH-64D Apache helicopter. Both Soldiers are phase team leaders with Company B, 404th Aviation Support Battalion, 4th Combat Aviation Brigade, 4th Infantry Division and part of the Aviation Support Company. ASC performs phase maintenance on all aircraft in Task Force Mustang, 4th CAB's stable.

to meet OPTEMPO requirements consumes 20% of the fleet. Use that facet to leverage additional airframes by made/design/series (MDS) to send home early via airlift and induct them into RESET.

The phase plan, and intermediate maintenance plans while deployed, must reflect that plan; otherwise maintenance man-hours are consumed producing an asset that cannot be used during the last month of deployment.

Time is a very valuable ally for the last thirty days of deployment and first 90 days of redeployment.

A plan that inducts an initial third of the fleet and up to half the fleet within 30 days of surface return will establish a valid training base of aircraft as new personnel flow into the unit. It will be the most efficient use of time while the unit is in dwell.

A failure at this point will mean training challenges and material issues as the unit begins to push through the collective training gates and last minute theater required modifications. The maintenance officers and operations officers must be closely synchronized during this process.

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SPC Javier Garces troubleshoots the radios on a UH-60 Black Hawk. Garces is an avionics technician with Company B, 404th Aviation Support Battalion, 4th Combat Aviation Brigade, 4th Infantry Division.

ward areas; munitions are cleared; aircraft cleaned and processed through customs; staged at the transshipment yards, and finally prepared for loading.

Personnel receive the aircraft, clean the aircraft, and push them forward to be received and readied for shipment - both air and surface. The personnel require feeding, transportation, and housing.

It is critical to synchronize all these efforts while retaining resources at the forward element.

Yes, contractors will most likely be available, but develop the plan without them; then if they are available induct them into your plan. The process is to be independent and a full 24-hour operation. Cycle the contractors (if any) into the process of your plan.

Identify key critical skills and train them, use this opportunity to train the future force for the unit.

At the onset of hostilities, we had very few folks who had actually worked port operations, and the book knowledge is no substitute for the real things.

Change of Command

This calls for a focus on property accountability, tools, and team building. Use the initial dwell time to inventory and procure the tools that are not on hand.

New commanders must take the time to lay out all the toolboxes identify shortages and fix the delta. Identify shortage items and tools, requisition the shortages, and vigorously track them during this stage.

Once the aircraft return from RESET and collective training starts, the unit will be unprepared to meet the demands placed upon it if the correct tools are unavailable.

Accountability must be reinforced, and the entire unit footprint searched and all equipment identified. Teach the new and incoming soldiers what right looks like.

Building Teams

AMOs, PC Officers and NCOs must work together within the brigade, learning from each other, and about each type of aircraft in the unit. This increases the aware-

ness of what happens, what is going to happen, and how each unit operates.

Focus on the training needs and help the operations officers identify the actual requirements and the costs associated with meeting those objectives. Work the modification plan into the unit training cycle.

Understand the training cycle and have Soldiers available for work when aircraft are not flying, to maximize all possible productive available time.

Develop a maintenance-training plan for the new Soldiers so that skill sets do not erode.

Plan and train a phase and larger intermediate inspections regardless of the hours on the airframe.

The time you spend now will be critical during the deployment.

The training time will help you identify your capabilities; you can identify what time is reasonable for your unit to conduct its inspections with quality objectives and not time based standards.

Multiple Requisitions of Small Quantities

We have the greatest mechanics in the world, and they always make great things happen, but success does not come without parts. The unit will start out with a deficit in its Class IX stocks as it finishes the combined training center mission rehearsal exercises (MRE) and begins to load out for deployment.

Identifying the parts needs during the pre-deployment site survey (PDSS), developing a lasting strategy for replenishment, and identifying a working prescribed load list (PLL) is critical for managing the challenges ahead. Failure to develop a supply plan will result in reacting to each crisis as it arrives. Knowing how parts flow to your location is also critical.

Prepare to review the authorized stockage list (ASL) within the first 30 days of arrival, and focus on the routine items. Review the unit tech supply to ensure that you are not carrying outdated or old parts that have newer stock numbers associated with them.

Develop and execute the phase plan during deployment, remembering that *availability trumps readiness*. If resources exist to conduct scheduled maintenance, keep that production flowing! The unit must produce hours equal to what it consumes, and build a cushion to prepare for any surge.

The next step will be once again to plan for return to home station.

Planning for what is going to occur, working within the constraints of supply, building strong teams, and training maintenance, are part of the planning and development process and will ensure a complete successful cycle for the unit during the ARFORGEN cycle.



CW5 Michael L. Reese is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

CW5 Don Washabaugh is assigned to Headquarters Department of the Army, G-4 Aviation (DALO-AV), Washington, DC.

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Command Sergeant Major Update



AGSE – An NCO's Perspective

By CSM Tod L. Glidewell and SFC Danny D. O'Day

This month I am pleased to introduce you to SFC Dan O'Day, the NCOIC of the crew chief's PM, the Army Ground Support Equipment (AGSE) Product Management Office, at Redstone Arsenal, AL.

I recently had the opportunity to meet and spend a couple days with SFC O'Day at the third annual AGSE conference. I think all who attended will agree that he definitely has the Aviation Soldiers' interest at heart and is helping to move the AGSE PMO in the right direction to better support the warfighter.

Since being assigned to PM AGSE in March 2010, I have had the opportunity to visit a National Guard Army Aviation Support Facility (AASF), and Aviation Classification and Repair Depot (AVCRAD) unit preset visits and an onsite unit AGSE training week which gave me insight on the overarching responsibility of the PM.

My big picture view of Army Aviation and ground support equipment is becoming a lot clearer from the PM's perspective and I have



Soldiers attending the 15H course participate in AGPU training at Ft. Rucker, AL.



A soldier attending the 15H course inspects and prepares AGPU front axle for reassembly at Ft. Rucker, AL.

begun to apply my own experiences as a maintenance and flight platoon sergeant and production control NCO to my daily scope of duties.

What follows is a brief explanation of how new equipment is procured by PM AGSE.

Life Cycle Management

Time and technology have shown huge improvements in our ground support equipment. We still maintain the traditional tow bars, ground handling wheels, jack stands, maintenance stands that I have always iden-

tified with as the yellow AGSE.

Along with these, the PM also has the responsibility for the A92 tool room; AVIM shop set complex; nondestructive inspection (NDI) equipment and the new Standard Army Towing System.

There are more than 60 line item numbers under management at PM AGSE and we are a dedicated organization of people supporting the equipment and the warfighter's mission. With the evolution of older equipment and the requirement for new equipment, unit property books are getting large.

Personally, my two big concerns as

a maintenance platoon sergeant were locating and indentifying the equipment I had to sign for initially and then again when it was time to leave.

Meeting Needs

Since OEF and OIF, commanders and maintenance managers have had a large impact on the ground support equipment role.

Commanders have purchased items like tractors, pressure washers, generators, four wheelers, six wheelers and golf carts to improve the aviation maintenance capabilities and mission readiness. This results in the additional expense for commanders of providing funding for repairs of nonstandard equipment in the hands of novice maintainers.

A lot of the nonstandard equipment purchases that work out well at home station don't fair quite so well when subjected to line hauling, port ops and twelve month deployments in some rough parts of the world. Ultimately, usable life is short and many times results in the remains being left behind.

There are big challenges in the PM's office to standardize all equipment for all the units as well as keeping up with increasing requirements such as the addition of unmanned aircraft systems.

Leadership Is Key

Senior leadership at the battalion and company level is the key to successful management of our ground support equipment.

Leaders must get out on the hangar floor and walk the ramp. If you are a young platoon leader, executive officer or platoon sergeant you should seek to understand this equipment for which you are probably signed.

Having an understanding of the intended use of your equipment will help you assure it is taken care of properly.

As NCOs it is our job to know our equipment is functional and safe to operate; this includes ensuring everyone is trained properly and regularly, that standard operating procedures are established, and equipment maintenance records are created and maintained.

I suggest we establish programs similar to motor stables.

If we designate a period of time and manage it with the same intensity, commanders will always have a good

ASK THE BRANCH CSM

Q: CSM, how can I share the knowledge and experience I have gained with other 15F/N Soldiers assigned to other units.

SSG Kenneth W. Villagomez, Co. G, 6th Bn., 52nd Avn. Regt.

CSM: SSG Villagomez –

I also had been asked the question while attending the Army Ground Support Equipment Conference about how to share aircraft troubleshooting knowledge. So, when Mr. McKinley, the administrator for Aviation Net Professional Forum, saw your forum on AKO we thought it had the potential of helping a number of Soldiers.

I would like to offer a proposal for your consideration. I would recommend that if you're not a member of Aviation Net that you join at

<https://aviationnet.bcks.army.mil>.

Just type the web address into your browser, sign on to AKO; then select "become a member." Also I would recommend that you join the Joint Technical Data Integration (JTDI) site as well.

Both sites provide a wealth of knowledge to NCOs looking to share their experiences or to pose a question for others to collaborate on for an answer.

Also, Mr. McKinley suggests that if you would be interested in establishing a dedicated topic on Aviation Net related specifically to 15N/15F issues he would be glad to help.

In addition to these sites another option that may be easier for you is to video the procedure and upload on mil-Tube to provide a better understanding of the materials. Again this is assuming it does not involve sensitive material.

Lastly, we're always looking for great NCOs to instruct at Forts Eustis, Huachuca and Rucker and pass on their knowledge to the next generation.

Thanks for the question.

Above the Best

CSM G

dashboard indicator of the status of their AGSE.

Resources

There are several new resources in the PM's office to help you manage your equipment both at home and while deployed. A new link is available on the Joint Technical Data Integrator (JTDI) website for AGSE.

This site contains very useful information such as technical manuals, sample hand receipts with photos, toolbox warranty information on turn-in, as well as tools help ticket info, and the list continues.

Take the time to explore this site if you haven't already. JTDI is also one of the pre-loaded soft icons on ULLS-A server so, if you are hooked up to the VSAT, you are hooked up to JTDI, even when deployed.

If I can help you with any AGSE questions, you can contact me at 256-

313-3502 or dan.oday@us.army.mil.

Remember, an NCO will always be required to accomplish the mission – a well informed and resourceful NCO makes it look easy.

I look forward to hearing from you!

If you have a great story I would ask you to send it in to Quad A or to me at the Aviation Center so I can share with others.

Above the Best

Glidewell

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.

SFC Dan O'Day is the Senior Enlisted Advisor of the Aviation Ground Support Equipment Product Management office (PM AGSE) at Redstone Arsenal, AL.

U.S. Army Combat Readiness/Safety Center



Army Safe for the New Year

By BG William T. Wolf

The start of a new year is always exciting. The months ahead are a blank slate for new beginnings and resolutions to do better in the things most important to daily life. But before we go “out with the old,” it’s important to reflect on where we’ve been – and for our Army, 2010 was a year to remember.

Historic Achievements

The closure of combat operations in Iraq was a remarkable milestone for our force and a highly visible indication of the abiding hard work and dedication of our Soldiers, Families and civilians.

So too was the near-record safety performance we sustained throughout the fiscal year, culminating in an historic five-year reduction in on-duty fatalities.

The big picture for fiscal 2010 looks like this: Overall, fatalities were up slightly from fiscal 2009; however, our fatality rate per thousand Soldiers remained on par with the historic low achieved during the previous year.

This accomplishment was due in large part to a 65-percent reduction in Army motor vehicle fatalities and a drop in deaths attributed to sedans and other privately owned vehicles, including sport utility vehicles and trucks.

Sharp rises in off-duty motorcycle and pedestrian deaths, however, in addition to a spike in Army combat vehicle and aviation fatalities, resulted in seven additional Soldiers lost during 2010 than in 2009.

Challenges for the New Year

Our challenge for 2011 is applying the same principles that have worked both on and off duty, such as an emphasis on restraint system and seat belt use in AMVs and POVs, to our existing problem areas.

Pre-combat checks and inspections are a great way for leaders to engage with their Soldiers on the importance of restraint systems, safe driving habits and proper training both inside and outside the wire.

Off duty leader, Soldier and family engagement is crucial to countering the recurring problem of indiscipline, especially with regard to sedan, motorcycle and pedestrian fatalities.

Active participation by all three groups is required for maximum effect, and that means leaders must take the initiative by involving all their Soldiers and Family members in the unit’s safety programs.

While leader engagement has become a hot topic in Soldier safety during the past couple of years, we can’t forget about the foundation of every successful safety program: composite risk management.

CRM

A vital part of engagement is ensuring all Soldiers, regardless of rank or position, are equipped with the tools and knowledge to keep them safe. The best start any leader can give their Soldiers is an in-depth education in

CRM because, once learned, it’s much more than a process – rather, it’s a mindset and lifestyle that becomes second nature in all activities.

As we embark on the New Year, take a hard look at your unit to see if your Soldiers really understand the CRM process and conduct refresher training when necessary. The time and effort spent will reap exponential rewards for Soldier well-being and mission readiness.

Great Start

Although 2011 has officially just begun, we got a great start to the new fiscal year with below-average fatalities throughout much of the first quarter. Ultimately, however, we must remember that every number in our fatality count represents another Soldier tragically lost to his or her unit, Family and our Army.

By working together, I am confident we can maintain the positive momentum of the past few years and achieve another record year for Soldier safety. Our Band of Brothers and Sisters have demonstrated time and again their courage and sacrifice, and they deserve no less than our full focus, attention and concern, both on and off duty.

The USACR/Safety Center stands ready to help as you renew your commitment to safety during the New Year. We have several initiatives planned for 2011, and you can find all our products and tools online at <https://safety.army.mil>. Please let us know what you think and how we can better meet your needs in the months ahead.

Thank you for what you do every day for our Soldiers, Families and Civilians. Make safety a priority on your resolutions list, and always remember the precious lives of those counting on you.

On behalf of the USACR/Safety Center team, I wish each of you and your Families a happy, healthy and safe 2011!

Army Safe is Army Strong!



BG Bill Wolf is the director of Army Safety and commanding general, U.S. Army Combat Readiness/Safety Center, Fort Rucker, AL.



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U.S. Army Aviation Logistics School Update



COL Reeves
Commander



CSM Morant
School SGM

A New Weapon in the Battle Against FOD

By Mr. William R. Tipps and Mr. Paul J. Donaldson

In this month's update, I've asked Mr. Rocky Tipps to introduce you to the latest tool your schoolhouse is using to enhance foreign object damage prevention. COL Reeves.

In his keynote address at the First Light Breakfast during the Quad-A Convention in Fort Worth, TX, LTG James Pillsbury, deputy commanding general of the U.S. Army Materiel Command, challenged industry and government leaders to make things simpler, safer, and more cost effective for the Soldier in the field.

Ken Questiaux, director of operations, and Paul Donaldson, director of sales of BoltByte Tools, accepted the challenge and joined with experienced maintainers from the U.S. Army Aviation Logistics School (USAALS) to demonstrate the importance and usefulness of accounting for hardware removed from a component during a maintenance task to prevent FOD.

The result is a simple and cost effective means from KenJer Industries to reduce FOD during maintenance.

It seems that everyone you talk to

"The test was to ensure that all of the designs were accurate and to determine if the Soldiers, the end users, had any suggestions or changes that needed to be made."



The BoltByte FOD Prevention System in use at the U.S. Army Aviation Logistics School, Fort Eustis, VA.

who has been around the aviation industry for any length of time has a story to tell about foreign object damage (FOD).

On average, FOD causes 1-2 billion dollars annually in direct damage across the aircraft industry. The cost of FOD for the U.S. Army goes well beyond dollars and cents. It involves Soldiers' lives being in danger, aircraft going down in hostile areas or being on the ground while costly repairs are made.

A leading cause of this damage is the poor management of hardware that has been removed during a maintenance task.

Up to this point, there has not been an industry standard in the handling of hardware. Everything from plastic baggies to tin cans, coffee cups and many things in between are currently in use today. The reason for this is because there has never been any-

thing better, until now.

BoltByte Tools, made by KenJer Industries, is a durable, reusable, patented memory tool. When hardware is removed, it is placed into the board where it is held securely until it is removed to be reinstalled or discarded in the case of one time use hardware.

The board can be marked with a washable marker or customized to map out patterns that correspond to technical manuals that are used on a regular basis.

Hardware is accounted for in a simple yet professional manner until it is ready to be used.

The USAALS leadership saw the value of this method of hardware management and began a collaborative effort with BoltByte Tools to incorporate its product into the training environment.

Training Specialists at USAALS

took on the task of determining where BoltByte tools would be most beneficial for the students in training.

The first step was to introduce the tool to the school where there would be the greatest payback in FOD prevention.

The initial trial set of boards was in the engine shop where the NCOs and students met them with instant acceptance.

Even though the engines that the students work on will never fly again, it is imperative for students to learn organization and responsibility for every piece of hardware.

Although FOD prevention is already taught as a vital part of the students' curriculum, the BoltByte system enhances these procedures to instill that positive habit transfer to the field.

A vital goal for Army Aviation is to reduce the burdens that today's aircraft maintainers face. By using BoltByte layout cards, aircraft are disassembled and put back together quicker, safer, and more efficiently than with previous methods of hardware accountability. Using Boltbyte will help reduce the stress and fatigue of our Soldiers in the field while enhancing safe operations.

Recently, fly away kits for the CH-47 were tested at the 10th Combat Aviation Brigade, Fort Drum, NY as they prepared for deployment.

The fly away kit holds the hardware for everything that needs to come off of the aircraft so it can be loaded onto a C-5 or a C-17 then reassembled at the other end.

The test was to ensure that all of the designs were accurate and to determine if the Soldiers, the end users, had any suggestions or changes that needed to be made.

The troops accepted the procedures and were favorably impressed not only with the boards being used to track hardware and FOD prevention, but also as an additional easy way to tell if all of the hardware had been removed and was present for deployment. Both are difficult tasks to accomplish when searching through plastic bags or tin cans full of bolts.

The representatives from BoltByte are currently working with USAALS subject matter experts to develop new uses for the Boltbyte tool to include tear down kits for the OH-58D and hourly phase inspection kits for other models of Army helicopters.

Whether using a fly away kit to reassemble a CH-47 that was just off loaded from air transport or using a custom board to take the blast shield out of an Apache, the Boltbyte cards are a collaboration between industry and Soldiers to meet LTG Pillsbury's challenge to make things simpler, safer, and more cost effective for the Soldier in the field.

Your schoolhouse is working to get this new tool into the Defense Supply System; in the meantime, you can go to www.boltbyte.com for more information.



COL Terence W. Reeves is Commander, U.S. Army Aviation Logistics School, Fort Eustis, VA.

Mr. William "Rocky" Tipps is a course manager with the Department of Aviation Trades Training at USAALS and Mr. Paul J. Donaldson is the director of sales for BoltByte Tools in Sarver, PA.

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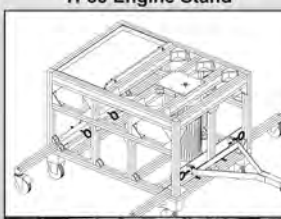


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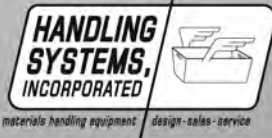
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SPECIAL FOCUS PRODUCT SUPPORT



Aviation Systems - Linking Systems Together for Increased Combat Capabilities

By COL Anthony W. Potts

AVIATION SYSTEMS FILE PHOTO

The Aviation Systems Project Management Office (AS PMO) touches virtually every aspect of Army Aviation. With five product offices managing over 90 product lines and nearly \$1.3B annually, the mission is far reaching and critical to aviation operations.

The five product offices are Fixed Wing (FW), Aviation Mission Equipment (AME), Aviation Networks and Mission Planning (ANMP), Air Traffic Control (ATC) and Aviation Ground Support Equipment (AGSE).

As it is not possible to discuss each of the product lines in the available space, this article will focus on some of the key initiatives currently ongoing in each office.

Fixed Wing

The FW PMO has gone from the quiet little office that few people in the Army even knew existed, to one of the busiest and highest profile organizations within the Program Executive Office (PEO), Aviation. Led by LTC Jong Lee, the FW PMO manages 255 Army fixed wing aircraft. They are responsible for oversight of contractor logistic support (CLS) for eight different aircraft types around the world.

In addition to this effort, the Army is undergoing a Military Intelligence rebalance strategy that will require

the procurement of Enhanced Medium Altitude Reconnaissance and Surveillance System (EMARSS) aircraft, and the validation of the Future Utility Aircraft which will replace the majority of the C-12 and UC-35 aircraft currently in the fleet.

Most recently, the Vice Chief of Staff of the Army has directed a series of studies that will ultimately determine the composition of the FW fleet. One study reaches across the entire Army to address management of an additional 95 aircraft, currently outside of the PM FW realm of responsibility.

The enterprise management strategy focuses on a three tier management scheme:

- 1) System Safety Oversight;
- 2) System Safety, Configuration Management, Standardization, and Modernization; and
- 3) Full Management including CLS.

HQDA is undergoing the validation of all FW requirements, which will shape the size and composition of the FW fleet. Next they will determine which level of managerial oversight is appropriate for each fleet.

Finally, each fleet/aircraft will be phased into the program at an appropriate time depending on the complexity of the approach. Full implementation of this strategy will occur by the end of FY 14.

Aviation Mission Equipment

AME, led by LTC James "Bam" Bamberg, is responsible for Army Aviation communication, navigation and surveillance systems. Their ongoing backbone effort is the procurement and installation of the "alternate communications suite."

The alt comms suite, as it is known, is comprised of two ARC-201D and two ARC-231 radios. These radios provide both tactical and non-tactical (ATC) communication functions for Army aircraft to include UHF, VHF, FM, SINCGARS, and SATCOM capabilities.

In addition to this effort, the office is fully engaged in the development and integration of the Joint Tactical Radio System (JTRS). The airborne version of this family of radios is the Airborne, Maritime, Fixed Station (AMF) system. It is a multi-mode, multi-spectral software reprogrammable communication system that is designed to provide both legacy waveforms as well as leading edge networking transport waveforms.

Another system the AME office is heavily engaged in is Automatic Dependent Surveillance – Broadcast (ADS-B). ADS-B equipped aircraft determine their own position and periodically broadcast this position and other relevant information to



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AVIATION SYSTEMS FILE PHOTO

Standard Aircraft Towing System (SATS)**Mobile Tower System (MOTS)**

ground stations and other aircraft with ADS-B equipment. ADS-B provides accurate information and frequent updates to airspace users and controllers, providing enhanced situational awareness and greater ability for airspace de-confliction.

Aviation Networks and Mission Planning

The ANMP office, headed up by Mr. Mike Chandler, will have been in existence for two years in Jan. 2011. They are principally responsible for providing systems that allow communications and data systems to seamlessly communicate with integrated computing systems on data bussed aircraft. This is primarily done through the Improved Data Modem (IDM).

They are also responsible for the development of the Aviation Mission Planning System (AMPS). This system interfaces the tactical operations officer with each platform as they plan tactical missions, routes and frequencies and load them into the aircraft for tactical operations.

In addition to these mainstream efforts, the ANMP office has a number of new start programs they are working to bring enhanced capabilities to command operations, pilots and maintainers.

The Aviation Data Exploitation Capability (ADEC) received its materiel development decision in August 2010. ADEC will provide a battalion level server that collects and processes data from multiple sources such as the aircraft notebook, Centralized Aviation Flight Records System (CAFRS), and Unit Level Logistic System- Aviation (ULLS-A).

This data will be available for use from the flight line level, through battalion and brigade level operations, to enterprise level organizations such as PEO, Aviation, the Aviation and Missile Research, Development and Engineering Center (AMRDEC) and the Combined Arms Support Command (CASCOM).

Air Traffic Control

The ATC Product Office, managed by LTC Kevin Mobley, is responsible for all Army tactical and fixed based air traffic control systems. This is comprised of 14 products and 88 fixed-based sites around the world.

One of the next generation ATC systems they are working to develop is the Joint Precision Approach and Landing System (JPALS).

This joint use system, being developed in cooperation with the Navy and the Air Force, is a GPS based precision approach system that will provide precision approach capabilities well beyond our current systems and

be tied into the civilian next generation air traffic control capabilities for both the international and National Airspace System.

Aviation Ground Support Equipment

The AGSE office is led by LTC(P) Russ Wygal. They are truly the aviation crew chief's PM and have a direct impact on Army Aviation aircraft readiness around the world. They provide every piece of common aviation ground support equipment from individual mechanics tool kits to the A92 Shop Set.

Most recently they completed the selection of the Standard Aircraft Towing System (SATS). The SATS is a highly successful, commercial off the shelf (COTS) procurement.

The AGSE team cut over a year out of the original procurement and fielding schedule by challenging old developmental paradigms and driving toward an agile and flexible process for putting capability more quickly into the hands of the Soldier.

SATS is already in use in OND and OEF and is getting great user reviews.

Additionally both the Air Force and Coast Guard are evaluating the SATS for use in their fleets.

Summary

This article only touches the surface of some of the activities ongoing in this very busy project office. We are not only providing new systems to our soldiers, but we are re-looking the use of some of our older systems.

The key to future success is the integration of systems and the power of the network to share and proliferate information across the battlespace, whether that be using ADEC to report the status of AGSE and ATC equipment, or networking legacy systems through the airspace integration improvements initiative (AI3) to extend information from sensors, to networks to people and platforms at the tactical edge of the battlespace.

PM Aviation Systems is bringing the power of integrating and networking new and legacy systems to our Soldiers to reduce soldier workload and increase combat capabilities.



COL Anthony W. Potts is the project manager of Aviation Systems, Program Executive Office, Aviation at Redstone Arsenal, AL.

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Aviation Mission Equipment – Communications, Navigation and Surveillance Planned Upgrades



By LTC James A. Bamberg

The AN/ARC-231 is an airborne VHF/UHF line of sight (LOS) and tactical satellite communication system that supports the DoD requirements for airborne, multiband, multi-mission, secure anti-jam voice, data and imagery network-capable communications in a compact radio set.

SPECIAL FOCUS

All Army aircraft require communications, navigation, and surveillance (CNS) equipment in order to effectively operate in both civil and military airspace.

The Product Manager for Aviation Mission Equipment (PM AME) is responsible for providing common CNS equipment that meets current requirements and for ensuring that developments meet future requirements as defined by the US Army Aviation Center of Excellence (USAACE) Concepts and Requirements Directorate (CRD).

The current PM AME products include Communications Systems: AN/ARC-231 and AN/ARC-220; Navigation Systems: AN/ASN-128D and EGI H-764G; and Surveillance Systems: AN/APX-118 and AN/APX-123. The planned upgrades to each of the products are discussed in the following paragraphs.

Communications Systems

The AN/ARC-231 radio set is a multimode very high frequency/ultra high frequency (VHF/UHF) line-of-sight (LOS) and tactical satellite communications system. The Demand Assigned Multiple Access (DAMA) Integrated Waveform (IW) software upgrade to the AN/ARC-231 will be released for fielding in 2011. Future upgrades include a hardware/software

modification to meet DoD Crypto Modernization program requirements and to incorporate the Mobile User Objective System (MUOS) waveform. This upgrade will allow the AN/ARC-231 to maintain cryptographic tactical satellite communications interoperability with other DoD communication systems.

The AN/ZRC-2 airborne radio set is being developed by the Program Manager Airborne Maritime and Fixed Radio Systems (PM AMF) part of the Joint Program Executive Office for Joint Tactical Radio Systems (JPEO JTRS).

The AN/ZRC-2 is a two-channel radio system with common ancillaries that, initially, will supplement current aircraft communication systems with wideband networking waveforms.



Joint Tactical Radio System Airborne Maritime Fixed (JTRS AMF-A) is the transformational two-channel radio system and common ancillaries that support platform integration and joint service interoperability; Increment I will support the WNW, SRW, and Link-16 waveforms on select Army rotary wing platforms.

Ultimately the AN/ZRC-2 is planned to replace all of the communication systems on aviation platforms.

The AN/ARC-220 High Frequency radio and its AN/VRC-100 ground counterpart provide non-line-of sight (NLOS) communications for Army aircraft. PM AME is currently working with the USAACE CRD to determine the approach to extend the life-span of the AN/ARC-220.

Navigation Systems

The AN/ASN-128D, *Doppler Global Positioning System (GPS) Navigation System (DGNS)*, provides a combined GPS and Doppler navigation capability through embedding an all-in-view satellite GPS receiver embedded into the signal data converter.

The AN/ASN-128D is Instrument Flight Rules (IFR) compliant and is certified for use of GPS as a supplementary means of navigation for en route, terminal, and non-precision approaches using the Digital Aeronautical Flight Information File (DAFIF) non-corruptible database.

PM AME is working with the contractor to upgrade the AN/ASN-128D to obtain certification for use of GPS as a primary means of navigation.

It is anticipated this upgrade will include a new control unit with a ruggedized LCD graphical display capable of displaying maps and digital approach plates.

The upgraded AN/ASN-128D will provide a growth path to meet



Common Transponders (CXP) AN/APX-118(V) incorporates all the advanced features required in today's global military/civil air traffic control environments; open system architecture design and high-density field programmable gate array (FPGA) technology ensures ongoing versatility and future utility through software-only upgrades.

Navigation Warfare and Joint Precision Approach and Landing System (JPALS) requirements.

The *Embedded GPS Inertial (EGI) Navigation System* is a tri-service program, Air Force led, to provide a combined GPS and inertial navigation capability through embedding an all-in-view satellite GPS receiver for aircraft equipped with a MIL-STD-1553 digital data bus.

The EGI will provide precise location to the aircraft fire control computer or integrated system processor for processing targeting information/sensor pre-pointing.

The EGI is currently being upgraded to provide increased security and civil airspace compatibility including IFR flight en-route through non-precision approach. The EGI will be upgraded to meet Navigation Warfare and JPALS requirements.

JPALS is based on differential GPS technology to achieve civil and military landing system interoperability for precision approach.

JPALS sea-based and ground-based systems and Army avionics systems are currently under development to provide Category I (200 ft. decision height and one-half mile visibility) precision approach capability.

Surveillance Systems

The *Common Transponder (CXP)* is a family of transponders that includes the *AN/APX-118* and *AN/APX-123* transponders. The CXP incorporates all of the advanced features required in today's global mili-

tary and civil air traffic environments.

PM AME is in the process of qualifying the *AN/APX-123*, which is an upgraded *AN/APX-118*.

The *AN/APX-123* will be capable of meeting Mode 5 Identification Friend or Foe (IFF) requirements and will be upgradable to meet the latest Civil Automated Dependent Surveillance Broadcast (ADS-B) requirements as they are defined by the Federal Aviation Administration (FAA) rule released on 27 May 2010.

All these systems – navigation, communication and surveillance – are critical to the success of Army aviation missions around the world. The dedicated personnel in the AME prod-

The *AN/ARC-220* is an easy-to-operate, multifunctional, fully digital signal processing (DSP) high frequency radio intended for airborne applications; it is an advanced data communications system capable of providing reliable digital connectivity.

uct office continue to look to the future of technology and interoperability to bring our Soldiers the best systems possible.

LTC James A. Bamberg is the product manager of the Aviation Mission Equipment Office, Project Management Office, Aviation Systems, Program Executive Office, Aviation at Redstone Arsenal, AL.



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SPECIAL FOCUS

The Crewchief's PM – Aviation Ground Support Equipment Update

By LTC William R. Wygal

The Aviation Ground Support Equipment (AGSE) Product Management Office (PMO) is the life cycle manager for all common AGSE utilized within Army Aviation. We support every level of aviation maintenance from the daily inspections completed by the crewchief at the flight company, to depot level repairs conducted by the Aviation Classification Repair Activity Depot (AVCRAD) / Theater Aviation Sustainment Maintenance Group (TASMG).

Our mission is to “provide AGSE which enables and improves aviation readiness”. The AGSE PMO is comprised of more than 75 program management, business, logistics and technical professionals who manage 61 standard and non-standard pieces of equipment.

Much of the equipment is comprised of component listings with thousands of individual parts that require detailed management to support our active Army, National Guard and Army Reserve aviation units from Korea to Afghanistan. Our goal is to provide the “right tools” at the “right time” in the “right place” to support our Soldiers.

The AGSE PMO enables our Soldiers to conduct aviation maintenance in the field and improve aviation readiness; this includes the development and fielding of new equipment, the modernization of legacy equipment, the Reset and repair of equipment from units returning from Operation New Dawn (OND) and Operation Enduring Freedom (OEF), and the ongoing communication of AGSE information with our users and soldiers in the field.

New Equipment Development and Fielding

The AGSE PMO completed the development of the Standard Aircraft

Towing System (SATS) earlier this year. Subsequently, we have fielded 122 SATS to active Army, National Guard and Army Reserve aviation units.

Combat aviation brigades (CABs) have deployed to OND and OEF with SATS, and initial feedback from units using the new system is positive. Deployed units are effectively utilizing the SATS for its main function of towing aircraft, and are employing it to move equipment, personnel and ammunition in support of aviation operations.

All aviation units including selected TDA units like Army National Guard Army Aviation Support Facilities (AASFs) and training units will receive the SATS to include New Equipment Training (NET) for operators and maintainers. Units will also receive basic issue items (BII) and a prescribed load list (PLL) of initial parts for the SATS.

Each unit will accomplish maintenance on the SATS organically, and spare parts will be provisioned and made available through the Military Supply System.



Standard Aircraft Towing System (SATS)

The SATS was not initially equipped with a vehicle cab/Crew Protection System (CPS), and user feedback identified the need for a CPS to perform their mission more effectively.



The Aviation Logistics Team of the Concepts and Requirements Division at Fort Rucker expedited the validation of the requirement, and as a result, the CPS will soon be standard equipment for all SATS.

Units fielded SATS without a CPS will receive upgrades to the CPS configuration in 2011.

SATS will provide our aviation units with a common, trainable and organically maintainable aircraft towing capability well into the future.



Aviation Ground Power Unit (AGPU)

Equipment Modernization

The modernization of legacy equipment is an essential part of our support to aviation units, and the AGSE PMO is currently completing the Service Life Extension Program (SLEP) for all Aviation Ground Power Units (AGPUs).

The program takes A and D model AGPUs and modernizes them to E-model configuration which includes the installation of many new parts such as a “zero-time” 68 horsepower turbine engine, and the addition of a hydraulic sampling/purge system.

Each AGPU that completes the SLEP program will have a minimum of five additional years of service life, and will support the electrical, hydraulic and pneumatic requirements for aviation maintainers for the

AGSE Reset Programs

Partnered with AMCOM Aviation Field Maintenance Directorate (AFMD)

- AGPU – LEAD, TB 1-1730-229-30-3
- GANG – LEAD, TB 1-3655-230-20-1
- AVIM SHOP SET – LAKEHURST, TB (TBP)
- A92 SHOP SET – LAKEHURST/PIF REDSTONE, TB 1-4920-403-20-1
- NATS/AFL – LAKEHURST, NJ
- NATS – TB 1-5180-548-20-1
- AFL, TB 1-4920-377-20-1
- DAWS – LAKEHURST, TB 1-6670-389-20-1
- UMARK – LAKEHURST, TB 1-1670-260-20-1
- PSTS – LAKEHURST/TOBYHANNA AD, TB 1-4920-388-20-1
- NDTE – LAKEHURST/OEM, TB 1-6625-512-20-1
- AVA – LAKEHURST/OEM, TB 1-6625-200-20-1



PM AGSE COURTESY PHOTOS

immediate future.

Letterkenny Army Depot in Chambersburg, PA is executing the SLEP program, and they completed the 550th E-model AGPU in December of 2010.

The program will continue through June/July of 2011.

All A and D model AGPUs are eligible for this “no cost to owning unit” modernization, and units must schedule legacy AGPUs for modernization by contacting the AGSE PMO no later than 30 April 2011.

Equipment Reset and Repair for Re-deploying Units

The Aviation Field Maintenance Directorate (AFMD) of the Aviation and Missile Command (AMCOM) and AGSE PMO manage the Reset of AGSE for aviation units returning from deployment to OND and OEF.

Programs currently exist for the AGPU, Generic Aircraft Nitrogen Generator (GANG), A92 Shop Set, Aviation Intermediate Maintenance (AVIM) Shop Set, Aviation Vibration Analyzer (AVA), Pitot Static Test Set (PSTS), Non Destructive Test Equipment (NDTE), Digital Aircraft Weighing System (DAWS), Unit Maintenance Aerial Recovery Kit (UMARK) and many more.

The Reset program takes equipment from units that have redeployed and returns it to “10-20 standards”

within the R+180 timeline. This allows units to continue their ARFORGEN requirements in accordance with Army guidance.

The Reset of AVIM Shop Sets at the CERDEC Flight Activity (CFA) in Lakehurst, NJ has received positive feedback from the field.

The CFA team inducts shop sets into the Reset program from returning units where they receive a technical inspection prior to complete disassembly for refurbishment.

The empty containers are sent for refurbishment to the Original Equipment Manufacturer (OEM) and returned to Lakehurst in “like new” condition. The CFA team then repopulates the shop set containers with modernized tools and fields them back to the owning unit.



A92 AVIM Shop Set after RESET

The final product received at the unit level is a completely modernized AVIM shop set.

Communicating with the Field

The AGSE PMO has implemented multiple methods to communicate, coordinate and cooperate with the field over the past year. We have worked with the Joint Technical Data Interchange (JTDI) team to implement an AGSE “tab” on the JTDI website.

The AGSE tab allows users quick access to a myriad of information to include product descriptions, manuals, maintenance messages, component listings and other data. Access to JTDI requires a CAC, and users can request access by going to www.jtdi.mil.

Another new capability that was implemented recently is the AGSE Help Ticket website which allows users to submit an equipment specific problem/question directly to our subject matter experts.

Located at <https://agse.peoavn.army.mil/>, an automatic email informs users of the progress of their query during evaluation by the AGSE team, and the user then receives the response to their question via email.

These two new methods of communicating with the field allow the AGSE PMO to coordinate and cooperate with soldiers more effectively.

AGSE Support for our Soldiers

The AGSE PMO continues to support all AGSE requirements for Army aviation units worldwide. We will identify, develop and field new equipment; modernize legacy equipment; Reset and repair equipment from units returning from contingency operations; and communicate AGSE information with users in the field.

We will do our best to ensure the “right tool” is available at the “right time” in the “right place” to enable and improve aviation readiness in support of aviation units and our most important asset, the aviation Soldier.



LTC William R. Wygal is the Product Manager for Aviation Ground Support Equipment within the Aviation Systems Project Office at the Program Executive Office for Aviation in Huntsville, AL.

SPECIAL FOCUS

PRODUCT SUPPORT

Aviation Field Maintenance Directorate – Supporting the Warfighter and Aviation ARFORGEN

By COL Donald R. Nitti and
Mr. Mitchell S. Delk



The Aviation Field Maintenance Directorate (AFMD) plays a critical role in the Army Force Generation (ARFORGEN) process by helping to sustain current operations and setting the aviation force for the future. AFMD was formed in



During Reset, dynamic components are repaired or replaced and any outstanding MWOs are applied as the aircraft is restored to fully mission capable status.

2008 by merging the Aviation Reset Office and OLR activities into a single organization under the direct control of the Aviation and Missile Command (AMCOM) G3.

Today the directorate consists of over 180 government and military personnel that provide management support and oversight for approximately 3,500 contractors performing aviation maintenance worldwide.

The Mission

The primary mission of AFMD is to execute the Army's Aircraft Reset

program and apply aircraft modifications and upgrades.

The goal is to synchronize both of these major efforts into a "one touch" process in order to minimize aircraft downtime and maximize aircraft availability for unit training.

All rotary wing aircraft returning from combat operations are cycled through one of eight Reset sites where they are disassembled, thoroughly cleaned and inspected. All major components are repaired or replaced, structural faults corrected, aircraft modifications applied, and records reviewed. At completion, the aircraft is restored to fully mission capable status and returned to the unit in the most current fleet configuration.

AFMD routinely has 40 units in the Reset process at the same time with up to 130 aircraft in work simultaneously. All aircraft in an aviation unit must be Reset complete by the Department of the Army directed mandatory completion date (MCD) which is 270 days from return for an Active Component unit or 365 days from return for a Reserve Component unit.

The Directorate Resets an average of 500 helicopters per year consisting of all aircraft mission design series (MDS). Since 2003, more than 3,800 aircraft have gone through the Reset process and tens of thousands of modifications have been applied.



A CH-47 is disassembled and inspected during Reset; any structural faults will be corrected.

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All aircraft are disassembled, thoroughly cleaned and inspected; a high percentage of aircraft require some type of depot level repair.

In-Depth Evaluation

High operational readiness rates across the Army show that phase maintenance programs, which focus primarily on dynamic components, do a good job of maintaining near term readiness. During Reset however, a high percentage of depot level faults are discovered and many maintenance engineering calls (MEC) for non-standard repairs are requested.

Historically, 80% of the aircraft

that pass through Reset require some type of depot level work and on average 280 general maintenance discrepancies per aircraft are corrected.

The large majority of the depot faults found are structural in nature; and while many are minor, the volume indicates that a more thorough inspection, beyond phase, may be required at some interval in the future to assess structural health and ensure the long term usable life of our aircraft.

AFMD shares information and works very closely with aircraft program managers, who establish the specific Reset procedures and modification requirements and priorities.

OPTEMPO

Operating procedures within AFMD are continually analyzed and adjustments are made to increase efficiencies and to reduce program costs. In the latest rotation to complete Reset, 382 aircraft were Reset from five different brigades and the MCDs were met for all units.

The average turn-around-time (TAT) per aircraft was reduced from the previous rotation for all aircraft types except the AH-64D, which increased by four days. These reduced completion times were achieved while the amount of work and the number of modifications increased. This has been the predominant trend for the last five rotations. The average Reset costs per airframe fell for three aircraft MDS and the Reset program was successfully executed within the established annual budget.

AFMD has numerous reoccurring inspections that evaluate Reset sites in a wide range of functional areas. These inspections are designed to



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ensure procedural compliance, monitor quality, and guarantee safety at each maintenance facility.

Timing and Coordination

AFMD works closely with elements in the Army Aviation Enterprise and with other external agencies to help orchestrate aviation Reset and aircraft modifications inside the ARFORGEN process.

It receives directives and priorities from the Department of the Army and major commands, as well as directives and resources from aircraft program managers.

AFMD coordinates with Aviation units to synchronize Reset inside of unit requirements. Because AFMD executes multiple missions for different organizations, it is possible to identify potential efficiencies and to propose adjustments to plans.

AFMD recently proposed a plan to re-distribute 34 UH-60L aircraft in a left-behind-equipment (LBE) status to a redeploying combat aviation brigade (CAB) outside the continental U.S. (OCONUS).

Aircraft from the redeploying CAB were subsequently transported from theater back to CONUS-based Reset sites

and will eventually cascade to other redeploying CABs in the coming months. This plan was developed, coordinated, and executed in conjunction with the DA, FORSCOM, PACOM, Army Sustainment Command (ASC) and three army field support brigades (AFSB).

This complex plan, that required precise synchronization, yielded a faster Reset for two CABs and an estimated cost savings of \$15 million.

These savings were achieved by eliminating the requirement for an OCONUS reset site, reducing idle capacity at CONUS based reset sites, and decreasing the size and maintenance costs of the LBE aircraft fleet.

This is one of many examples of how AFMD is actively engaged in the ARFORGEN process and continually evolving to better meet the needs of our aviation Warfighters.

Support Services

Beyond the execution of Aviation Reset and application of aircraft modifications, AFMD provides a full spectrum of support services to aviation units. These services range from field to sustainment level and include unit pass back maintenance support, limited depot repairs, port operations,

LBE management and in-theater aircraft inspections.

In Fiscal Year 2010, AFMD completed hundreds of support work orders, loaded over 400 helicopters onto ships and airplanes, completed 222 in-theater inspections, 194 in-theater modifications, and maintained 72 aircraft in LBE status.

In Fiscal Year 2012, AFMD will receive operational control of select installation aviation maintenance activities creating a single source of repair for CABs and other aviation units.

AFMD's vision for the future is to execute an aviation maintenance program that helps improve materiel readiness and sustain the useful life of the Army's aircraft fleet, while constantly meeting the needs of our Warfighters with quality support when and where required.

COL Donald R. Nitti is the director and Mr. Mitchell S. Delk is the news editor of the Aviation Field Maintenance Directorate of the Aviation and Missile Life Cycle Management Command, Redstone Arsenal, AL.

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SPECIAL FOCUS ARMING THE FORCE



An unmanned aircraft system (UAS), Army Gray Eagle, carrying HELLFIRE Missiles.

PHOTOS BY DENISE BLANKINSHIP, JAMS PMO, JACOBS ENGINEERING

Joint Attack Munition Systems – Evolving to Meet Army Aviation's Needs

By COL Michael P. Cavalier,
LTC Robert L. Barrie, and
Mr. Stephen Reed

When an Unmanned Aircraft System (UAS) Army Gray Eagle engaged and destroyed a ground target with a HELLFIRE missile in February of last year, Army Aviation achieved a significant milestone in its continual evolution in support of the Warfighter.

The engagement is indicative of Army Aviation's constant quest to provide timely and lethal solutions to our Soldiers in contact with the enemy. Enabling the evolving nature of Army Aviation is the cornerstone of the Joint Attack Munition Systems (JAMS) Project Management Office (PMO) mission. The JAMS portfolio consists of all Army Aviation missiles, rockets, and associated launchers.

The JAMS PMO and its industry partners tirelessly work the aviation missile and rocket domain to ensure legacy system production and sustainment meet war-time requirements, emerging capabilities are rapidly fielded, and relevant systems are



The health monitoring unit for the HELLFIRE missile.

JAMS PMO PHOTO

developed to bridge capability gaps.

JAMS is responsible for the HELLFIRE missiles, 2.75 inch Hydra rockets, the emerging Small Guided Munitions, and the future Joint Air-to-Ground Missile.

HELLFIRE

The HELLFIRE is the air-to-ground missile of choice in combat with more than 100,000 HELLFIRE missiles having been produced.

Missile variants range from the AGM-114A first produced in 1982, to the AGM-114R missile, which is currently undergoing qualification testing.

The HELLFIRE II missile uses a semi-active laser (SAL) seeker to

guide it to a laser designated target.

The AGM-114R missile will significantly decrease the aviation armament logistics footprint with its modular design and will replace all SAL seeker variants. A recently added on-board inertial measurement unit will provide an improved firing envelope.

Additionally, the HELLFIRE PMO has implemented a Lean Six Sigma project supported by Army leadership to deploy a Forward Test and Repair Facility in Southwest Asia that has the same test capabilities available in CONUS. This facility has reduced repair cycle time from two years to approximately 90 days, resulting in a significant improvement in operational availability.

The HELLFIRE PMO continues its system safety, reliability, and logistics enhancements with the development of a Health Monitoring Unit (HMU) and the M299A1 modernized launcher. The HMU provides information for Condition Based Maintenance (CBM) decisions.

Available in 4-rail, 2-rail, and UAS configurations, the M299A1 will decrease weight on the aircraft and

eliminate legacy launcher obsolescence issues. The first launcher is expected for installation on fleet aircraft in FY2012.

2.75 Inch Hydra Rocket

Recently, the Rockets PMO teamed with the Armed Scout Helicopter (ASH) PMO to resolve a fleet-wide weapon system problem with the operational employment of flechette warhead rockets. Field reports indicated a high number of rockets were failing to properly dispense their flechettes.

System level aircraft and armament testing was conducted to identify specific deficiencies with the remote rocket assembly, cables and launcher.

Teams deployed to Iraq and Afghanistan to test unit aircraft and repair deficiencies on site.

The teams interviewed operators and maintainers while deployed, and processed changes to operator's manuals upon return to ensure this issue was clearly and concisely addressed and understood.

The Rockets PMO is focused on the future with the development of the Modernized Rocket Launcher (MRL). Reliability issues with legacy rocket and launcher systems are the impetus for the development of the MRL.

The MRL is necessary to eradicate fuzing issues and facilitate the implementation of insensitive munition requirements levied on the Hydra rocket. The launcher will be backward compatible with legacy rockets and allow for a smart rocket interface.

Additionally, the Rockets PMO has initiated a Safety, Reliability and Producibility Program (SRAP) to bring the Hydra-70 family of rockets into greater compliance with insensitive munitions and safety directives while improving the overall system reliability and producibility.

A shipping and storage container has been developed and is currently in production which reduces the vulnerability of the rocket motor and warhead to unplanned stimulus while reducing costs. A dual-safe fuze is also under development.

Small Guided Munitions

The Small Guided Munition (SGM) PMO has set a course to evaluate small guided munitions that could meet the needs of all the services. The SGM PMO is planning to integrate, test, qualify, and rapidly field several



Family of 2.75 inch Hydra Rocket System

technically mature munitions designed by industry to increase the aviation commander's combat power.

These munitions will maximize stowed-kills and fulfill the requirements of being low-cost, light-weight, and precision-guided, with minimal collateral damage.

SGM has a phased approach planned to assess the capabilities of the munitions offered by industry through technology demonstrations and operational assessments.

In addition to several small guided rockets and missiles, the SGM PMO also manages the Viper Strike E glide-munition with GPS aided navigation and Semi-active Laser terminal guidance. The Viper Strike E has been integrated onto the Hunter B UAS giving it the capability to attack off-axis targets.

Joint Air-to-Ground Missile

The Joint Air-to-Ground Missile (JAGM) competitive development is proceeding well and poised to serve as the future air-to-ground missile of the Joint Services. The contractor with the best-value solution to achieve the JAGM requirements will earn the four-year follow-on development contract in FY11.

JAGM is a single-variant missile that will replace the HELLFIRE and Maverick families of missiles as well as the Air-Launched TOW.

The missile will deliver significant capability improvements over legacy systems with additional targeting modes, extended range, and a multi-purpose warhead.

The first platforms to receive

JAGM are the AH-64D, AH-1Z, and the F/A-18 E/F Super Hornet.

Initial fieldings in 2016 will be followed by integration on the OH-58 cockpit and sensor upgrade program (CASUP), Sky Warrior UAS, and the MH-60R in 2017.

The JAGM System is designed around a multi-mode seeker that employs multiple sensors to locate and destroy targets.

The robustness of the seeker allows for all-weather, day and night engagement of moving and obscured targets.

Target lock-on can occur either before or after launch and missile trajectories can be shaped to refine effectiveness.

Operational flexibility is greatly enhanced with the multi-purpose warhead by providing destructive effects to all target sets with a single warhead.

Survivability and force protection are upgraded with JAGM's 16 km (rotary-wing) and 28km (fixed wing) engagement ranges.

Additional system enhancements include on-board health monitoring, compliance with insensitive munitions directives, and modular open systems architecture.

Condition Based Maintenance

Largely driven by its Lean Six Sigma efforts, the JAMS PMO has implemented an extensive Conditioned Based Maintenance (CBM) program across its portfolio of munitions.

The JAMS PMO is leading the Army in developing health monitors for missiles and maintenance process optimization initiatives.

JAMS has developed, installed, and



PHOTO BY DEANE BLANNON/CHP, JAMS PMO, JACOB ENGINEERING

Preparing the Modernized HELLFIRE Test Set for operation at the Forward Test and Repair Facility in Qatar are, from the left: Douglas Kirk Boley, ERC, Inc. software engineer; Brad Schroeder, JAMS engineer; Oscar Casillas, ERC lead senior engineer; and Jason Wilborn, ERC lead senior technician.

fielded a Captive Carry Health Monitor (CCHM) on the HELLFIRE II that measures captive carry hours, power on time, and temperature exposure.

Engineers analyze the data obtained to determine the failure rates

of the missile's sub-components in order to optimize repair processes, increase operational availability, enhance system safety, and lower costs. CBM efforts are planned for the Hydra Rocket and JAGM programs.

Summary

Our Warfighters' evolving need for air-to-ground weapon capabilities with scalable effects is demonstrated daily in today's environment of global, 360-degree warfare.

The JAMS PMO, with its portfolio of the most effective and decisive weapons on the battlefield today and into the future, continues to provide Army Aviation with the world's premiere, precision-strike, air-to-ground weapon systems.

The Soldiers and civilians of JAMS constantly strive to provide unsurpassed service to today's Warfighter and to shape our Nation's ability to deter or prosecute future conflicts.



COL Michael Cavalier is the project manager of the Joint Attack Munition Systems Project Management Office and LTC Rob Barrie is the product manager of the Joint Air-to-Ground Missile; both are assigned to Redstone Arsenal, AL. Stephen Reed is a JAMS PMO support contractor with Science Applications International Corporation.

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The AWIS crew member transceiver shown in the primary survival gear carrier (PSGC).

Going Wireless: AWIS Frees Up Aircrews

By James R. Isaacs and Debra A. Dawson

Armey and Navy rotary wing aircrews are reaping the benefits of capabilities provided by the Aircraft Wireless Intercom System (AWIS). Responsibility for development and fielding of the AWIS belongs to the Product Manager Air Warrior within the Program Executive Office (PEO) Soldier, the Army acquisition office responsible for everything a Soldier wears or carries and where user feedback drives system design and improvements.

Uses Existing ICS

Featuring both push-to-talk and voice-activated (hands free) options, the key capability the AWIS provides is the ability to communicate with other aircraft crewmembers without sacrificing mobility.

Wearing only a small transceiver attached to the outside of the uniform, the crewmember wirelessly connects to other crewmembers through the existing aircraft intercom system.

The crewmember is now free to move about within 200 feet of the center of the aircraft unencumbered by long cords.

The AWIS integrates directly into the existing intercom system with minimal impact on the available space within the aircraft.

Hands-Free/Cable-Free

The AWIS provides aircrews with

unique mission effectiveness and safety capabilities.

The crewmember on the rescue hoist is now able to maintain continuous hands free voice communication with the rest of the aircraft crew, and most importantly, the hoist operator.

Without the AWIS, aircrews conducting hoist operations must rely on hand and arm signals, a method of communication with inherent restrictions and safety hazards.

The AWIS also frees the crew chief and flight engineer from their 50 foot cables required for routine duties while maneuvering within and around the aircraft.

These long cords are trip and snag hazards as well as a constant maintenance issue as they are dragged about the aircraft and across the ground.

Full Duplex

Another capability the AWIS provides over the existing aircraft intercom is that it operates in full duplex and features fifty independent channels (aircraft networks) with up to six crew members on each aircraft network able to hear and talk simultaneously.

By enabling more than one person to talk and hear others talking, simultaneously, the potentially dangerous situation where one user inadvertently interrupts or "steps on" another speaker, blocking other crew mem-



With AWIS hands-free wireless operation, crewmembers can concentrate all their efforts on the immediate task at hand, such as the extraction of survivors of a flood.

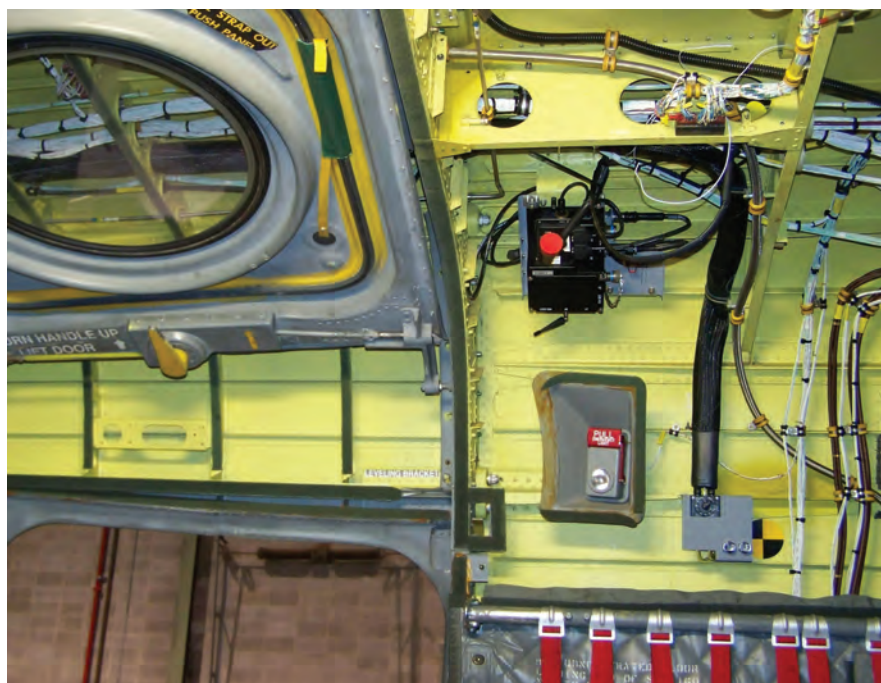
bers from hearing what could be critical safety information is avoided.

"We've already received great feedback from rescue teams using AWIS," said LTC Ian Klinkhamer, the PM Air Warrior.

Based in Huntsville, AL, PM Air Warrior oversees product develop-



AWIS Crew member transceiver with encryption device.



EAWIS Integrated Aircraft Interface Unit with Windtalker Encryption Device in CH47D.

ment and fielding of all aviation life support equipment (ALSE) for Army aircrews, including the AWIS.

Concise Comms

"A Marine Corps search and rescue unit was called upon to rescue an injured hiker trapped in remote, rough terrain deep in the mountains of California, and AWIS made the difference," Klinkhammer said.

The HH-1N rescue aircraft arrived over the trapped hiker's location at the bottom of a bowl-shaped depression with very steep terrain on all sides. To make matters worse, the turbulence in the area made it very difficult for the aircraft to maintain position. To assist the hiker and assess the situation on the ground a member of the helicopter's crew was lowered out of the aircraft.

"Normally, that individual would utilize hand signals to communicate with the aircraft," said Klinkhammer. "However, this unit was equipped with AWIS."

To conserve fuel, the aircraft began circling the rescue site once the crewman was on the ground.

The AWIS enabled the dismounted crewman to maintain continuous hands free communication with the circling aircraft while preparing the patient for the litter, and allowed the crew to coordinate a complicated series of maneuvers from the ground and the air to lower the litter in high winds and turbulence.

Thanks to the AWIS and the crew's

timely coordination of efforts, the injured hiker was successfully rescued. "It's clear that AWIS was vital to the success of this operation," Klinkhammer said.

Another Example

In another example, aircrews demonstrated the value of the AWIS in a rapidly changing situation during a training exercise.

"In this instance, a crewman was lowered from the aircraft into what appeared to be a stable rock formation," said Klinkhammer. From the air, the aircrew could see that the dismounted crewman was in danger from falling rocks. "Using the AWIS, they were able to communicate the danger quickly and clearly," said Klinkhammer.

Once the danger had been averted, the crew used the AWIS to guide the individual out of the area for a safe retrieval. As Klinkhammer stated, "It's exactly this kind of rapidly changing situation that AWIS was meant to perform in."

The Plan

The AWIS is currently fielded to Army MEDEVAC and numerous Navy units in CONUS. While the system has obvious tactical benefits, the AWIS in use is unencrypted and fielding limited to select units.

To meet the requirements for voice security, a small encryption device attached to the AWIS provides secure communications for the user.

The National Security Agency awarded Type 1 certification on Dec. 6, 2010 and fielding of an AWIS encryption solution to all variants of the Blackhawk and Chinook helicopters is planned to begin in late FY11.

However, the capabilities provided by the AWIS were deemed valuable enough to be fielded as soon as possible in an unencrypted capacity to support disaster relief, rescue, and medical evacuation missions.

Programs like the AWIS that reduce the burden placed on Soldiers and increase safety are the priority of PEO Soldier, and demonstrate its continuing commitment to the aviation community.

As it has since its founding, PEO Soldier will continue to enhance Soldier lethality, and mobility, in any operating environment – either on the ground, or in the air.



Mr. Jim Isaacs is a program integrator for Product Manager Air Warrior, Program Executive Office Soldier, in Huntsville, AL and Ms. Debi Dawson is a strategic communications specialist with PEO Soldier, at Fort Belvoir, VA.

Command and Control of the Enhanced Combat Aviation Brigade in Iraq

By LTC Matthew R. Lewis



September 1st, 2010, marked the official transition from Operation Iraqi Freedom (OIF) to Operation New Dawn (OND). At the operational level, change was not readily apparent; there were still three U.S. divisions (USD-North, USD-South, and USD-Center) led by an Army four-star headquarters, known as U.S. Forces-Iraq (USF-I).

However, change was clearly evident at the tactical level. The Army transformed its brigade combat teams (BCTs) into advise and assist brigades (AABs). Each USD received two AAB's with USD-North receiving an additional Advise and Assist Task Force (AATF).

As of September 1, this reduced force of nearly 50,000 refocused its efforts on stability operations. These operations included advising, training, assisting, and equipping Iraqi security forces while continuing to conduct active force protection and counterterrorism operations.

Prior to the start of OND, Army Aviation began its own transformation, downsizing from four combat aviation brigades (CAB) to a single "enhanced" CAB or "eCAB."

The Army designated CAB, 1st ID as the first eCAB headquarters. During the summer of 2010, 1st CAB swiftly transitioned from supporting USD-C exclusively to providing full spectrum aviation support to all USDs. This transition began on June 7th as 1st CAB assumed general support for the USF-I command team from 38th CAB.

In July, it took over aviation support for USD-N from 25th CAB. The transformation to the eCAB culminated on August 25th when 1st CAB assumed support for USD-S from 12th CAB.

With the transformation complete, the eCAB now controlled all remaining aviation forces within the Iraqi Joint Area of Operations (IJOA); a force consisting of 233 rotary and fixed wing aircraft and 3,643 Soldiers.

The missions it conducted were as vast and varied as its aircraft: reconnaissance, security, assault, medical evacuation (MEDEVAC), and air movement operations for a wide array of units and organizations to include: special operations forces, state department and interagency partners, and international organizations such as the United Nations.

The task to provide aviation support to an entire theater of operations was daunting and the ways in which to command and control (C2) that force, even more so.

The purpose of this article is to discuss the command and control (C2) of the eCAB. The eCAB is a non-doctrinal approach to the employment of aviation forces and therefore carries with it some unique challenges associated with C2.

First, it is one of the largest aviation brigades in history at nearly twice the size of a normal, conventional CAB. It is an amalgamation of various Active Army and National Guard units, each with their own cultures and standard operating procedures (SOPs).

Second, its seven battalions are distributed over an area that is nearly three times the state of Georgia with multiple divisional headquarters to support. These challenges, coupled with the dynamic nature of stability operations, demanded a solid C2 plan for the eCAB that would ensure the effective integration of aviation forces into the campaign.

Decentralize Elements of Command

To overcome these challenges, the eCAB commander decentralized certain elements of command to provide the eCAB both agility and flexibility. These elements can be sorted into three areas. First is the command relationship between the three divisions and eCAB forces.

Second are the C2 processes that enabled the commander the ability to guide, prioritize, and decide where best to direct resources and assistance to the distributed battalions.

Last is the battlefield circulation (BFC) strategy of key leaders from within the eCAB and aviation enterprise. This C2 framework, together with the appropriate technology and transportation networks, provided the eCAB commander and subordinate battalion commanders as much freedom of maneuver as possible while continuing to maintain standards and support the mission.

The first element of the eCAB Commander's C2 plan was the creation of aviation task forces and the establish-

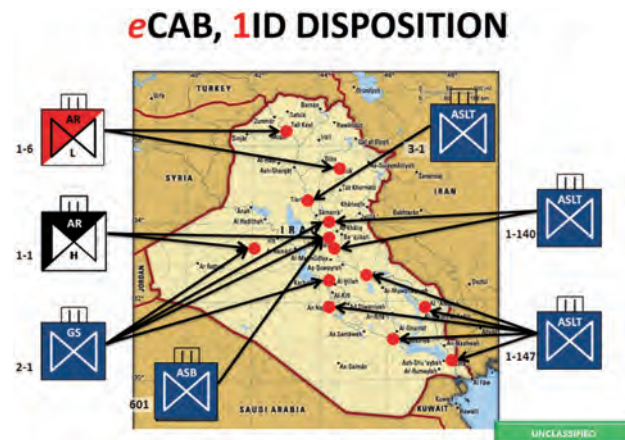


Figure 1 – The eCAB distributed throughout Iraq

ment of tactical control (TACON) relationships with the U.S. divisions. Given an already greatly reduced aviation footprint in theater compared to previous year levels, the commander had to find a way to maximize the effectiveness of eCAB assets.

The result was the formation of aviation battalion task forces strategically deployed throughout the IJOA (Figure 1). These battalion-sized units were a combination of lift, MEDEVAC, reconnaissance, and attack helicopters, together with the logistical support and special tools necessary to sustain each task force.

The eCAB headquarters remained centrally positioned at COS Taji and retained direct control of 601st Aviation Support Battalion (ASB) and one task force located at Joint Base Balad. This task force, TF 1-140 from California, provided rotary and fixed wing support to USF-I and the Joint Special Operations Command.

Apart from the 601st ASB and TF 1-140, the remaining five battalions were assigned a TACON relationship with a particular division. TF 1-6 and TF 3-1, the eCAB's Cavalry squadron and assault battalion headquarters, were TACON to USD-N. In the south, TF 1-147, a National Guard assault battalion headquarters from Wisconsin and Michigan, became TACON to USD-S.

Finally, USD-C received TACON of TF 1-1 and TF 2-1, the eCAB's attack and general support battalion headquarters, for Baghdad and the central region of Iraq.

The eCAB was still responsible for the personnel, logistics, and maintenance of the battalions, but the decentralized command relationship with the divisions improved their ability to conduct effective air-ground operations.

To best support these TACON relationships, the eCAB developed a "DCO Forward" concept. The eCAB sent the deputy commander (DCO), a former battalion commander, to USD-N to establish a forward C2 node. The DCO deployed a small team of three captains to contingency operating base (COB) Speicher to facilitate both current and future operations in conjunction with the division headquarters.

The DCO served as the senior aviation representative to the commanding general and assisted the division with the integration, synchronization, and sustainment of the two battalion task forces TACON to USD-N.

The DCO participated in division future planning efforts and provided reports back to the eCAB to help the commander gain a better understanding of the division's operating environment (OE) and improve the ability to anticipate and react to changing conditions.

During current operations, the DCO cell was able to quickly coordinate the redistribution of combat power between the two battalion task forces by leveraging the division's C4I (command, control, communications, computers, and intelligence). This was critical during large air movement, combat engagements, mass casualty events, and emergency downed aircraft recovery.

In practice, the DCO cell became the bridge between the division, eCAB, and aviation task forces. It allowed battalion commanders to focus down on the tactical execution of the missions and the DCO to focus up on the division and eCAB staff.

While the eCAB commander himself still attended key divisional commander's conferences, the DCO was the day to day face of the eCAB and sat alongside the other maneuver commanders in the division. This concept

eCAB USD-N C2 Architecture

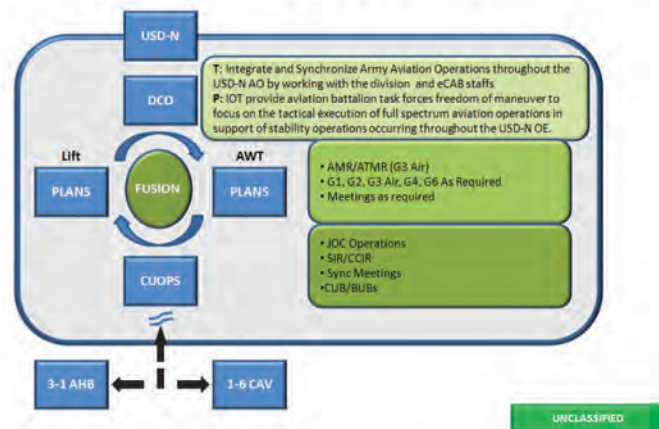


Figure 2 – DCO Forward Concept in USD-North

proved very effective in USD-N and is currently being applied in USD-S.

Adapt the C2 Process

The second element of the C2 architecture was the C2 processes established by the eCAB commander. While the eCAB staff practiced traditional reporting processes, the commander established two weekly meetings to provide guidance to subordinate commanders and make key decisions. Both were conducted on Adobe Connect, a common program used by Army commanders with units distributed across large geographic areas.

The first meeting was the Commanders Update Assessment (CUA) held on Tuesday. This virtual huddle was restricted to battalion commanders and was largely unstructured to allow for an open discussion between commanders. The CUA often included the review of significant engagements, clarification of the commander's intent, and the issuance of command guidance. The brigade executive officer (XO) attended to capture friction points that required the assistance of the brigade staff, a step necessary to facilitate the eCAB commander's second weekly meeting.

At the end of the CUA, the eCAB commander reviewed MEDEVAC crews for the upcoming week with task force commanders. The intent of this review was to pre-approve special combinations of aircrews that could quickly launch in the worst weather conditions when the loss of life, limb, or eyesight was imminent.

The eCAB commander reviewed the risk mitigation steps taken by the task force commanders in terms of rank, hour-level, and instrument flight proficiency. This pre-approval process provided task force commanders the flexibility and authority to approve MEDEVAC missions as they occurred that would have otherwise required the eCAB commander's approval. The end result was the ability to quickly react to all MEDEVAC situations within the IJOA.

On Friday, the commander held his second meeting, the Brigade Command and Staff. The brigade XO prepared this meeting by working with the brigade staff on the friction points presented during the CUA.

The Command and Staff then opened with the resolu-

Continued on page 45



An Mi-35 from the Czech Republic provides aerial security during a personnel recovery mission at JMRC, Hohenfels.

Army Aviation in United States Army Europe

By COL Keith D. Ladd, LTC Tildon K. Allen, LTC Bradley Barker, LTC Richard G. Watson, MAJ Luke E. Mercier, and Mr. Ronald L. Clary

This isn't your father's United States Army in Europe (USAREUR) anymore. In fact, if you were assigned and flew in Europe earlier in your career, it is likely that Army Aviation has taken on significantly different roles and missions since then. Today, Army Aviation supports three USAREUR missions.

First – USAREUR trains and prepares full spectrum capable forces for global employment; at any one time, between 25-40% of assigned forces are deployed in support of overseas contingency operations (OCO).

Second – USAREUR strengthens alliances and builds partner capacity and capability within the European region, which manifests itself in concrete ways. Currently, our European allies and partners contribute about 37,000 troops to the International Security Assistance Forces (ISAF) mission, which equates to over 85% of coalition forces in Afghanistan.

Third – USAREUR provides Army Service Component Command (ASCC) and US Title 10 support through its unique command and control relationships with North Atlantic Treaty Organization (NATO), EUCOM and AFRICOM, both in support of day to

day operations, as well as support of contingency operations such as non-combatant evacuation operations (NEO), foreign humanitarian assistance (FHA), disaster relief and peace enforcement within the European region.

A closer look at USAREUR-based aviation units will demonstrate how the Aviation Enterprise plays a critical role in each of these missions.

12th Combat Aviation Brigade

The forward-deployed nature of 12th CAB presents both unique challenges and opportunities.

12th CAB has provided continuous support to operations in OIF and OEF for the past five years, while maintaining operational and contingency support to European, African and Central Commands (EUCOM / AFRICOM / CENTCOM).

Over the past year, this was operationalized by thirteen different deployment timelines in 21 locations that included every regional command in Afghanistan and U.S. division sector in Iraq. When not deployed, 12th CAB regularly trains with partner nations from as close as Germany to as far away as Israel.

12th CAB supports every European-based brigade combat team (BCT) mission rehearsal exercise (MRE), as well as numerous other coalition MREs at the Joint Multi-national Readiness Center (JMRC). For instance, 12th CAB recently supported a JMRC rotation that included MREs for two U.S. engineer battalions, a Georgian infantry battalion, and nine different observer mentor liaison teams (OMLT), all of which were deploying in support of ISAF operations in Afghanistan.

12th CAB's partnership with the German Airmobile Operations Division (where all of Germany's rotary-wing assets are consolidated) ensures continuous focus on and experience with coalition operations.

On a larger scale, 12th CAB has the ability to engage and train with the 26 NATO countries that are also members of ISAF on a continuous basis at home station, JMRC and NATO member combat training centers (CTC).

Recently, 14 of the unit's medical evacuation (MEDEVAC) crewmembers were awarded the German Gold Cross of Honor for evacuating German Soldiers after their unit was ambushed by Taliban fighters in

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ARMY PHOTO BY SPC JENNY LUI

5th Bn., 158th Avn. Regt. Soldier assists Italian forces in OEF.

Afghanistan. The crewmembers were the first foreigners to ever receive this award, which is one of Germany's highest awards for valor.

At the request of the German Army Forces Command (GARFCOM) and upon their return to Germany, 12th CAB has worked with their German partners to facilitate their efforts in establishing their own organic MEDEVAC capability.

12th CAB has also recently participated in several MREs at the German CTC, sharing air ground integration tactics, techniques and procedures with German units as part of their pre-deployment training.

In addition to general coalition experience paying dividends for our efforts in today's operating environment, the personal relationships built on a daily basis during home station training build the capacity, confidence and trust of our partners who are in the fight with us.

This increase in capacity at the tactical level has had a direct impact at the strategic and national level with greater coalition support, which consequently relieves some of the strain on our own forces.

JMRC Falcon Team

The Joint Multinational Training Center (JMTC) and Joint Multinational Readiness Center (JMRC) are charged with training multiple

types of units, ranging from U.S. BCTs to coalition partner battalions to individual OMLTs consisting of coalition and U.S. National Guard Soldiers. The JMRC Falcon Team provides dedicated observer/controller-trainer (O/C) and opposing forces (OPFOR) teams in order to support all of this training. The Falcons O/C 12th CAB units during their MREs, as well as when those same units are supporting other MREs.

JMTC/JMRC's capabilities are of great interest for many European partner nations. German CH-53s are often incorporated into MREs to help replicate heavy lift capabilities while simultaneously satisfying their own training objectives. Recently, JMRC has incorporated a greater diversity of aircraft into the rotations, such as Pumas, Mi-24s, Mi-17s and numerous fixed wing platforms.

Many of these aircraft which were thought of as "enemy" a few years ago are now partners and play a major role in both U.S. and coalition partner rotations, and the Falcon Team works diligently to increase their interoperability with U.S. aviation forces.

The Falcon Team recently began its transition from the UH-1 to the LUH-72, whose civilian equivalent EC-145 is itself a European aircraft. Additionally, the DC National Guard recently deployed four LUH-72 MEDEVAC aircraft to provide MEDEVAC support for Grafenwoehr and Hohenfels Training Areas (GTA/HTA) for a period of one year.

The arrival of the LUH-72 in Europe serves as a reminder to our coalition partners that the U.S. is not solely interested in selling its equipment to them, but is interested in purchasing their equipment as well.

1st Bn., 214th Avn. Regt.

1-214 is a general support aviation battalion (GSAB) unlike any other in the Army. Composed of 49 fixed and rotary wing aircraft, the battalion supports USAREUR's ASCC mission by supporting our nation's senior leadership while they are in Europe. For instance, the battalion recently self-deployed UH-60s to Norway in order to support a visit by the President of the United States.

Two months later, with less than a week's notice, the battalion deployed UH-60s via strategic airlift to Israel in order to fly the Vice President and

staff during his diplomatic visit to Israel and Jordan.

The battalion also provides priority air movement for NATO's Supreme Allied Commander Europe, the AFRICOM Commander and his service component commanders, as well as the EUCOM Commander and his service component commanders.

When 12th CAB is deployed, these same companies provide tactical airlift support of BCT MREs at JMRC.

While providing this support in the European region, the battalion also continues to deploy in support of operations in Iraq and Afghanistan.

1-214th GSAB currently has fixed wing aviators and aircraft deployed in support of Operation New Dawn (OND), and the battalion's MEDEVAC Company (C/1-214) is deployed in support of Operation Enduring Freedom (OEF).

When not deployed, C/1-214 executes the MEDEVAC mission in support of coalition training at GTA/HTA, and in support of Theater Security Cooperation training in locations such as Romania and Bulgaria.

Theater Aviation Sustainment Manager – Europe (TASM-E)

The TASM-E is responsible for all aviation maintenance, RESET and limited depot activity throughout the European theater of operations. Falling under the command of the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) and under the operational control of the 405th Army Field Support Brigade, the TASM-E performs aviation service support missions throughout Europe, to include locations such as Germany, Belgium, Bulgaria, Romania, Kosovo and Spain.

The TASM-E is uniquely organized to support a wide variety of aviation maintenance and RESET operations. Currently located at Coleman Army Airfield but moving soon to Illesheim, the TASM-E has extensive RESET equipment at its disposal.

In addition to the standard back shops, the TASM-E also has access to its own paint shop, blade shop and Flexible Engine Diagnostic System, streamlining the operations by ensuring that the unit is fully self-sufficient and all maintenance operations can be performed on site.

The TASM-E is currently executing RESET operations for 12th CAB, which recently returned from OIF and

OEF. In addition to maintenance and RESET, the TASM-E executes reception, staging and onward movement operations, and provides downed aircraft recovery, modification support, and battle and crash damage evaluation in the EUCOM and AFRICOM areas of responsibility. For example, TASM-E regularly conducts trans-load operations in Spain for CONUS-based CABs flowing in and out of OEF.

TASM-E also provides foreign military sales (FMS) support to our European partners, as evidenced by TASM-E's recent RESET for Dutch AH-64Ds.

Unmanned Aircraft Systems (UAS)

The proliferation of UAS in Europe is no different than elsewhere in the world. USAREUR-based UAS units include 1st MI Bde. (Hunter), four BCTs with organic Shadow and Raven, as well as 18th Eng. and 18th MP Brigades both with organic Raven. USAREUR units have multiple training areas in which to train their UAS, including five major training areas and numerous local training areas.

USAREUR UAS simulations, including Portable Institutional Mission Simulator (PIMS) and Visualization and Mission Planning Integration Rehearsal Equipment (VAMPIRE), reside at Illesheim where the Joint Systems Integration Laboratory has integrated USAREUR's PIMS with Aviation Combined Arms Tactical Trainer (AVCATT) and will soon integrate it with the Longbow Crew Trainer (LCT) in order to train manned-unmanned systems. From this site, the Joint Multinational Simulation Center (JMSC) is also able to link the PIMS into CPX simulations at GTA.

USAREUR units have become the test bed for numerous Army UAS initiatives, including readiness reporting initiatives like 135X and SUASMAN, Shadow preset training initiatives, and a new model for training small UAS.

The growth of UAS is just as prolific among our European partners, creating new opportunities for engagement and building partner capacity with nations such as Romania, Italy, Macedonia, Great Britain, Spain and Germany.

These nations and others are very interested in the interoperability of UAS systems, the fruits of which can be rapidly applied to coalition operations in ISAF.



3rd Bn., 159th Avn. Regt. conducts air ground integration training for German infantry units preparing for OEF at the Bundeswehr Training Center at Altmark, Germany.

Air Traffic Services (ATS)

In USAREUR, airfield management is controlled by the senior mission commander at each of USAREUR's eight Army airfields, ensuring seamless airfield support for USAREUR's aviation units. To provide ATS, USAREUR mans its 14 installation facilities (including tower, Ground Control Approach, and Army Radar Approach Center) with a mix of Soldiers, Department of the Army Civilians and local national employees.

This provides each installation with continuity of operations, while also providing opportunities for 15Qs to earn their Control Tower Operator (CTO) rating, which in turn provides them with the experience and credentials many of them will need in future deployments.

Additionally, USAREUR's tactical ATS units (3-58th Airfield Ops. Bn. and F/5-158th Avn.) integrate their 15Qs/94Ds into airfield operations at Illesheim and Katterbach where they are stationed, enabling them to execute their wartime missions on a daily basis, better preparing them for their next deployment. For example, at these installations, 15Qs are integrated into the fixed base tower and GCA facilities where they become certified in the respective airspace.

Subsequently, they can set up their tactical systems (7A, ATNAVICS) at the airfield and control traffic from their tactical systems at their home airfields. These units are also able to integrate their tactical systems into

each JMTC/JMRC rotation that includes aviation assets.

Summary

Army Aviation in Europe trains and prepares full spectrum capable forces for global employment, strengthens alliances and builds partner capacity and capability within the European region, and supports NATO, EUCOM and AFRICOM in support of day to day operations as well as contingency operations.

As a result of the professionalism, dedication and hard work across the entire Aviation Enterprise, Army Aviation in Europe is able to perform "Any Mission, Anywhere!"

COL Keith Ladd is the U.S. Army Europe G-3 Chief of Operations, Heidelberg; LTC Tildon 'Kye' Allen is the commander, Theater Aviation Sustainment Management-Europe, Coleman Army Airfield, Mannheim; LTC Brad Barker is the deputy commander, 12th Cbt. Avn. Bde., Katterbach Army Airfield, Ansbach; LTC Richard 'Gil' Watson is the commander of 1st Bn., 214th Avn. Regt., Coleman Army Airfield, Mannheim; MAJ Luke E. Mercier serves on Falcon Team at the Joint Multinational Readiness Center, Hohenfels; and Mr. Ron Clary is the Air Traffic Services Officer, U.S. Army Europe, Heidelberg.

AAAA UAS Professional Forum Recap

By James Bullinger

AAAA held its sixth annual Unmanned Aircraft Systems (UAS) Professional Forum from Dec. 13 to 15 in Arlington, VA. The forum began Dec. 13 with an "Early Bird" reception in the exhibit hall, where 16 industry and government exhibitors displayed their latest hardware, technologies and capabilities.

This year's gathering included about 350 attendees welcomed by AAAA President BG (Ret.) Rodney D. Wolfe.

Ellis Golson, director of the Capabilities Development and Integration Directorate with the Army Aviation Center of Excellence, presented the opening remarks, highlighting the progress of the Army's UAS efforts and the key accomplishments since last year's forum. Golson included the release of the Army's first UAS Roadmap, exceeding one million overall UAS flight hours to include achieving one million of those hours in combat operations.

The keynote address was presented by MG James C. McConville, chief of the Army's Legislative Liaison Office. He discussed the Army's "Big 5" which includes the importance of the network and the power of information movement. McConville used the example of manned and unmanned teaming between UAS and attack teams and how the Army is working to do a better job of improving information sharing in order to improve overall effects.

Representative Geoff Davis from Kentucky's 4th congressional district, which includes Fort Knox, gave the congressional welcome. During his remarks Davis spoke of the challenges of working government bud-



SFC Kelly Boehning holds his AAAA 2010 UAS Soldier of the Year certificate, with (from left) AAAA President Rod Wolfe; Frank Pace, president of General Atomics (award sponsor); GEN J.D. Thurman, commanding general of U.S. Army Forces Command; COL Robert Sova, TRADOC capabilities manager for UAS; and COL Gregory Gonzalez, project manager for UAS.



LTC Patrick Sullivan proudly accepts the AAAA 2010 UAS Unit of the Year trophy on behalf of the UAS Training Battalion from Steve Reid, vice president for UAS with AAI Corp. (award sponsor); with (from left) AAAA President Rod Wolfe; GEN J.D. Thurman with certificate, COL Robert Sova and COL Gregory Gonzalez.

gets and the associated funding issues within the Congress and how the recent electoral changes will shape future government spending.

The forum included numerous informative panels, including an Army Staff panel, a Joint Service Officer Perspective Panel, an Army UAS Integration panel, a Warfighter Functional panel, an Unmanned Aircraft Systems Capability Update, a UAS Operators Perspective panel, a Manned-Unmanned Teaming Operational panel, and an Industry panel.

Each year during the Forum, the Army and AAAA take a moment to recognize the best UAS Soldier and Unit of the Year at the awards dinner.

This year's top UAS Soldier is SFC Kelly C. Boehning, currently assigned to the Unmanned Aircraft Systems Training Battalion at Fort Huachuca, AZ. He has the distinction of being the first instructor-operator to be qualified on the MQ-1C Gray Eagle unmanned aircraft system.

Boehning deployed in 2009 and served as a platoon sergeant with the Quick Reaction Capability company in support of Operation Iraqi Freedom 9 and 10. While deployed, he personally completed over 540 hours as a Gray Eagle aircraft operator, and has over 550 mission coordinator hours – all accident and incident free.

Boehning also led and mentored 11 Soldiers, helped to train 12 MQ-1C operators; and he had a major influence on the standardization and safety program of the QRC, which led the company to complete 215 flights in support of 600 missions, flying over 4,200 hours accident and incident free.

The UAS Unit of the Year honor was given to the Unmanned Aircraft Systems Training Battalion (UASTB) based at Fort Huachuca. The unit is under the leadership of LTC Patrick Sullivan, its commander, and CSM Danny G. Thurecht, the senior NCO.

The UASTB is the Army's only unit responsible for the training of



PHOTOS BY JIM BULLINGER

(From left) COL Robert Sova, TRADOC Capabilities Manager UAS (TCM-UAS), fields questions with the other members of the Army UAS Integration Panel: COL Jimmy Meacham, DoTD, USAACE; COL Richard Stockhausen, Dir. Avn. Branch Personnel; LTC Edward Douglas, Ch. Airspace Br., U.S. Army Aeronautical Services Agency; and CW5 James M. Olophant, Army Tng. Spt. Ctr., TCM-LIVE.

world class UAS operators, maintainers and leaders for the active Army and the Army National Guard; and also provides training for all U.S. Marine Corps Shadow operators and maintainers. The battalion has a staff and cadre of more than 700 Soldiers, Department of the Army civilians, and support contractors.

The UASTB executes an annual budget of \$86.3 million in order to maintain \$650 million worth of equipment and operate 3 separate

training sites and facilities.

In the past fiscal year the UASTB was responsible for training and graduating 2,039 UAS operators and mechanics, and warrant officer technicians from 21 separate programs of instruction. This number represents the eighth consecutive annual student throughput increase.

The UASTB continued to exceed all mission requirements despite being manned at only 33 percent for 15W UAS operators. They also pro-



Former Army aviator, Kentucky Congressman Geoff Davis, 4th District, gives the congressional welcome to attendees of the UAS Professional Forum.

vided 37 Soldiers from their ranks in support of deployments for Task Force ODIN and to the Quick Reaction Capability companies.

According to AAAA, this year's event was one of the best forums in its six year history.



James Bullinger is a strategic communications specialist with the Navigator Development Group Incorporated, of Enterprise, AL.

Command and Control *continued from 39*

tion to those friction points. Utilizing this C2 rhythm of a weekly CUA and Brigade Command and Staff, the commander could guide, prioritize, and decide without disrupting the focus the individual task forces had on the planning and execution of tactical operations.

On-Site Leader Engagements

The last element of the C2 plan was the regular circulation of brigade leaders across the IJOA as well as those from the Aviation Enterprise.

These engagements provided the eCAB commander with continuous feedback on the units and Soldiers of the eCAB. These leader engagements helped the Commander stay abreast of Soldier morale, safety, training, maintenance, and discipline.

Staff assistance visits (SAV) from the Aviation and Missile Life Cycle Management Command (AMCOM), Army Material Command (AMC), and Fort Rucker's Directorate of

Standardization and Evaluation (DES) helped the eCAB ensure Army standards were maintained as well as providing those agencies input they needed to redirect Army resources where needed.

The eCAB is a historic organization providing aviation support to countless Soldiers and leaders of USF-I throughout OND. With unity of command, the eCAB was able to effectively manage aviation formations using a decentralized C2 architecture that leveraged both leadership and technology.

The real challenge for the eCAB has been applying a doctrinal template over a non-doctrinal formation.

The advantages of a single operational aviation commander are clear, but current doctrine may limit the eCAB's ability to rapidly maneuver aviation forces during key events that occur near divisional boundaries.

Future studies of the eCAB may want to explore other doctrinal support and command relationships that

might provide greater agility to the eCAB commander who has the best situational awareness for the employment of these resources at critical junctures on the battlefield.

There are many asking the question, "How big is too big?" The answer is not an easy one; it depends on each operational environment.

However, the C2 architecture of the eCAB in Iraq, with DCO cells positioned in the right places, open communication channels with subordinate commanders, and distributed and engaged leadership at all levels has proven to be important components of the tremendous success and accomplishment of the CAB, 1st ID serving in the role as the Army's first eCAB.



LTC Matthew R. Lewis is the deputy commander of the Combat Aviation Brigade, 1st Infantry Division and serves as the DCO for eCAB in Iraq under COL Frank M. Muth.

Ask The Flight Surgeon



Medical Info on Up-Slips in Your IFRF

By Dr. (MAJ) Nicole Powell-Dunford

Q: *I was recently given a diagnosis which was later proven to be incorrect. The condition is not one that I want everyone to know about. What concerns me is that my DA4186 medical up-slip explicitly lists this condition and is right in my individual flight record folder (IFRF) for everyone to see. How can I have this information removed from my IFRF? I know there needs to be some documentation of my last flight physical, but we are preparing for an inspection and a lot of people are going through these folders who are not involved in my medical care.*

FS: Regardless if a condition has been confirmed as accurate or not, the individual flight record folder is not the place for a specific medical condition to appear.

DA 4186 forms are handled by many individuals and should never reveal the specifics of a medical condition, which is confidential information between you, your commander and your aeromedical provider.

DA 4186 medical and report to new duty station up-slips, as well as waiver/suspension recommendation and approval letters will be filed in the service treatment record and individual flight record folder, but should never cite a medical diagnosis.

Recent guidance for the protection of health information was published under the Health Insurance Portability and Accountability Act (HIPAA), which is reflected in the January 2010 rapid action revision to AR 40-66, Medical Record Administration and Healthcare Documentation.

This act requires the safeguard and security of medical information.

When available, the AERO Abbreviated Waiver Letter shall be utilized for the IFRF in order to

remain in compliance with protected health information laws, IAW FM 3-04.3.

The retention of medical waivers or DA 4186 forms with personal health information in the IFRF is no longer acceptable and these forms should be removed.

A memorandum for record summarizing an existence of a waiver, its effective date and actions recommended by higher authorities should be filed instead.

This memorandum can be generated by your flight surgeon, aeromedical physician assistant or aeromedical nurse practitioner who can confirm a waiver or suspension approval through the on-line AERO system.

Improper annotations on the DA 4186 are violations of the HIPAA law and will negatively impact your unit's Aviation Resources Management Survey (ARMS) if retained in the IFRF.

More importantly, the presence of private medical information in the IFRF may discourage crew members from seeking medical attention, leading to a preventable accident.

Your flight doc should inspect the IFRF and replace all documents which inappropriately cite a medical diagnosis.

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to AskFS@quad-a.org.

Depending on the questions we receive, we'll try to address it in the future.

See your unit flight surgeon for your personal health issues.

As always, fly safe!

The views and opinions offered are those of the author and researchers and should not be construed as an

official Department of the Army position unless otherwise stated.



Dr. (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, AL.

News from the Aviation Med School House



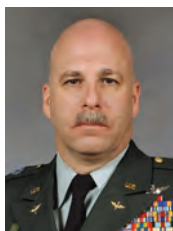
PHOTO BY SGT. TRAVIS ZEINSKI

Jan. 31 is final date for Society of U.S. Army Flight Surgeons (SoUSAFS) award submissions.

Go to <http://www.trueresearch.org/sousafs> for award descriptions, criteria and submission requirements.

Nominations must be forwarded to james.persson@amedd.army.mil to arrive NLT Jan. 31, 2011.

AAAA Membership Update



The Right Awards for the Right Reasons

By CW5 Mark W. Grapin

A theme common to many of my past articles has focused on garnering attention and recognition for excellence in Army Aviation. With so many venues on the local and national levels, it's difficult to imagine a month in any given chapter that some award isn't being framed, draped around a neck, pinned to a lapel, hefted across a stage, or photographed with a grip-and-grin caption to be posted to our national magazine.

Our suite of "– of the month" awards is also presented with a complimentary one-year membership to our association, courtesy of the national office. But every program has, and needs, its checks and balances. So many of our service magazines and newspapers seem to feature a column or article with some complaint or observation of the cheapening of the very awards we work so hard to bestow.

Let's face it, awards (and the writing required for them) are hard. That almost sounds like a snivel compared to the effort it took to have earned one. With ten thousand things gobbling our days, deployments decimating a year of our calendars, and the twenty-year letter suddenly arriving in the mailbox, actually finding the time to write an award nomination – and write it well – is too often a bridge too far.

There seems to always be some comma momma parked in the approval chain who lives to pull out their Request-Denied-Resubmit-in-Triplicate-in-30-Days-for-Formal-Denial stamp.

Fleshing-out the details necessary to effectively capture the blow-by-blow events that were necessary to have earned the award is a tricky balancing act that too easily degrades into a request for the nominee to simply write their own citations.



COL Mike Bobeck (left), chief of the ARNG Aviation and Safety Division, awards the Bronze Order of St. Michael to CW5 Michael R. Randall on Dec. 3, 2010 at the Army National Guard Readiness Center. Randall, a 4,000-hour AH-64 pilot, was recognized for a decade of excellence in management of the AH-64 and OH-58 airframe programs for the National Guard Bureau.

Each and every one of these pitfalls is understandable and repeatable. But our awards must mean something. They are a representation of the value we place upon the service or accomplishment. Last I checked, neither the Army nor the Army Aviation Association of America offers a boobie prize replete with aquamarine and signal orange sash.

Our Soldiers, service civilians, spouses, and industry partners deserve our time – however pressed we are for it – to prepare the right award for the right achievement or service, and to present it in a forum commensurate with the gravity of the occasion.

Merely showing up to the combat theater wearing a particular rank doesn't guarantee anything more than the pay-

check, the right sleeve patch, and the gratitude of those with and for whom served. There are no awards "owed" for having joined the team, other than the right to wear the uniform.

We are paid handsomely from the federal coffers to fly and service our assigned aircraft, and our awards must be preserved as a recognition for those who have performed beyond the paycheck-level of service.

And, whether it's a Bronze Star Medal, or a Bronze Order of St. Michael, the voice of the adjutant reading the citation as the award is draped or affixed, should knot-up the throats of those who bear witness.

There are certain awards I pray I never "earn," much as my uncle did during the Second World War: The Purple Heart, and the Prisoner of War Medal, for starters. None of us "plan" on earning the Combat Action Badge.

But the circumstances of time and location place a select few in the position to rise to the level of the need of the moment – whether that service is saving the lives of those aboard a crippled aircraft, or shaving millions of dollars and scores of pounds from a new aircraft program.

All deserve the opportunity to be considered for their achievements and service. And each of us owe it to our subordinates and peers to invest the effort necessary to ensure those accomplishments are correctly captured and appropriately recognized.

Next month, we'll explore the preservation of our Aviation heritage.

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 W. Grapin
AAAA Vice President for Membership

AAAA Spouses' Corner

Preparing Children for Deployment

By LTC Erick W. Sweet II

“Who knows what games Afghan kids like to play?” asked the facilitator. The audience of children ranging from 4 to 17 threw answers out with vigor.

“Soccer?” someone said from the back. “Football?” said another. “Parcheesi!” said yet another, garnishing laughs from the others. “YES! Good! But also lots of others you may not know. Let’s talk about some...”

The Challenge

The above scenario is from a Kid’s Town Hall sponsored by the 10th Combat Aviation Brigade (CAB) at Fort Drum, NY just prior to their deployment to Afghanistan.

The unit only had a short 12 month dwell which was particularly hard on children, who often have a hard time understanding back-to-back deployments. Thus, a special focus was placed on helping the children of 10th CAB prepare for deployment.

Most units have great training plans to get their families ready for deployment. Family readiness group (FRG) events, pre-deployment briefs, marriage retreats, and Rear-D team building events are just a few of the items units execute to prepare their families.

However, if one were to look closely, you would see a critical missing piece. What about the children? Marriage retreats and FRG events often are focused on the spouses only, with very little specifically done for children.



Children of the 10th Combat Aviation Brigade participated in the 10th CAB Kids Town Hall Meeting at the Fort Drum, NY multi-purpose auditorium Sept. 27. (left to right) Mr. Tom Wojcikowski, 4H military clubs coordinator for NY State; COL Pedro G. Almeida, commander and CSM Kenneth E. Patton, 10th CAB; LTC Lars A. Wendt, 2nd Bn., TF Knighthawk commander; LTC Albert H. Stiller, 277th Avn. Spt. Bn., Task Force Eagle commander; and LTC David R. Kramer, 1st Bn., TF Tigershark commander.

The Solution

10th CAB tried to get after this problem with a new initiative focused on children, specifically: The Kids Town Hall.

The concept was simple. Children have unique concerns and apprehensions about deployment. How could we address those in a way that was entertaining and effective?

It was decided that a Kid’s Town Hall where the brigade leadership could inform children about Afghanistan, the living conditions, and the mission was the best venue.

The challenge became how to address the right topics and concerns that kids were thinking about.

Initially, the 10th CAB formed a partnership with Operation Military Kids who already had a deployment brief focused specifically for kids.

Thus, the initial leg work was already done. It addressed the weather in Afghanistan, its geography, and history in a kid friendly format. It also addressed topics that inherently interest kids.

“What is my Dad going to eat? Where will my Mom sleep? What do Afghan kids wear? What games do they play? Why does my Mom or Dad have to go?”

The kid-focused interactive brief provided the initial framework, but there was still some apprehension about whether or not we were going to address the right topics.

Therefore, to ensure that we were headed in the right direction, the brigade encouraged children to submit questions that the brigade senior leaders could answer after the interactive brief.

CFC ♦ CFC ♦ CFC ♦ CFC ♦ CFC ♦ CFC ♦ CFC ♦ CFC ♦ C

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Questions from the children were solicited at the Brigade Fall Festival and through the FRGs. The Rear Detachment team reviewed the questions and posted them to index cards for leaders to use during the question and answer portion.

Making It Happen

On the day of the Kids Town Hall, kids arrived at the post theater and were given kid friendly packets with lots of great stuff. There were lists of activity ideas to help children and their families get through the deployment.

One example was to send a favorite stuffed animal with the deployed Soldier who would then take pictures of it doing interesting Army activities to send back.

We thought that kids would love to see their teddy bears on an Apache helicopter or driving an MRAP (mine resistant ambush protected) combat vehicle. There were other fun items as well, such as Afghanistan coloring books, deployment riddles, and other things designed to help kids to better understand the deployment.

When the brief began, kids were asked a variety of questions about Afghanistan to help set the stage. "How cold did it get? Were there mountains, deserts and forests? What is an "FOB?"

By making the brief interactive and making sure to pick a good moderator, the kids became very enthusiastic which we considered to be a great success.

The brief also covered interesting cultural items about Afghan children like how they went to school and how females were only recently allowed to attend school.

The cultural connection to Afghan children seemed to make the deployment more meaningful to some children.

Q & A – Bringing It Home

Once the interactive brief concluded, the Q&A with leaders began. Using the prepared cards in combination with questions from the audience, a lively discussion ensued. It was entertaining to watch Colonel Pedro Almeida field zingers from 10 year olds.

CSM Ken Patton provided levity and humor and the battalion comman-

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Aircraft photo provided courtesy of Pfc. Nathan Booth

ders were great in their responses too.

All were able to answer questions in a kid-friendly way and were careful not to be too "Army." The kids seemed to especially enjoy the Q&A session.

Following the short twelve-month dwell, the 10th CAB felt that the Kids Town Hall was a resounding success and a great way to address kid specific deployment concerns, hopefully helping our Army children feel better about their mom or dad's deployment.

❖❖❖

LTC Erick "Zeke" Sweet is the Rear Detachment Commander for the 10th Combat Aviation Brigade, 10th Mountain Division, Fort Drum, NY. The CAB is currently deployed to Afghanistan.

Judy Konitzer is the family readiness editor for ARMY AVIATION; questions and suggestions can be directed to her at judy@quad-a.org.

Corps of Engineers: Airland Battlefield Environment Program

By MAJ Robert P. Petersen

**FROM THE
ARCHIVES**

ARMY AVIATION Magazine, June 30, 1986



VICKSBURG, MS. – When someone mentions the Corps of Engineers people conjure up visions of dams, new housing areas, or mine detection. Another important function is its Army Staff responsibility for Environmental Sciences Research and Development activities.

Under this hat the Corps is looking at how the environment affects friendly and threat operations through the Airland Battlefield Environment (ALBE) program directed by the Directorate of Research and Development.

Aviators probably have as much concern as anyone about the interaction between equipment, operations, and the environment. The environment will determine how the aviation fights. One of the ALBE program's goals is to develop Tactical Decision Aids (TDA's) that will assist the battlefield commander in employing his weapon systems and operational concepts to maximize their capabilities in light of environmental factors. A second program goal is to provide the R&D community with a capability to assess, through modeling and simulation, environmental effects on developmental systems and operations.

The ALBE program is developing decision aids within five general categories: Ground Mobility, Countermobility, NBC, Weapon System performance, and Army Aviation. Within Weapon System Performance the affects of terrain, the atmosphere, and

natural and manmade obscurants on the effectiveness of infrared and millimeter wave sighting systems and target designators is considered. Under given environmental conditions, a TDA in this category will provide information on the optimum altitude from which to fire and whether to lock-on before or after the missile launch to achieve the greatest probability of a hit.

Similar information can also be determined for threat systems. Having the effectiveness of his opponent's systems under specified environmental conditions readily available will let the commander know how close he can get to a target without himself being acquired as a target. This also has applicability in the R&D environment as we test our developmental concepts and systems against threat capabilities.

One component of the Army Aviation category that has already assisted the R&D community is the Helicopter Mission Survivability (HELMS) model. This helicopter survivability model was used as input for the LHX Trade-Off Analysis (TOA). The model simulates a helicopter flying a specified route under low-level, contour, or nap-of-earth flight conditions using the specific helicopter flight dynamics with a given threat weapon system laydown. Among many outputs provided is the number of weapons acquiring the aircraft at

any one time, the length of time of acquisition, and the instances where time was sufficient for the weapon to lock-on and fire.

While this ALBE product has played one role already, it is easy to see possible extensions. In the R&D process, the effectiveness of aerial weapons systems at acquiring targets could be examined as could the effectiveness of friendly air defense against threat helicopters. Field commanders could rapidly evaluate flight routes to deep battle targets given threat weapon laydown. At several million dollars a copy, helicopter survivability becomes a big issue!

Now that Army Aviation is established as a maneuver element, aviation commanders will also need to consider factors affecting the ground-based components of their task forces. Therefore consideration must be given ground mobility, countermobility, and NBC in the decision-making process. In all these areas, the Corps of Engineers is trying to make that process more efficient and take maximum advantage of the environment as a combat multiplier in the fight against a numerically superior threat force.



MAJ Robert P. Petersen was the ALBE R&D Coordinator, USA Corps of Engineers, at the time this article was originally published in 1986.

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.



U.S. ARMY PHOTO BY MAJ. DAVID OLSON

Army to Get Digital Retrofit Kits for Raven®

AeroVironment, Inc., Monrovia, CA, announced on Dec. 28, that it received an order valued at \$46,226,984 under an existing contract with the U.S. Army for 339 digital retrofit kits for the U.S. Army Raven® small unmanned aircraft system (UAS). The order also includes 123 new digital Raven UAS and initial spares packages as well as 186 digital retrofit kits for the U.S. Marine Corps. This order represents the remainder of the funds appropriated for RQ-11B Raven system procurement in the 2010 DoD Appropriations Act signed into law in Dec. 2009.

Pace Joins AAR Board

AAR Corp., Wood Dale, IL announced on Dec. 14, that retired Marine General Peter Pace has been elected to serve on the company's board of directors, effective Jan. 18, 2011. Pace, whose career spanned more than 40 years, served as the 16th Chairman of the Joint Chiefs of Staff, the most senior position in the U.S. Armed Forces, from 2005 to 2007. He currently serves on the Secretary of Defense's Defense Policy Board.

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

MTADS/PNVS B-Kit Mod Goes to LM

Lockheed Martin Corp., Orlando, FL, was awarded on Dec. 22 a \$14,850,000 firm-fixed-price contract to provide for the modification and application of B-kit to legacy and modified-legacy components of the modernized target acquisition designation sight/pilot night vision sensor. Work will be performed in Orlando, FL, with an estimated completion date of Dec. 31, 2011.

Boeing to Provide More CH-47Fs

The Boeing Co., Ridley Park, PA, was awarded on Dec. 22 a \$241,957,000 firm-fixed-price contract to provide 11 CH-47F Chinook remanufactured aircraft. Work will be performed in Ridley Park, PA, with an estimated completion date of Sep. 30, 2013.

FCRS Contract Awarded to Longbow

Longbow, LLC, Orlando, Fla., was awarded on Dec. 20 a \$13,345,191 firm-fixed-price contract for management and logistic functions for the fire control radar system on Apache AH-64D helicopter. Work will be performed in Orlando, FL, with an estimated completion date of Dec. 31, 2011.

Rolls-Royce to Overhaul KW Engines

Rolls-Royce Corp., Indianapolis, IN, was awarded on Dec. 17 a \$9,312,910 firm-fixed-price contract for the analysis, testing, repair and overhaul of 40 gas turbine engines for the OH-58 Kiowa helicopter. Work will be performed in Neosho, MO, and Oakland, CA, with an estimated completion date of Sep. 30, 2011.

Goodrich Awarded CH-47 Fuel Control Contract

Goodrich Corp., Goodrich Pump & Engine Control Systems, Inc., West Hartford, CT, was awarded on Dec. 17 a \$10,157,787 firm-fixed-price contract for the overhaul of 217 Chinook main fuel controls. Work will be performed in West Hartford, CT, with an estimated completion date of Jan. 25, 2011.

Warrior-A Log Support Contract Awarded to General Atomics

General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded on Dec. 17 an \$85,499,772 cost-plus-fixed-fee contract. The award will provide logistics support for the Warrior A/Warrior Block 0 unmanned aircraft system at four sites outside the continental United States. Work will be performed in Poway, CA, with an estimated completion date of Dec. 16, 2011.

L-3 Gets KW Support Contract

L-3 Communications Corp., Salt Lake City, UT, was awarded on Dec. 16 an \$8,114,626 firm-fixed-price contract to provide for radio frequency B-kit communications hardware in support of the Kiowa Warrior OH-58D program. Work will be performed in Salt Lake City, UT, with an estimated completion date of Dec. 31, 2011.

MTADS/PNVS Contract Awarded to LM

Lockheed Martin Corp., Orlando, FL, was awarded on Dec. 15 a \$48,766,679 firm-fixed-price contract to provide logistical support for the AH-64 Apache modernized and legacy target acquisition designation sight assembly and pilot night vision sensor assembly system. This includes repair and maintenance of line replaceable units and line replaceable modules to support the Apache's sensors flying hour program. Work is to be completed in Orlando, FL, with an estimated completion date of June 30, 2011.

Rolls-Royce Awarded KW Log Support Contract

Rolls-Royce Corp., Indianapolis, IN, was awarded on Dec. 14 a \$34,547,206.06 firm-fixed-price contract. This award will provide logistics support for a Rolls-Royce model engine in support of the OH-58D Kiowa Warrior program. Work is to be performed in Indianapolis, IN, with an estimated completion date of Dec. 31, 2011.

Chinook Long Lead Items Contract Awarded to Boeing

The Boeing Co., Ridley Park, PA, was awarded on Nov. 24 a \$50,676,000 firm-fixed-price contract modification to obligate funding CH-47F Cargo (Chinook) helicopter production Lot 10 long lead items. Work is to be performed in Ridley Park, PA, with an estimated completion date of Sept. 30, 2013.

POTM

PEOPLE ON THE MOVE

CHANGE OF COMMAND

Strube Takes Over 38th CAB



Incoming commander, **LTC(P) Donald F. Strube**, receives the 38th Cbt. Avn. Bde. colors from **BG Joseph L. Culver**, deputy commanding general, 38th Inf. Div., during a change of command ceremony at Shelbyville, Indiana, Nov. 7, 2010. **COL David C. Wood** (left), who has commanded the unit since Feb. 2007, will now serve as the assistant chief of staff, G-3, 38th Inf. Div. CSM John A. Watson (right) presented the colors. The 38th CAB (Indiana Army National Guard) returned to Indiana after a one year Operation Iraqi Freedom (OIF) deployment in June 2010. The Brigade deployed as the Multinational Corps-Iraq (MNC-I) Cbt. Avn. Bde. and served under I Corps and III Corps.

RE-ENLISTMENTS

601st ASB Soldiers Re-up at Milestone Ceremony



COL Frank M. Muth, commander of the Enhanced Cbt. Avn. Bde., 1st Inf. Div., re-enlists a group of his Soldiers assigned to **the 601st Avn. Spt. Bn.** at a Forward Arming and Refueling Point (FARP) on Camp Taji, Iraq, Oct. 2, 2010. Muth led the Soldiers in their oath as fuelers at the point pumped their ceremonial **millionth gallon** during this deployment into his Kiowa Warrior helicopter. Also piloting the helicopter was CW2 Adam Garner.

Special Re-up Ceremony for 1SG



1SG Raymundo L. Martinez, HHC, 2nd Bn., Enhanced Cbt. Avn. Bde., 1st Inf. Div., poses for a photo with his battalion commander, LTC Christopher C. Prather, after re-enlisting indefinitely on Camp Taji, Iraq, Oct. 16, 2010. The ceremony was special in that Soldiers usually re-enlist indefinitely before reaching the rank of first sergeant, the Army's second highest enlisted rank. Soldiers re-enlisting after 10 years of service must re-enlist indefinitely; however, in Martinez's case, a combination of fast-tracking through promotions, prior service, and circumstances lead to the special re-enlistment.

AWARDS

Four Fighting Falcons Awarded DFC



Four Co. A, 5th Bn., 158 Avn. Regt., "Fighting Falcons," Soldiers were awarded the Distinguished Flying Cross Nov. 1st at Kandahar Airfield, Afghanistan for their heroism on an aerial flight April 2, 2010. **CW2 Sean Johnson**, **CW2 Eric Wells**, **SGT William Ebel** and **SPC Todd Marchese** were part of the successful medical evacuation of eight German commandos in the vicinity of Konduz, Afghanistan. The Germans had been ambushed by insurgents and the crew performed multiple suppressive gun runs which kept the insurgents from surrounding the commandos and allowed them to land their helicopter and extract the wounded. These crewmembers have already received the German Gold Cross of Honor for Bravery and are four of only 14 foreigners to have ever received this award.

Combat Patch Awarded



Task Force Tigershark (1st Bn., 10th CAB) commander, **LTC David R. Kramer** (center left) and senior NCO, **CSM Nicolas V. Carter** (center right), pose with the rest of the battalion staff and command group following the unit combat patch ceremony at Forward Operating Base Salerno, Afghanistan, Dec. 5, 2010.

Chinook Super Soldiers



From left are **MSG Gregory Clancy**, **SSG Justin Smith**, **SGT Samuel Hubbard**, and **SGT Jeffrey Elinburg**, recipients of this year's Super Soldier Award given during the Cargo Users' Conference in October at the Von Braun Center. Clancy was recognized for his outstanding leadership skills during a recent CH-47D high altitude aircraft recovery operation in an extremely hazardous location. Smith's superior performance over the last year as a Flight Engineer Instructor and Field First Sergeant has set him apart as he maintained 100% operational availability rate with his aircraft under demanding flight conditions. Hubbard distinguished himself as a self-starter with unparalleled initiative while acting as the Modernized Signal Processing Unit Project Coordinator for D Company 4/160th Special Operational Aviation Regiment. Elinburg's outstanding performance as a maintenance team leader during OEF despite a shortage of 16 personnel in his team resulted in a consistent operational readiness rate of 75% which allowed the unit to complete all of its missions.



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PEOPLE ON THE MOVE

Owings Awarded Top Civilian Recognition



Tim Owings, deputy project manager for Unmanned Aircraft Systems (2nd from left), was among seven recipients Nov. 4, 2010 of the Department of Defense Distinguished Civilian Service Award; he is the only Army civilian to receive the award in 2010. Presenting the award in the Pentagon Auditorium were deputy secretary of defense, William Lynn (left), and Michael Rhodes (right), director of administration and management to the secretary of defense. Also pictured is Rusty Weiger, deputy program executive officer for aviation. Owings was recognized for excellence as the top civilian responsible for the development, production, fielding and sustainment of more than 1,400 unmanned aircraft systems.

Smith Named Logistician of the Year



John Smith (right), Chief of Logistics Management Division for the Armed Scout Helicopter Project Office, was awarded Logistician of the Year at the 2010 Army Acquisition Corps Awards Ceremony Oct. 24, 2010 at the Westin Alexandria Hotel, Alexandria, VA. Smith was recognized for his significant contributions to excellence in life-cycle logistics and achievements in improving the Total Life Cycle Management process. Smith is shown with Mike Herbst, deputy project manager for ASH.

USAALS Names Top Instructors for 2010



The U.S. Army Aviation Logistics school has named their top instructors of the year 2010. **SSG Samuel Ofarill**, (top photo) Department of Attack Helicopter Training, is the Military Instructor of the Year and **Mr. Robert Dorsey**, (bottom photo) Department of Aviation Systems Training, is the Civilian Instructor of the Year. The presentations were made by Mr. Mark Jones, deputy to the commander, USAALS and the AAAA Colonial Virginia Chapter President.

NEWS SPOTLIGHT

The Pakistan-Alaska Connection

With temperatures hovering around minus 40 degrees, a CH-47 helicopter belonging to the 1st Battalion, 52nd Aviation Regiment, 16th Combat Aviation Brigade, is transported across Fort Wainwright, AK on Thursday morning, Dec. 16, 2010. The Chinook had arrived earlier at



Eielson Air Force Base via a C-17 Globemaster and is the first of 10 CH-47s and 8 UH-60 Black Hawks returning from Pakistan where 325 soldiers of Task Force Denali completed a 4-month flood relief mission. Task force Soldiers delivered humanitarian supplies, assisted and evacuated people in isolated areas, and provided other air operations support. The task force's Chinooks will be reassembled on post while their UH-60 Black Hawks will be reassembled at Eielson and flown to Post.



PEOPLE ON THE MOVE

FLIGHT SCHOOL GRADUATES

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, AL. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class.

43 Officers, Dec. 9

CH-47D Track

LT Andrew J. Hager – DG
WO1 Derek R. Johnson – DG
LT Neil A. Dysart
LT Brendan M. Flansburg
WO1 Jeremy A. George
LT Nicholas K. Lee
WO1 Amanda R. Nesbitt
WO1 Michael K. Potter
WO1 Russell A. Schneider
WO1 Boe J. Searight *



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UH-60 Track

LT Adam B. Kennedy – DG
WO1 Stephen T. Hovan – DG
LT Dustin D. Ramatowski – HG
LT Michael J. Vanderheyden – HG
WO1 Thomas F. Wade – HG
LT Charles S. Ackley
LT Bruce E. Binger
LT Amy F. Bonilla
LT David J. Connolly
LT Ivan J. Cruz
WO1 Andrew A. Curtis
WO1 Matthew J. Dower
WO1 Victor M. Flores
WO1 Garrett R. Haury
WO1 Steven J. Kay
WO1 Jason A. Kelley
LT Shawn N. Kirby
WO1 Jace W. Myran
WO1 Cheron M. Puryear
WO1 Cory R. Shelton
LT Andre K. Stevenson
LT Stephen Tamborelli
LT Daniel A. Thompson
LT Joshua M. Williams

30 Officers, Dec. 16

AH-64D Track

LT Travis L. Cline * – DG
WO1 Andrew M. Montenegro – DG
WO1 Jeremy J. Hammond – HG
WO1 Maximillia Wannelius – HG
WO1 James B. Cox
WO1 Brandon S. Garner
WO1 Larry A. Gunter *
WO1 Christopher Johnson
LT Blake Kane
WO1 Douglas J. Leggat
WO1 Jordan R. McCrea
LT Brandon D. Nipper *
WO1 Jonathan D. Rabe
WO1 Scott R. Richardson
WO1 Chad C. Slusher
WO1 David Smith
LT Matthew Steck
WO1 Christopher Sullivan
LT Randy Swingle
WO1 Kyle E. Wagley
WO1 Travis L. Williams

OH-58D/M Track

WO1 Nicholas R. Reynolds – DG
WO1 Bob J. Apodaca
WO1 Joseph B. Flint
WO1 Jeremiah Kelner

WO1 Paige S. Long
WO1 Joseph J. Rae
WO1 John Zoll *

UH-60 Track

WO1 Michael Harrington *
LT Jared R. Kolb

FLIGHT SURGEON COURSE GRADUATES

AAAA congratulates the following officers graduating from the Army Flight Surgeon Course at the U.S. Army School of Aviation Medicine, Fort Rucker, AL.

Flight Surgeon Class 11-01

37 Graduates, November 10

CPT Paul M. Robben – DHG
MAJ James F. Brinkman * – HG
CPT Christopher B. Mercer – HG
CPT Amber K. Gruters * – DL
CPT Dausen J. Harker – DL
CPT Deborah J. Oldfield * – DL
CPT Amy L. Coombs – DL
MAJ Paul A. Stephens – DL
CPT Zachary L. Wolff * – DL
CPT Patrick Barker
CPT Matthew S. Bay
CPT Christopher J. Bermudez
MAJ John J. Brady *
MAJ Tim Cho
1LT Adam H. Demino *
CPT Peter Q. Dinh
CPT Michael J. D'Onofrio
LTC Kevin M. Edwards
CPT Scott D. Fisher *
CPT Amber D. Hansen
CPT Brandon T. Lee
CPT Young E. Lee
CPT Ryan J. Macdonald
1LT Mark D. Minton
CPT Richard L. Newport
CPT Antonio Ortiz-Garcia *
CPT Gregory R. Pfeninger
LT Michael Pivato (USN)
Lt Col Roger Preszler (USAF) *
CPT John M. Price
CPT Christopher Remillard
LTC Victoria Roberts
Mr. Norberto Rodriguez
Mr. Scott Sullivan
MAJ Christina A. Truesdale
CPT Larry T. Wilson
CPT Daniel S. Winschel

UAS OPERATOR GRADUATES

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

Shadow

Class: 10-026

18 Graduates, Dec. 3, 2010

SGT Steven E. Wasch – HG
SFC Sean V. Ciardi
SPC Juan R. Santos
PFC Henry E. Axtmayer
PFC Jared M. Foster
PFC Michael B. Kibler
PFC Troy R. McKinnon
PFC Alexa R. Minton
PFC Aaron A. Mize
PFC Megan B. Pacot
PFC Thomas J. Rios
PV2 Anthony E. Kinney
PV2 Nathanael A. Santiago
PV2 Alexander Sippel
PV2 Christopher W. Webb
PVT Joshua J. Martinez
PVT Bryan R. Walker
Mr. Kevin M. Weiss

Shadow

Class: 10-25

15 Graduates, Dec. 3, 2010

SPC Adam P. Anders
PV2 Waqas Azam
SPC Ryan K. Campbell
PFC Braxton A. Cullum
PVT Jacob W. Donnell
PV2 Dru B. Duffy
PFC Jourdan M. Eason
PFC Joey Higashi
PFC Jason M. Itter
SSG Matthew J. Kellebrew
PFC Ian T. Klaiber
PV2 Justin C. Phinney
PV2 Kyle R. Rookey
PFC Jordan C. Turner
PVT Jonah L. Yax

Civilians are DA civilians

DHG = Distinguished Honor Graduate

HG = Honor Graduate

DL = Dean's List

CL = Class Leader

* = AAAA Member

+ = Life Member

NOT SUCH A LAME DUCK

In 1933 an amendment to the U.S. Constitution was approved to move the start of the new Congress from Mar. to Jan. 20 to prevent departing lawmakers as lame ducks from passing legislation after the results of the mid-term Congressional elections were known. Future Congresses were not expected to return from the elections for an extended legislative period in Nov. and Dec. This year the Democratic majorities in the House and the Senate, after losing control of the House in the mid-term elections by 63 seats, used the lame-duck session to attempt to pass bills not completed in the normal session by the end of Sept.

LAME DUCK RESULTS

The results of a scorecard proposed in the Dec. ARMY AVIATION issue for the 111th Congress that did not pass any of the twelve appropriations for 2011 and has since received the lowest recorded public acceptance poll rating, 17 percent, follow:

- Continuing Resolution. A short-term CR, until Mar. 4 was signed by the President on Dec. 21. This CR extends current funding for most federal programs, freezes pay for non-military federal workers over the next two years and allows the new 112th Congress to shape the management of the government more in response to the intent of the voters to the end of Sept. 2011.
- Doc Fix. The Medicare and Medicare Extenders Act of 2010, H.R. 4994, was signed by the President on Dec. 15 in the presence of a TMC observer. The Act provides a one-year extension of the current Medicare and TRICARE payment rates to doctors until Dec. 31, 2011 and averted a Jan. 1 25 percent payment cut. Had this cut occurred, doctors were expected to greatly reduce their numbers of senior and military community patients.
- National Defense Authorization Act. On Dec. 22 Congress passed the \$706.9 billion "Ike Skelton National Defense Authorization Act" (HR 6523) thanks to late session patriotic efforts by Rep. Ike Skelton (D-MO) in coordinating a non-controversial version of the Act with the Senate. Although this was the 49th consecutive passing of the NDAA, the action was not entirely complete without the approval of an accompanying Defense appropriation act since the amount of Defense spending remains limited under the CR.
- Post-9/11 GI Bill Improvements. The *Veterans Benefits Improvements Act of 2010* was approved by Congress on Dec. 16 and is expected to be signed by the president before year end. Many of TMC Veterans Committee priorities for upgrading the original GI Bill were achieved. They include better serving the veteran population in the reserve components, U.S. Public Health Service, and National Oceanic and Atmospheric Administration; eas-



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

ing administration for students, schools and the VA; improving the calculation of tuition fees; including full-time online (distance) learners; and providing expanded vocational, on-the-job and apprenticeship training and other types of non-degree training.

New GI Bill program expansion and tuition payments are expected to begin in Aug. 2011. These changes are expected to reduce the cost of the program by about \$700M over 10 years.

OTHER LAME-DUCK MILITARY ITEMS

Intensive legislative actions were pressed on high priority bills from the Democratic Party's agenda that had been attached to the National Defense Authorization Act in the spring in hopes of ride-along passage.

- Don't Ask, Don't Tell. On Dec. 22, President Barack Obama signed into law the repeal passed by Congress of the DADT bill. The 1993 law will remain in effect until the implementation of the repeal has been certified by the Chairman of the Joint Chiefs of Staff, Secretary of Defense and the President to not-impact readiness; is reviewed in congressional hearings, and has had a 60-day waiting period. New policies and regulations to implement the repeal are to be consistent with the standards of military readiness, military effectiveness, unit cohesion and retention of the armed forces. Sec. Gates advised that the process of implementation will take additional time.
- Dream Act. On Dec. 18, the Dream Act was withdrawn when only 55 of 60 votes needed were received to meet the cloture requirement to go forward without a filibuster. The Act would have allowed children of illegal immigrants not born in the U.S. to gain citizenship through several routes; including, among others, high school graduation and 2 years of military service.
- Abortion in military hospitals. This amendment was dropped from the NDAA in coordination with the Senate.

PAY AND ALLOWANCE CHANGES

On Jan. 1 basic pay will increase 1.4 percent to match the wage growth in the private sector and the Basic Allowance for Subsistence, or monthly food allowance, will increase about a third of one percent.

The average Basic Allowance for Housing will be adjusted downward for the first time since the BAH was established in 1998 with a

decline of about 0.6 percent for many newly arrived service members based on a survey of changes in rental costs across 366 military housing areas.

Raises are expected in the more expensive areas. About 400,000 active duty service members already in place will be protected by an individual rate protection established earlier by Congress. Post-9/11 GI Bill user stipends based on BAH rates will be protected. 2011 BAH rates can be reviewed at <https://www.defense.travel.dod.mil/site/bahCalc.cfm>.

VETERAN STATUS BILL STYMIED

The Veteran Status bill (H.R.3787) was to have extended veteran status to Guard and Reserve members who have qualified for retirement after 20 years of service, but who have not been activated long enough to satisfy VA requirements to be recognized as veterans.

Based on concerns about possible bill costs, Sen. Jim Webb (D-VA), chairman of the senate armed services personnel committee and a member on the veterans' affairs committee, called for a hearing which was scheduled in 2011 thereby killing the bill in this session.

ACCOUNTING FOR GRAVES AT ARLINGTON

During a rare Saturday session on Dec. 4, Sen. Claire McCaskill (D-MO) gained unanimous support of the Senate for a bill requiring the Army to intensify the management at Arlington National Cemetery. This action was in response to the recent finding of eight cremation urns in a single grave marked 'unknown' in addition to numerous serious deficiencies reported by the Army Inspector General earlier in the year. The Army is to give a full accounting for all of the graves, overhaul the management of cemetery contracts, improve communications with families of the interred and provide periodic reports to Congress. Passage of a companion House bill is needed to complete approval by the 111th Congress.

COLA STIMULUS REJECTED

On Dec. 8, the Senate rejected an administration-backed plan to provide a \$250 stimulus payment to 58 million Social Security annuitants and disabled veterans due to the lack of Cost of Living Allowance increases for 2010 and 2011.

AAAA News

AAAA Chapter News

Connecticut Chapter



COL William P. Shea (left), commander of the 1109th Aviation Classification Repair Activity Depot (AVCRAD), Groton, CT, receives a donation to the Connecticut National Guard Foundation from AAAA Connecticut chapter president, **Doug Shidler** on Dec. 2, 2010 during the chapter's Christmas Social.

Mid-Atlantic Chapter



Mid-Atlantic Chapter members pose for a nostalgic photo in front of a mock-up of the Fort Monmouth front gate at the final Ft. Monmouth Holiday Ball at Gibbs Hall, Ft. Monmouth, NJ Dec. 11, 2010. From the left, **Ed Carnes** – chapter president, **Heather Aldridge**, **Darla Hall**, **Steve Hall**, **Diane Carnes**, **John Gallagher**, **Pete Roache**, **Kit Roache** – chapter secretary, **Neelam Jain** and **Ashok Jain**. The post will be closed in Sep. 2011 as a result of the 2005 Base Realignment and Closure Act.

Mid-Atlantic Chapter Supports Local Wounded Warrior Fund



Left to Right: **Navy Cdr. Ed Hogan**, executive officer of Naval Weapons Station Earle, Colts

Neck, NJ; **Wayne Bard**, Communications-Electronics Life Cycle Management Command (CECOM); **George Fitzmaier**, Fort Monmouth Garrison Manager; **Chip Dayton**, Suneagles Golf Club Manager; **John Scott**, Head Pro Suneagles and **Ed Carnes**, AAAA Mid-Atlantic Chapter President. Seated: local Wounded Warrior, **SSG Mike Minard**. On Nov. 14, the Specialist Brendan Marrocco Fund Raiser was held at the Shore Casino in Atlantic Highlands, NJ and AAAA Mid-Atlantic Chapter President, LTC (Ret.) Ed Carnes, presented Brendan with a check for \$45,000 on behalf of the Fort Monmouth, NJ community. Carnes and chapter secretary, Kit Roache, ran a golf outing on Nov. 11 at Suneagles Golf Course, Fort Monmouth, NJ to benefit the Specialist Brendan Marrocco Road to Recovery Trust. Marrocco was severely wounded by an explosive fired projectile in April 2009 in Iraq which left him a quadriplegic; he is currently recovering, undergoing physical and occupational therapy at Walter Reed Army Medical Center where he is expected to remain for an extended period of time. The Trust assists Brendan in his recovery by supplementing the cost of his care, treatment, medical and extraordinary expenses if necessary and assisting in continually improving the quality of his life now and into the future, including adaptive housing needs.

Mid-Atlantic Chapter



Soldiers from the 1st Bn., 150th Avn. Regt., past and present attended the 37th Annual Enlisted Association of the National Guard of New Jersey Conference located in Galloway, NJ on Oct. 8-9, 2010. Four junior enlisted Soldiers were sponsored by the AAAA Mid-Atlantic Chapter to attend the event. The weekend started off with a golf tournament on Friday. Saturday morning was the annual business meeting and Saturday evening was the Military Ball; Soldiers and NCOs of the year winners and scholarship recipients were announced and presented with their awards from both the Army and Air National Guard.

Morning Calm Chapter



COL James T. Barker, 2nd Cbt. Avn. Bde. commander, presents a check Nov. 20 at the Camp Humphreys Commissary for \$500 to **MAJ John Chun**, the Camp Humphreys Garrison Command Chaplain and coordinator for the Area 3 Food Voucher Program. The donation was presented on behalf of the AAAA Morning Calm Chapter to be used in the Area 3 Food Voucher Program to help needy families of Soldiers during the holidays.

Tennessee Valley Chapter



First place team member, **Mike Brady**, accepts a check on behalf of his teammates from golf tournament organizer, **Matt Merryman**, during the awards presentation ceremony Nov. 15, 2010 in the Von Braun Convention Center for the Chapter sponsored tournament held in conjunction with the AAAA Aircraft Survivability Professional Forum in Huntsville, AL. The tournament was played at the Huntsville Country Club and Brady's team, which included Eric Post, Jeff Wishik and MG (Ret.) Jim Myles, turned in a score of 58.

Washington-Potomac Chapter



Pictured at the Washington-Potomac Chapter annual Dining Out on Oct. 22 are two scholarship winners along with corporate sponsors. Left to right: **BG (Ret.) Mike Burke** from Boeing

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

(Apache) in Mesa, AZ (platinum scholarship sponsor); **COL (Ret.) Greg Gass** from GE Engines (gold sponsor) and the Chapter VP for Scholarships; **Cadet Ashley Hendrickson** recipient of \$3,000 Robert F. Molinelli Scholarship; **Cadet David Fulbrook** recipient of \$1,000 for one of the Vietnam Helicopter Pilots Association Heritage Scholarships; and **COL (Ret.) Mike Sloniker** from Lockheed Martin (gold sponsor). Hendrickson, daughter of LTC (Ret.) Dave and MAJ (Ret.) Heather Hendrickson of Arlington VA, is a freshman and ROTC Cadet at the University of Virginia; Fulbrook, son of Dr. Jim and Debbie Fulbrook of Fairfax, VA, is an upperclassman and ROTC Cadet at Virginia Polytechnic Institute and State University.

Washington-Potomac Chapter



CHAPTER PHOTO BY DEE HARDMAN

"Commander Cody," a painting by Rick Herter, was on display at the Washington-Potomac Chapter Oct. 22, 2010 annual Dining Out held at the Officers Club, Ft. Myer, VA. The painting commemorates the first flight of the Block III Apache on Jul. 9, 2009 in Mesa, AZ, acknowledgment of the great influence GEN Richard Cody, former Vice Chief of Staff of the Army, had on the Apache program over the years, and for his contributions to Army Aviation. Pictured from left: **BG(Ret.) Mike Burke**, director, Global Strike Rotorcraft Business Development, Boeing Defense Space & Security; **Tommy Filler**, acting vice president, Apache Programs, Boeing Company; **LTG William N. Phillips**, Military Deputy to the Assist. Sec. of the Army, Acquisition, Logistics and Technology; **GEN (Ret.) Crosbie E. Saint**, guest speaker and chapter president **MG (Ret.) Rudi Ostovich**. The painting was donated by Boeing Apache Programs to the Army Aviation Museum at Ft. Rucker, AL to hang in their new Aviation Art display.

Order of St. Michael and Our Lady of Loreto Awards

Aloha Chapter



PHOTO BY NINA MANUEL

1SG Andrew P. Manuel, Co. B, 3rd Bn., 25th Cbt. Avn. Bde. receives the Bronze Order of St. Michael from CPT Robert K. Beale, B/3-25th CAB company commander on Nov. 9, 2010 at Wheeler Army Airfield, HI. Currently assigned as a flight engineer standardization instructor with the CH-47F NET team at Wheeler Army Airfield, he was recognized on the occasion of his impending retirement after 21 years of outstanding service to include deployments to Iraq and Afghanistan and service with the 160th Special Operations Aviation Regiment (Airborne). Following retirement, he will remain at Wheeler Army Airfield as a contractor flight engineer standardization instructor with the CH-47F NET.

Arizona Chapter



PHOTO BY MATE PETERSON, ROBERTSON FUEL SYSTEMS

CW4 (Ret.) Marshall "Lew" Lewis, Director of Operations, Robertson Fuel Systems, L.L.C., is presented the Silver Order of St. Michael by **BG (Ret.) Mike Burke** (right), Director, Global Strike Rotorcraft Business Development, Boeing Defense Space & Security, and **COL (Ret.) Tom**

Harrison, President of the AAAA AZ Chapter on Dec. 14, 2010 at Robertson Fuel Systems, Tempe, AZ. Lewis was recognized on the occasion of his retirement after 20 years from Robertson following a 24-year career as an Army Aviator to include being an original plank holder in Task Force 160, the genesis unit for the 160th Special Operations Aviation Regiment (Airborne). He will remain in Arizona where he will be enjoying his permanent retirement.

Aviation Center Chapter



U.S. ARMY PHOTO BY NINA NICOLE DEAN

CW4 Ronald L. Thompson receives the Silver Order of St. Michael Award from AAAA Aviation Center Chapter President, Robert D. Carter on December 8, 2010 at Fort Rucker, AL. Thompson was recognized for his efforts which were instrumental in both the development of unmanned aircraft systems (UAS) gunnery tasks, and the training of quick reaction capability (QRC) units.

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

Lost Members

Help AAAA locate a lost member and receive a free one month extension to your membership!

SPC Michael E. Ballard
WO1 Thomas E. Baskerville
SSG Christian R. Berrios
SPC Brice E. Blair
SSG Marissa N. Burns
SGT Aaron L. Butterfield
CW5 Matthew J. Carmichael
SSG Brian A. Cooper
CPT Joshua M. Davis

2LT Christopher MJ DeMers
WO1 Michael E. Demkowicz
WO1 Evan M. Dewan
SFC Patrick K. Donovan
SPC Meryhew T. Douglas
2LT Michael G. Ferrer
Jennifer L. Fettermann
SSG Mitchell Douglas France
Mary E. Frazier
CPT Daniel F. Galgano
WO1 Bobby F. Gentry
CW3 Sheldon W. Gresham
Darrell L. Harrison
Dawn K. Hartnett
SPC Marcus A. Helis
WO1 Elias M. Hernandez

SPC Erik W. Holsing
WO1 Jake J. Kennedy
SGT Randall C. Kennedy
WO1 Ian G. Kraus
LTC James E. Lawson, II
SPC Lucas Leach
Chad L. Leathers
SPC Robert S. Lee
WO1 Benjamin A. Marquis
SPC Matthew G. Martinez
SSG Robert R. Mason, Ret.
SGT Chad M. Mawhirter
WO1 Benjamin L. May
CW5 Bobby McQuaid
WO1 Lewis P. Messier
Patrick W. Miller

CPT Brett L. Monette
SPC Christopher T. Morley
CPT Eric J. North
SPC Joshua A. Nugent
CW5 Richard M. O'Connell, Ret.
WO1 Keith A. Olsen
WO1 David D. Ortiz
LTC David A. Palmer, Ret.
PFC Shamieka Patterson
WO1 Nathanael M. Piatt
Karen Pogoloff
SSG Crystal L. Porter
Charles Ransom
SSG James Reese
SGT Christopher C. Roberts
LTC Philip J. Ryan

2LT Rebecca K. Sanderson
Eddie Sasser
Bierck Saxton
Margaret A. Schrapp
SGT William B. Shewbridge
1LT Joseph E. Simmons
1SG David D. Snyder
CPT David M. Spanton
Larry Thrash
PFC Christopher D. Vibbert
SPC Benjamin G. W. Brockette
Hans Weichsel
PV2 Zacharia Wurtz
PV2 James Young
WO1 Mike P. Zesiger

AAA News

NEW MEMBERS

Air Assault Chapter

CW3 Michael Anthony Avillion
SPC Robert E. Guzman
SGT James B. Teppal
SPC John Paul Vanminos Jr.
WO1 Ron D. Warren

Aloha Chapter

WO1 Captain W. Dekoning
CPT Joaquin H. DeQuintanaRoo

Arizona Chapter

Mr. Kentaro Murayama
SGT Michael L. Rasmussen

Aviation Center Chapter

WO1 Theodore M. Aarstad
MAJ Stephen L. Adamson
WO1 Robert L. Boatner
WO1 Michael J. Bradley
WO1 Adam B. Burchfield
WO1 Danilo E. Canepa
WO1 Robert C. Carmichael
1SG Michael D. Cordle
WO1 Mark S. Cushman II
WO1 Charles B. Dawson
2LT Mark D. Dillon
WO1 William J. Donahue
2LT Sean P. Donohue
WO1 Ahmed J. Edwards
WO1 Jared A. Elmore
WO1 Benjamin A. Falk
WO1 Nathaniel P. Gallagher
WO1 Brandon R. Harbaugh
WO1 Cody J. Heathman
WO1 Alan B. Hurd
WO1 Jeremiah J. Jares Jr.
WO1 Samuel J. Jones
WO1 Ryan B. Knappen
WO1 Casey W. Lawrence
CW3 Corey M. Lefebvre
WO1 Aaron J. Lewis
William Stephen Leyh
WO1 Steven S. Majors
WO1 Matthew L. Miles
WO1 Jesse H. Moore
WO1 Michael G. Moyer
WO1 Johnny Pickett III
CPT Pete Quinn
WO1 Austin L. Randolph III
2LT Stephen A. Ronan
WO1 Tyson I. Ruhle
WO1 Logan M. Russell
WO1 Jason E. Rutherford
CW3 Betsy L. Sherman
2LT Terry A. Speayal
Robert A. Story
WO1 Mathew A. Syktich
WO1 Eric K. Tompkins
WO1 Jeffrey D. Toy
WO1 Ty S. Vickers
WO1 Justin D. Watson
CW5 Timothy W. Whited
Cecilia Woodham
2LT Matthew K. Wright
Bavarian Chapter
CPT Michael Gourgues II
Big Red One Chapter
PFC Kyle Abare
SPC Damon Abe
SPC Grace Abraham
SPC Brett D. Adams
SPC Stephen Adams
SPC James Adkins
2LT Jamie Alexander
CW3 Brian Eric Andermann
CPT Lucas Anderson
SGT Peter C. Andrews
CPT Gustavo Aponte
SPC Brian Araujo
SGT Jeremy R. Archer
PFC Gregory Arent
SPC Steve Arias

SGT Alejandro Armenta-Bueno

SGT Michael D. Arneson
PFC Michael Arreguin
CW2 Richard Baker
SSG Steven M. Ballard
SPC Robert Bannister III
SSG Jason E. Barrett
SPC David Robert Bartlett
SGT Zachary Bass
SSG Brian Bear
SPC David Beasley
PFC Jason Beasley
SPC Michael J. Beck
SPC Eric R. Beckman
CPT Heidi Beekman
SGT Calvin Bennett
SPC Aaron Berry
SPC David W. Bielitz
SGT Matthew Biolsi
SPC Lon Bishop
SPC Terren Blake
SPC Michael Kelso Blanes
SPC Max Bosselaar
SPC Anthony Bowen
PFC Richard B. Boyer
SPC Cody Boyers
SSG Patrick Brennan
SSG Keith Brittin
SPC Steven M. Brooks
CW2 Daniel Brown
SPC Matthew Bryan
SPC Tony Bryson
PFC Colter Buchanan
SGT Ryan D. Buckman
SPC Gregory Burchett
1LT Amber Burke
SSG Robert Burke
SPC Audley Burrell
SPC Derek L. Burton
PFC Eric Butler
SGT Alan W. Bynum
SSG Jeremiah Calhoun
SPC Avian Carrasquillo
SGT Shane Carruth
SSG Charles Ceideburg
SGT Kelvinlee Cepeda
SPC Curtis K. Chandler
SFC Toby Childers
SGT Heath Church
SPC Flavio Cipriani
SPC Charles P. Clark
PFC Dustin Clark
SPC Robert Clement
SGT Tory Clemons
SSG David M. Cody
PFC Courtney Cohen
SGT Timothy Coleman
CW3 Rodney G. Copple
SPC Elaine M. Cordoba
SPC Corey Corr
SGT Alfredo Cortes-Rocha
PFC Cody Cox
SPC Arlana Crabb
SPC Carl A. Craig
SGT Steven D. Craig
SGT Worner Cruise
SPC Francis Cummings
SSG Timothy J. Cynar
SGT Samuel Darnell
SSG Jason Davis
SPC Perry Davis
SGT Jason A. Dawson
SPC Nesha Dixon
PFC Brandon B. Dobard
CPT Michael Dobel
SPC Armenio Dossantos
PFC Brandon Dozier
1SG Jeffery Dran Sr.
SPC Curtis E. Eddings

SGT David Charles Edge

SPC Lateasha Edmonson
SGT Joshua J. Edwards
SPC Thomas Emerson
CPT Charles Epstein
CW2 Adam Erickson
SPC Wimper D. Escobar
SPC Danielle Esp
SGT Michael Ezell
SSG William K. Faucett
SPC James Ferguson
SGT Anthony Fielden
PFC Larissa Figueroa
1LT Bobby Joe Filipunas
SGT Jeremiah Lyne Fisher
PFC Kyle Fitzgerald
SPC Benjamin Flanary
SGT Kevin L. Fleming
CW2 Ruben Jose Foster
SSG Daniel Fountain
SPC Travis Channing Fry
SPC Steven Gajewski
SGT Joseph Galletti
SGT Luis A. Garcia
SPC James L. Garrison
PFC Ashley Georges
CW2 Joseph Georgetti
SGT Marcus Gifford
PFC James Giles
PFC Sheniel Gitelson
SPC William L. Givian
PFC Benjamin Glazier
CW2 Richard Godfrey
SFC Wilford Goeller
PV2 Justin H. Golla
SPC Cruz Armando Gonzalez Jr.
SPC David Gray
SPC Andrena Griffith
PFC Anthony Grimaldo
SSG Darren K. Groover
SPC Blake Halligan
SPC Phillip R. Hamilton
SPC Nicholas Hardin
SGT Clifton Harrigan
SGT Robert Hart
SPC Justin L. Havener
SPC Ashley D. Haverkamp
PV2 Micheal Hembrough
SPC Jonathan Henderson
SPC Ryan Henley
SSG Jason F. Henn
SPC Cody Wayne Hennecke
SGT Darrel E. Hinton
SPC Codi C. Hodges
SPC Shelton Hogue
CW2 Roger Alan Hood Jr.
SGT Brandon K. Hornsby
SPC Stephen Howland
SPC Michael Humphrey
SPC Vincent Ingosi
CW2 Jason Ingraham
SPC Oswaldo Isaia
SPC Brian R. Jackson
SGT Christopher Jackson
SPC Heather Jacques
MSG Andre F. James
SPC Jeremy Jaques
SPC Joshua J. Jenkins
SSG David John
SGT Mathew G. Johnson
SGT Theodore Johnson
SSG William F. Johnson
SGT Daniel M. Jones
SGT Joshua Jones
SPC Joshua Jerry Jose
1LT Aaron Juhl
CPT Michael John Keblesh
PV2 Rachel Kiehne
SSG John Kirchner
CW5 Bart Knies
SPC Robert Kovalonoks
SGT David Lapello

SSG David Lara

CW3 Jesse Whitcomb Lee
SGT Daniel Lewis
PFC Ira Lewis
CW2 Richard Livingston
PFC David Christopher Lopes
SPC Craig Lott
CW2 Philip Marlon Louis
SPC David Lozano
SPC Daniel Lyle
PV2 Nicolas Makowicz
PFC Jessica Maldonado
PFC Tyler R. Malvey
SGT Cruz Mandujano
SPC Lawrence G. Marquez
SFC Timothy Marshall
CW2 Austin Cole Martinez
SPC Troy M. Martinez
CW2 Zachary McCarthy
PFC Brett McCloud
SGT K.W.J. McCorkle
SGT Gina R. McCormick
SPC Jonathan H. McCormick
SPC Angela McCoy
CW3 Brad McGarvey
SPC Joseph McGuire
SFC Edward McPhee
SPC Eric Meredith
SPC Thomas J. Michaud
SPC Calvin L. Miller
SPC George Miller
SPC Scott Minton
SGT Eric Mitchell
SPC Richeleiu Montoya
SPC Dominique Moore
PV2 William Moore
PFC Timothy Morgan
SPC Brittnay Morris
CPT Kyle Murray
SFC Marcos Narvaez
SPC Alejandro Navarrette
PFC Kevin Neal
CW2 Robert Devere Ness
SGT James Newsom
CW2 Brian Null
SPC Mark A. Nussbaumer
CW2 Jesse Olson
SSG Robert Omann
SPC Jason Owens
SPC Richard Park
SPC Jason Parker
SGT Robert Patterson
SGT Andrew Pearce
SFC Christina Pearson
PFC Bryan Pentz
SPC Daniel B. Phillips
SSG Clyde R. Picklo
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CW2 Joseph Pope
SGT Seth Poulin
SPC Adam Preseau
SPC Kirk J. Provine
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PFC Michael A. Randazzo
SPC Jared A. Ray
SGT Katherine A. Redding
SGT Nicholas A. Reichard
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SPC Jacob Remoket
SPC Gary Repinski
SGT Keith L. Rhodes
SPC Shanna Richardson
SSG Joseph H. Riddle
PVT Robert J. Riedlinger
SGT Gino A. Rinaldi
SPC Juan M. Rios-Ortiz
SPC Nathan Roberts
PFC William C. Roberts
SPC Daniel Robinson
SGT David Robinson
SFC Kelvin Rocker
SGT Ymanuel Rodriguez-Nieves

SPC Lawrence Rogers

SSG James Rubert
CW3 Jason Keith Russell
SPC Patrick E. Russell
SSG Diego L. Ryland
SFC Frederick John Sample
SPC Javier Sanchez
SSG James Sanders
SPC Jesse Schmidt
SPC Lowell Scott
SPC David Shanks
CW2 Anthony Shaw
SGT John Shelton
SFC William Shockley
SGT Shawn M. Skwiat
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SPC Kenneth Steinmetz
SPC David P. Stowe
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SGT James E. Stringham
SGT Ryan Stroup
SPC Jason D. Sulser
SPC Christopher Sumners
SFC Daniel S. Sutczak
CPT Khamoy Sysengchanh
PV2 Derek T. Talbott
SPC Jeff Taylor
SPC Zachary Taylor
SPC Brian Tetreault
SGT Masheeq Thompson
SPC Robert Tompkins
SFC Hector Toro-Cintrón
SPC Edgardo Torres
SSG Richard Totten
SGT Daniel Trent
2LT James Turk
PVT Michael Urbano
SPC Krystopher Valentine
CW2 Isaac Vasquez
SPC Sean Michael Vincent
SPC Kyle Wacker
SPC Adam R. Walker
CW3 Benjamin Walker
PFC Daniel Wallace
SGT Theresa E. Wambach
SPC Lawrence A. Warren
CW4 Paul J. Waskosky
SPC Angela Watkins
CW3 Jason Watson
SPC Andrea Webb
SGT Jason Weber
SGT Matthew D. Wells
SPC James Wettstein
SSG Dustin White
SPC Eric G. White
SPC Daniel Wiggins
CW2 Dwayne Williams
SGT Nickomas Williams
SPC Tyler N. Williams
SGT Kenneth Woletz
SPC Stanley Woodin
SPC Steven C. Zimmerman
Black Knights Chapter
Ira Wasserman
Bluegrass Chapter
MAJ Joseph W. Oatson, Ret.
Central Florida Chapter
Elizabeth D. DelGrosso
Daniel Gaiamo
Colonial Virginia Chapter
SGT Robert Casais Jr.
SGM Jon T. Clark
SFC Wes Easley
PV2 Robert Jones

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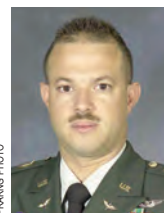
AAAA: Supporting the U.S. Army Aviation Soldier and Family

Fallen Heroes

AAAA is saddened to announce the loss of the following aviators serving in support of the global war on terrorism.

Homeland Security

National Guard Bureau announced on Dec. 22 the death of three U.S. Army crewmembers as the result of the crash of their UH-72A aircraft. During the late evening of Monday, Dec 20, a Puerto Rico ARNG UH-72A Lakota crashed in open water, returning from a drug raid on the island of Vieques, one mile north of Rio Grande, PR killing all six aboard. Killed were:



CW4 Ramirez



CW3 Acevedo



SSG Sostre

Pilot – **CW4 Hector Luis Ramirez**, 36, of Bayamon, Puerto Rico
Pilot-in-command – **CW3 Carlos Javier Acevedo**, 35, of Hatillo, Puerto Rico

Crewchief – **SSG Jose Omar Sostre**, 33, of Baja, Puerto Rico

Also killed were COL Victor Torres Rodriguez, Puerto Rico National Guard Assistant Adjutant General for Army, and two Puerto Rico Justice Department prosecutors.

The accident, which is under investigation, is the first Class A accident involving the UH-72A, the Army's newest helicopter.

TRADOC

Jeremy J. Clark, 38, of Enterprise, AL, a Department of the Army Civilian instructor pilot assigned to Co. C, 1st Bn., 14th Avn. Regt., Ft. Rucker, AL died Dec. 14 when his OH-58D crashed during a night training flight on Molinelli Range at Ft. Rucker.

Clark had been a DAC IP since June of 2009 and previously served on active duty, achieving the rank of major before leaving to join the federal service. He accumulated over 2,100 flight hours and more than 1,500 of those as an instructor.



DAC Clark

A Sonora, CA native, he was commissioned in the Army in 1998 and graduated from flight training in 2000 returning to Ft. Rucker in 2006 to serve as a company commander in 1st Bn. 14th Avn. Regt. and subsequently as the Battalion Operations Officer through 2009.

His awards and decorations include a Meritorious Service Medal, Army Air Medal, Army Commendation Medal, Army Achievement Medal, Army Parachute Badge and the Aviator Badge among others.

The accident is under investigation.

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

NEW MEMBERS

Continued from page 58

Nello Prudente Lopex
CW5 Robert Novak
MSG Scott Tessein
Lonnie E. Whitaker, Sr. Ret.
SGM Richard Wilson, Jr.
Connecticut Chapter
Jinn Hoang
Corpus Christi Chapter
Lisa G. Garcia
Delaware Valley Chapter
Joe M. Borrelli
SFC Kevin D. Carlson
James J. Hayes
Logan A. Jones
CDR James R. Kadow
Ken Kim
John J. Kivitz
Patrick F. Layton
Kevin M. Lennox
James E. Phillips
David S. Ray
Bryan M. Scofield
Frank J. Zincola
Greater Atlanta Chapter
WO1 Quentin M. Hagewood
MAJ Emmett Shead, Jr.
Griffin Chapter
CW2 Pablo A. Berrios, Sr.
Idaho Snake River Chapter
CW5 Donald M. Holdaway
Iron Mike Chapter
SGT Brandon Grogan
CW2 Jody D. Jones
Jimmy Doolittle Chapter

SGT Tommy L. Bethea
Lindbergh Chapter
CW4 James A. Williams
Midnight Sun Chapter
CW5 David Mark Benesch
Mount Rainier Chapter
Samuel Arbel
SGT Jeffery T. Crouch
CPT Raymond C. Leonard
Narragansett Bay Chapter
2LT Stephen A. Donaghey
North Star Chapter
CPT Nathan K. Burr
Mr. Terry F. Johnson
SSG John J. Thompson
1LT David J. Veth
North Texas Chapter
Diana B. Radspinner
Michael M. Wilkins
Northern Lights Chapter
CW4 William F. Boulineau Jr.
SFC H. J. McCormick II
SFC Tim E. Shelton
SGT Kwang Sup Song
Old Tucson Chapter
CPT Stephen G. Gladish II
Oregon Trail Chapter
CW3 Michael J. Jolma
Nicole J. Whitmire
Phantom Corps Chapter
SGT Joshua O. Burcham
SGT David D. Burns
CW2 Raphael E. Lopez
WO1 Lael L. Smith
Rhine Valley Chapter
CPT Kurt A. Schwandt
SPC Jayson Robert Zorola

Rio Grande Chapter
CW4 Gary Schaefer
Rising Sun Chapter
CW3 Christopher C. Denney
CW3 Corey N. Mallard
SPC Venegas Manuel
SPC Christopher B. Zieske
ShowMe Chapter
Rachel M. Knight
Southern California Chapter
SSG Robert Andrew Brieno
CW4 Andrew Fairfax
CPT Mark Robert Smith
Tennessee Valley Chapter
MAJ Erich Erker
MSGT James E. Hardy
Scott Hamilton Miller
SPC Miguel A. Perez Jr.
PFC Jayson O. Rodriguez
Julian David Smith
Mark Steven Smith
SSG Jonathan M.R. Turner
LTC Shawn A. Waldrip
Thomas A. Weigartz
SSG Elliot J. Worrel
Thunder Mountain Chapter
WO1 Joe A. Alexander III
CW3 Samuel L. Kleinbeck
Michael Lail
Dallas McCollum
LTC Anthony Nieto, Ret.
CPT Ann M. Sage
CW2 Matthew Schuld
Shane Smith
Volunteer Chapter
Patrick Joseph Wall
Voodoo Chapter

SSG Phillip Heath Archer
PFC Wesley Creppel
SPC Stephen B. Drewry
SGT Dawn Freeman
Kayla Meadors
SPC Jason Remer
Washington-Potomac Chapter
SFC Cassandra L. Asberry
Byron K. Callan
Aladrian N. Crowder
WO1 James R. Cutrone
Paula C. Herda
Marvin Iavecchia
Gregory D. Mann
Ron Putnam
MAJ Stephen E. Sawyer
LTC Edward Michael Sheehan, Ret.
Mr. Matthew Shoultz
Mr. Clay E. Thomas
CW4 Mark Wing, USAR Ret.
Wright Brothers Chapter
CW4 Jay K. Stuckman
No Chapter Affiliation
CAPT Kurtis Paul Adams
SGT Brandon Arzillo
SFC Smiddie Mitchell Avery
Mr. Crispin J. Burke
WO1 Stephen T. Cantrell
CW2 Julius Jamaal Clark
WO1 Christopher Colon
LTC Shawn W. Cowley, Ret.
WO1 James L. Cabbage
WO1 John D. Curatella
CW3 Amelia Dawson
SSG John A. Dill

John J. Dougherty
WO1 Jeffrey P. Fay
WO1 Nathan C. Flottum
PFC David Forrester
SSG Eric J. Galindo
WO1 Eric J. Gardner
CPT Peter Gerboth
Mr. Chris S. Gibson
COL Donald Howard Glover
PFC Geoffrey Godfrey
CPT Nelson Gray
WO1 Dylan J. Henderson
WO1 Ryan S. Hilbun
MAJ Robert Holenckich
WO1 Saulman Jackson
SPC Michelle James
WO1 John M. Jenkins
SGT Scott Jenkins
MAJ George Johnson
WO1 Louis C. Jollet Jr.
WO1 Jason D. Lillie
CW2 Benjamin Marvin
WO1 Derek L. McMann
SPC Dillon Mitchell
WO1 William R. Newman
CW2 Jason Lee Norman
Matthew J. Parker
John A. Riley
WO1 Lindsay Lanae Riley
Roland Willy Rohan, Ret.
WO1 Brian C. Rominger
Mark R. Snider
Charles Sosnik
WO1 Benjamin J. Stueve
WO1 Ryan B. Taggart
Brian S. Tate
Scott F. Walton

AAAA News



NEW ORDER OF ST. MICHAEL RECIPIENTS

Bronze

COL Anthony Barber
 CW4 Benjamin F. Thomas, Jr.
 SGM Vernie Nance, Ret.
 CW4 Robert E. Johnson
 CPT Jeremy Degier
 COL Ronald Sprengeler, Ret.
 CW5 Steven Shoemaker
 SFC Mark Woodbeck
 CW3 Chad Eller
 CPT Travis Rabb
 CW3 Michael Espinoza
 SFC Gregory Taets
 MAJ Bryan Cohoon
 CW3 Daniel Livingston
 SGM John McCarthy
 COL Tom Zabasky
 MSG Jason Debusk
 1SG Barry Hull
 CW3 Perry Bowden
 SFC Cedric Washington
 MAJ Ryan Mildema
 COL David McDonald
 SFC Christopher Vogel
 SFC Jon Jordan
 MAJ Jason Billington
 CW4 Sam Baker
 CW3 Keith Eller
 CW4 Steven Russell
 LTC Jack Parkhurst
 SGM Mark Lamm
 CW5 Keith Allen Resco

NEW CHAPTER OFFICERS

Aloha Chapter

CPT Joaquin H. Dequintanaroo,
 Secretary; MAJ Brian Watkins,
 Treasurer; LTC Kelly Hines,
 VP Programs; LTC Lori
 Robinson, VP Scholarship;
 LTC John McAfee, VP Activities;

Bavarian Chapter

MAJ Stephen Murphy, Senior
 Vice President; CPT Adam
 Heppe, VP Membership;
 CPT Mike Gourgues, Secretary

Black Knights Chapter

BG(R) Dennis Kerr, President;
 LTC Todd Messitt, Senior Vice
 President; MAJ Aaron Ashley,
 VP Membership; MAJ Corey
 James, VP Programs

Flying Tigers Chapter

MAJ Mark Gillespie, Treasurer

Northern Lights

MAJ Pete Bonin, VP
 Scholarships; 1LT Stephen
 Carter, Treasurer

ACES

CPT Jeremy D. DeGier
North Star Chapter

CW3 Terri S. Deppa, Ret.
Thunder Mountain Chapter

COL Clifford E. Letts, Jr. Ret.
Thunder Mountain Chapter

Jutta Welschoff-Burt
Corpus Christi Chapter

SOLDIER OF THE MONTH

SGT Maria C. Garcia
October 2010
Jack H. Dibrell/Alamo Chapter

SGT Eric J. Eldridge
November 2010
Jack H. Dibrell/Alamo Chapter

Bobo Aye
December 2010
Jimmy Doolittle Chapter

SPC Michael L. Rasmussen
December 2010
Old Tucson Chapter

NEW LIFETIME MEMBERS

CAPT Kurtis Paul Adams
 CW4 Charles Borgstede, Ret.
 1LT Alisa A. D'Agostino
 CW4 James Habermehl, Ret.



AAAA "Original" Passes

We are saddened to announce the passing of COL (Ret.) A.T. Pumphrey on Dec 22, 2010 in San Antonio, TX. He was 93.

COL Pumphrey was one of the earliest WWII Ground Forces Liaison Pilots, flying first as a staff sergeant before being commissioned in 1943. Remembered as hardnosed but fair, Pumphrey, known to friends as "Pump," was a U.S. history buff who served in combat during World War II, the Korean War and the Vietnam War, and was shot down over Normandy shortly after the D-Day invasion.

A Master Army Aviator with over 6,000 hrs., he joined the fledgling AAAA in 1957 and the Cub Club in 1962, he retired after 33 years. He enjoyed golfing and shot a hole-in-one at the age of 87. His honors include the Silver Star, the Distinguished Flying Cross with clusters, the Legion of Merit with clusters, the Bronze Star, 45 Air Medals, and the Purple Heart.

In 1983, he was inducted into the Army Aviation Hall of Fame. Those who knew him say he will be remembered best for being generous, fair and quick to help others.

David L. Mohan
 CW5 Michael Moorehead, Ret.
 CPT Micah Jared Morino
 CPT Ann M. Sage

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 LaBarge, Inc.
 LAVERSAB, Inc.

MED-TRANS
 Palomar Display Products, Inc.
 QmaxTest Research
 TUI University
 US Dynamics Corporation
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IN MEMORIAM

LTC Elton Taylor Gordon, Ret.
 COL(R) JY Hammack
 LTC Richard L. Naughton, Ret.
 CPT Darrell C. Nelson, Ret.

UPCOMING EVENTS

FEBRUARY 2011

Feb 9-10 Joseph P. Cribbins Aviation Product Symposium, Huntsville, AL
 Feb 23-25 AUSA Winter Symposium, Fort Lauderdale, FL

MARCH 2011

Mar 5-8 Heli-Expo 2011, Orlando, FL

APRIL 2011

Apr 17-20 AAAA Annual Professional Forum & Exposition, Nashville, TN

MAY 2011

May 3-5 AHS Annual Forum & Technology Display, Virginia Beach, VA

JULY 2011

July 5-10 VHPA National Annual 28th Reunion, Orlando, FL

AUGUST 2011

Aug 16-19 AUVSI's Unmanned Systems NA, Washington, DC
 Aug 27-29 NGAUS 133rd General Conference, Milwaukee, WI

OCTOBER 2011

Oct 10-12 AUSA Annual Meeting, Washington, DC
 Oct 10 AAAA Scholarship Board of Governors Meeting, Washington, DC
 Oct 10 AAAA National Executive Board Meeting, Washington, DC
 Oct 11 AAAA Hall of Fame Trustee Meeting, Washington, DC
 Oct 16-22 USAAWOA, U.S. Army Warrant Officers Annual Conference, Fayetteville, NC

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

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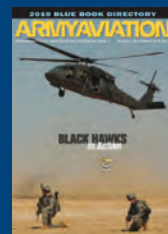
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ARMY AVIATION UPCOMING SPECIAL FOCUS:



February

- Program Manager Hardware Updates



March/April

- AAAA Annual Professional Forum and Exposition, April 17 - 20, Nashville, TN
- 2010 Photo Contest Winners

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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 back in 1953 by LT Joe Gayhart, a friend of Art's and an Army Aviator, showing the chaos of his apartment-office in New York City where it all began.



25 YEARS AGO

JANUARY 1986

White-Knuckle Flight:

Adjoining photo shows James M. Hudson (right) receiving the prestigious Broken Wing Aviation Safety Award. Presenter is LTC Johnny J. Johnson, CG, Second U.S. Army. Hudson was lauded for his coolness and skill in the face of

impending disaster. One of the engines on the T-42A he was flying exploded into flames. Yet the unflappable Hudson managed to keep control of his twin-Beech and land safely. Hudson is a DAC pilot attached to the 120th Army Reserve Command, Ft. Jackson, SC. His aircraft, the T-42A Cochise, is a military version of the twin-engine Baron 55 produced by Beechcraft. The Cochise is used as an instruments training plane.



The Graduates and the Mitchell:

The adjacent photo shows the 1986 graduating class of the Air Command and Staff College at Maxwell AFB, AL.



Army Aviators gathered for the snapshot are: Front row (l to r): MAJ (P) Roger Tunnell (ACSC Faculty), MAJ Tom Willis, LTC Charlie Watkins (Army Class Leader), MAJ Bruce Umstaedter, MAJ Carl Kropf and MAJ Mike Whitaker. Back row (l to r): MAJ Lyn Boylston, MAJ John Buchanan, MAJ (P) Dave Swank, MAJ Chuck Shelton, MAJ Robert Combs (ACSC Faculty) and MAJ Andrew Chatam. Missing is MAJ (P) Don Cumble. The graduates were posed before one of the storied aircraft of the Second World War: The twin-engine B-25 Mitchell. The Mitchell was a maid-for-all-work aircraft: Medium bomber, ground support, maritime patrol and attack bomber, recon. On April 18, 1942, Jimmy Doolittle led a flight of 16 Mitchells off the pitching deck of the aircraft carrier *Hornet* in the first U.S. bombing of Japan. The saga of the Doolittle Raiders is one of the epic stories of World War II. Total production of all marks of the B-25 was 9,984 copies. **Interesting Aside:** During World War II, each B-25 medium bomber cost \$96,000. Today, an AH-64 Apache attack helicopter costs \$22.2 million.



50 YEARS AGO

JANUARY 1961

Downwash Impingement:

On December 15, a symposium was convened at Ft. Eustis, VA. Subject: Deleterious affects of downwash from VTOL aircraft and helicopters. In attendance were Army Aviators, representatives of the aircraft industry and related government functionaries.

Among the problems discussed were damage caused by dirt and debris cast about by the intense recirculation of air; high inlet temperatures caused by recirculation induces engine damage and sometimes power plant failure; surface erosion caused by intense downdraft and the potential it causes for injury to ground crews and troops; and the tactical dilemma of detection by enemy forces caused by downwash induced dust clouds. BG Clifton von Kann, the principle speaker, urged tireless efforts to find practical solutions to the problem of downwash.



Airlift Training:

Basic unit trainees of the 1st Brigade at Fort Ord recently took part in bivouac and maneuver exercises. But instead of trucks and shoe leather, mobility was provided by airlift. Nineteen U-1 Otters were assigned to airlift Company A, 1st Battle Group, to Camp Roberts, CA. The Otters were from the 17th Aviation Company. The Otter is a single-engine, high wing, prop-driven STOL derivative of the DHC-3 Otter developed by de Havilland Canada. The two-week training program



included bivouac and maneuvers and Army flight training tests. Each Otter can haul eight fully equipped soldiers, including their weapons and parachutes. The adjoining photo shows a heavy weapons squad being briefed prior to boarding.

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 2012 induction into the Hall of Fame are currently being accepted, with a deadline date of June 1, 2011.

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

COLONEL HARRY W. TOWNSEND, RETIRED

ARMY AVIATION HALL OF FAME 2004 INDUCTION

COL (Ret.) Harry Townsend – a veteran of three wars, a master Army aviator with more than 8,000 hours (of which more than 1,700 are combat) and a master parachutist – began his military service with the Citizens Military Training Corps. During World War II he was commissioned a second lieutenant and served in Europe.

In 1947, he applied for flight training. When there was no response he and 19 other black parachutists bought an Aeronca Chief and formed a flying club in Fayetteville, N.C. His outstanding service with the 555th Parachute Infantry was rewarded with a Regular Army commission. He completed fixed-wing and helicopter training in 1950, and went on to fly hundreds of combat missions in Korea in H-13 and liaison fixed-wing aircraft.

Following seven years of important staff and command assignments, he took command of the 268th Combat Aviation Brigade in Vietnam. He led the unit's largest air assault, inserting all combat elements of the 173rd Airborne Brigade and a battery of 155mm Howitzers.

His last years of military service were in the offices of the Army's Inspector General, the Secretary of Army and the Secretary of Defense. Following retirement he served on AAAA's National Executive Board, then as a governor and treasurer of the Scholarship Foundation, and continues serving to the present day. He has also served as a judge for national and international helicopter championships.



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