MAR_APRIL11 COVER_Cover1rev1.qxd 3/17/2011 10:00 AM Page 1

## 2011 AAAA ANNUAL FORUM ISSUE

# ARMY AVIATION

SUPPORTING THE U.S. ARMY AVIATION SOLDIER AND FAMILY

MARCH/APRIL 2011 $4.00



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:51 PM Page 2



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:51 PM Page 2



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:51 PM Page 2



MAR_APRIL 11 Section 1_June04.qxd 3/29/2011 2:55 PM Page 3




# Contents

March/April 2011, Vol. 60 No. 3&4

## SPECIAL FOCUS

### Aviation Leadership Update


**8** **Full Spectrum Army Aviation – A Year in Review**
*By MG Anthony G. Crutchfield*

**14** **A Year of Change for the Aviation Warrant Officer**
*By CW5 Michael L. Reese*

**18** **From the Branch CSM's Perspective**
*By CSM Tod L. Glidewell*

**22** **Set The Right Example**
*By BG William T. Wolf*

**24** **Army Aviation Logistics: Yesterday, Today and Tomorrow**
*By COL Terence W. Reeves*

**32** **Army Aviation: Reaching the High Watermark for Deployed Capability**
*By COL William H. Morris*

**38** **AMCOM Update: Transformation with a Purpose**
*By MG James E. Rogers*

**44** **Program Executive Office, Aviation: Staying Ahead of the Evolving Mission**
*By MG William T. Crosby*


## AAAA FORUM & EXPOSITION


**50** **AAAA Annual Professional Forum & Exposition Schedule of Events**

**54** **National Executive Board**

**56** **Exhibit Hall Floor Plan**

**58** **Yellow Pages Listing of Exhibitors and Booth Locations**

**64** **National Award Winners**

**72** **Hall of Fame Inductees**


## FEATURES


**76** **Army Aviation Magazine's Photo Contest 2010 Winners**

**84** **2010 Parker Awards Honor Best Aviation Units**

**86** **2010 AAAA Functional Awards**

**90** **Ask the Flight Surgeon**
*Dr. (MAJ) Nicole Powell-Dunford*

**92** **Membership Update**
*By CW5 Mark W. Grapin*

**96** **Spouses' Corner**
*By Judy Konitzer*

**100** **Joseph P. Cribbins Aviation Product Symposium** *By Gary Nenninger & CW4 Dave Kather, Ret.*

**104** **From the Archives: "Army Aviation: New Uses"**
*By Maj. Gen. Hamilton H. Howze*


## DEPARTMENTS


AAAA News . . . . . 118
AAAA Spotlight . . . . . 69
Advertisers Index . . . . . 112
Art's Attic . . . . . 122
Briefings . . . . . 4
Calendar . . . . . 121
Hall of Fame . . . . . 123
Industry News . . . . . 112
In Memoriam . . . . . 117
Legislative Report . . . . . 116
Letter to the Editor . . . . . 117
Membership Application . . . . . 121
New Members . . . . . 115
People on the Move . . . . . 113
President's Cockpit . . . . . 6


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MAR_APRIL 11 Section 1_June04.qxd 3/28/2011 3:16 PM Page 4

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## ON THE COVER

**PAID ADVERTISEMENT:** ABOUT THE COVER – "Designed to quickly meet the needs of today's warfighters while maintaining the flexibility to rapidly integrate future growth. The AH-6i, the highest tech, lowest risk and quickest to the field Light Attack / Reconnaissance Helicopter solution in the world."

*Caption provided by the advertiser.*

# Briefings ...

**LATE-BREAKING NEWS ANNOUNCEMENTS NOTES**

## Thurman Nominated for Top Korean Command



U.S. ARMY PHOTO

**GEN Thurman**

Defense Secretary Robert M. Gates is recommending that President Barack Obama nominate GEN James D. Thurman to serve as commander, U.S. Forces Korea. Gates made the recommendations during a Pentagon press briefing on Mar. 1. If confirmed by the Senate, Thurman would succeed Army GEN Walter "Skip" Sharp in Korea.

## Chandler Takes Over as SMA



U.S. ARMY PHOTO

**CSM Chandler**

CSM Raymond F. Chandler III was sworn in as the 14th Sergeant Major of the Army by Army Chief of Staff, GEN George W. Casey Jr., during a March 1 standing-room-only ceremony in the Pentagon. The 30-year veteran comes to the Pentagon from his previous assignment as commandant of the U.S. Army Sergeants Major Academy. He succeeds Kenneth Preston, who has served since January 2004.

## Crosby Promoted at Alma Mater



COURTESY PHOTO

Then BG William T. "Tim" Crosby, program executive officer for aviation, receives the insignia for his new rank of major general in a ceremony Feb. 5 in Summerall Chapel at the Citadel. Pinning on the insignia are retired GEN Tom Schwartz and Janice Crosby. The South Carolina venue enabled attendance by Crosby's family, particularly his mother who cannot travel long distances.



**AAAA Hall of Fame Nominations**

June 1– Suspense for nominations for the 2012 induction into the Army Aviation Hall of Fame.

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

## Myles Named DynCorp VP



DYNCORP COURTESY PHOTO

**Myles**

DynCorp International announced on Feb. 10, that MG (Retired) James R. Myles joined the company as Vice President of Aviation Operations, within the company's Aviation business area; he is based in Huntsville, AL. He has extensive experience in aviation maintenance, life-cycle management, and the acquisition and contracting process having retired after three years as commanding general of the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) at Redstone Arsenal. His 36 year career included numerous command billets such as the Army Test and Evaluation Command, aviation brigade and battalion command, and multiple assignments in the 160th Special Operations Aviation Regiment (Airborne).

## Edens Pins On



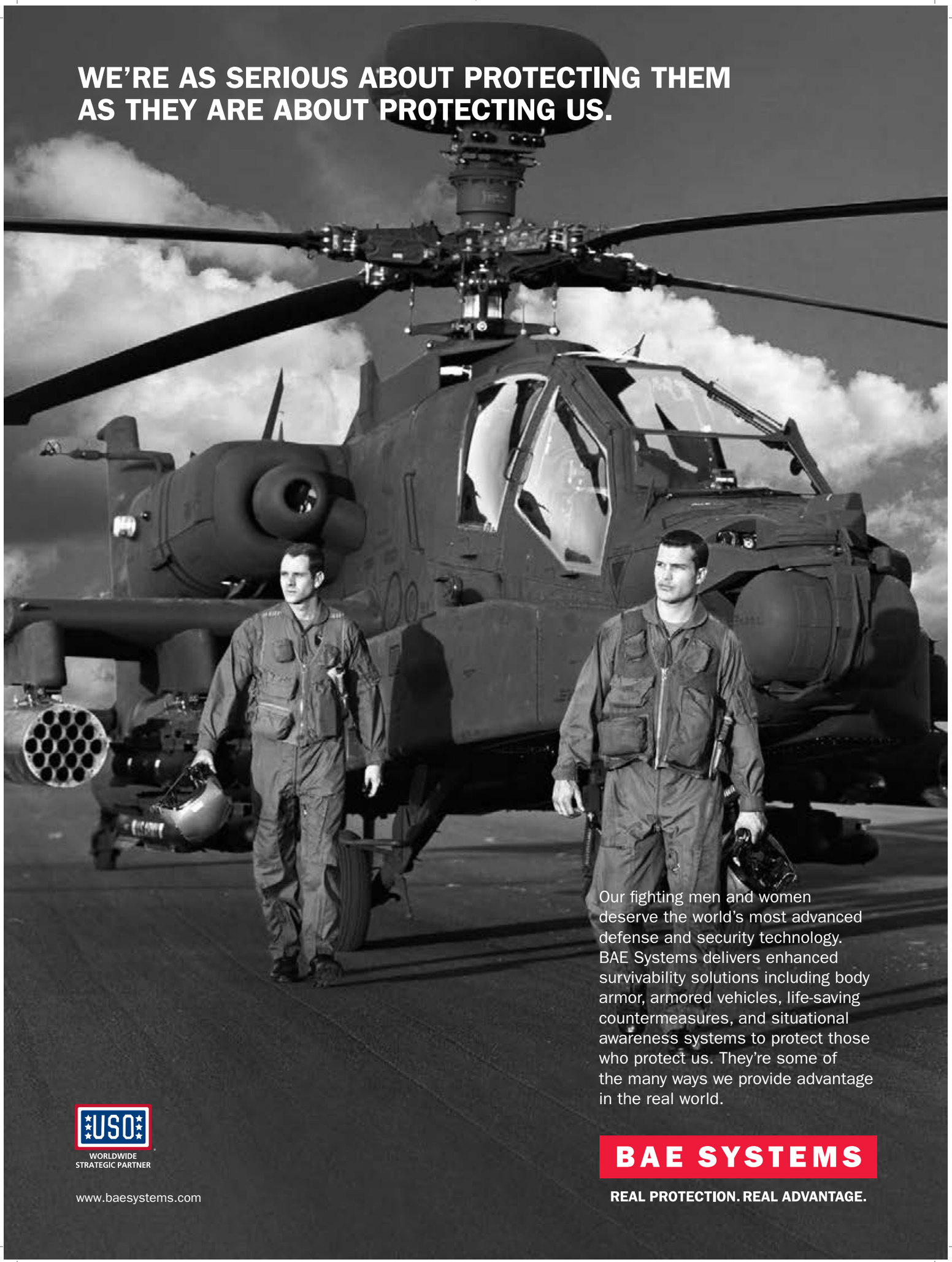
PHOTO BY BREANNA WALTON, ARMY FLIER STAFF

Mia Edens and Liam Edens, children of BG Timothy J. Edens, USAACE and Fort Rucker deputy commanding general, present him with his General Officer Pistol during an Honor Eagle promotion ceremony, Mar. 18 on Howze Field at Ft. Rucker, AL. With Edens are (from left): MG Anthony G. Crutchfield, USAACE and Fort Rucker commanding general, Edens, wife, Leslie, sons 2LT Brandon and Marshall, and daughter Maggie, a West Point cadet.

## CORRECTIONS:

In the February 2011 Fixed Wing article on page 34, the last paragraph at the bottom of the first column should read:

*"Finally, in late 2010, we began coordinating the T-34 Replacement Program for the four T-34 aircraft currently being used by the Army Test and Evaluation Command. One of the materiel solutions under consideration is the Navy/Air Force T-6 program. Other qualified aircraft will be considered in the process which may result in an open competition source selection evaluation board. We anticipate procurement of these replacement aircraft in FYs 12 and 13."*


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MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:29 PM Page 6





# On Final Approach... A Look Back

As a former Cavalryman I have been on a few great rides, but leading the Army Aviation Association of America (AAAA) has been one of the most rewarding experiences of my military, industry, and retired careers. It has been a great honor to represent you and your families' concerns to the highest levels of our military and civilian leadership.

When I say, "you," I mean all of you: Active Duty, National Guard, Reserve, Department of Army Civilian, Industry, and retired. "You" also means all ranks; AAAA is not an "officers only" or retired general officer club.

I wish you all could have been with us at the recent AAAA forums on Unmanned Aircraft Systems, Aircraft Survivability, and Depot Maintenance held this past fall at various venues across the country. Our professional enlisted, NCOs, and warrant officers engaged vigorously in the question and answer periods and were truly inspiring.Tough back and forth exchanges between them and our acquisition, training and doctrine, and operational Army leaders are resulting in real-world solutions for our soldiers in combat.

I could not be prouder of AAAA for providing the platforms necessary for lateral information exchanges that succeed in breaking down our institutional barriers.

All of this professional development support from AAAA has been part of the reason, I believe, for our continued record-setting total membership, size of our Annual Forum and Exposition, and financial strength in the face of the toughest economic times since the 1930s. By year's end, we broke through 18,000 members, our largest ever. Over 7,800 attended our Convention in Fort Worth and over 350,000 square feet of exhibit floor space, again, our largest ever.



PHOTO BY RENE BIDEZ

**AAAA President, BG (Ret.) Rod Wolfe, together with the national officers and executive director, addressing the Annual Meeting in Fort Worth, TX, Apr. 14, 2010.**

As we ended 2010, we were able to add over $600,000 to our general fund AFTER we gave over $150,000 to our Scholarship Foundation, $12,000 to the Hall of Fame, over $17,500 to the Army Aviation Museum Foundation at Fort Rucker, and nearly $80,000 to our AAAA chapters to support local events to make them more affordable for our soldiers.

The Scholarship Foundation, a separate entity from AAAA with a separate board, gave out a record $279,500 to 187 of you and your family members this past year. AAAA takes a great deal of pride in the success of this institution which is arguably the single biggest AAAA membership benefit.

In addition to monetary support, AAAA recognizes excellence in your ranks with 40 national awards including: Soldier and Aviator of the Year, individual unit awards and special functional area awards like Army Aviation Medicine and Trainer of the Year. In fact, we even instituted a new award this last year, the Donald Luce Depot Artisan Award which means even our awards program is at a record-setting level.

The credit for our successes is quite simple; AAAA really works as a team from each individual member, to our AAAA Chapter leaderships, to our national board and committees.

In particular, I want to thank our National Executive Group team: Senior VP and incoming AAAA President, LTG Dan Petrosky; Secretary, BG Howard Yellen; Treasurer, BG E.J. Sinclair; Vice President for Membership, CW5 Mark Grapin; and VP for Chapters, Mr. Bill Weaver. Thank you all.

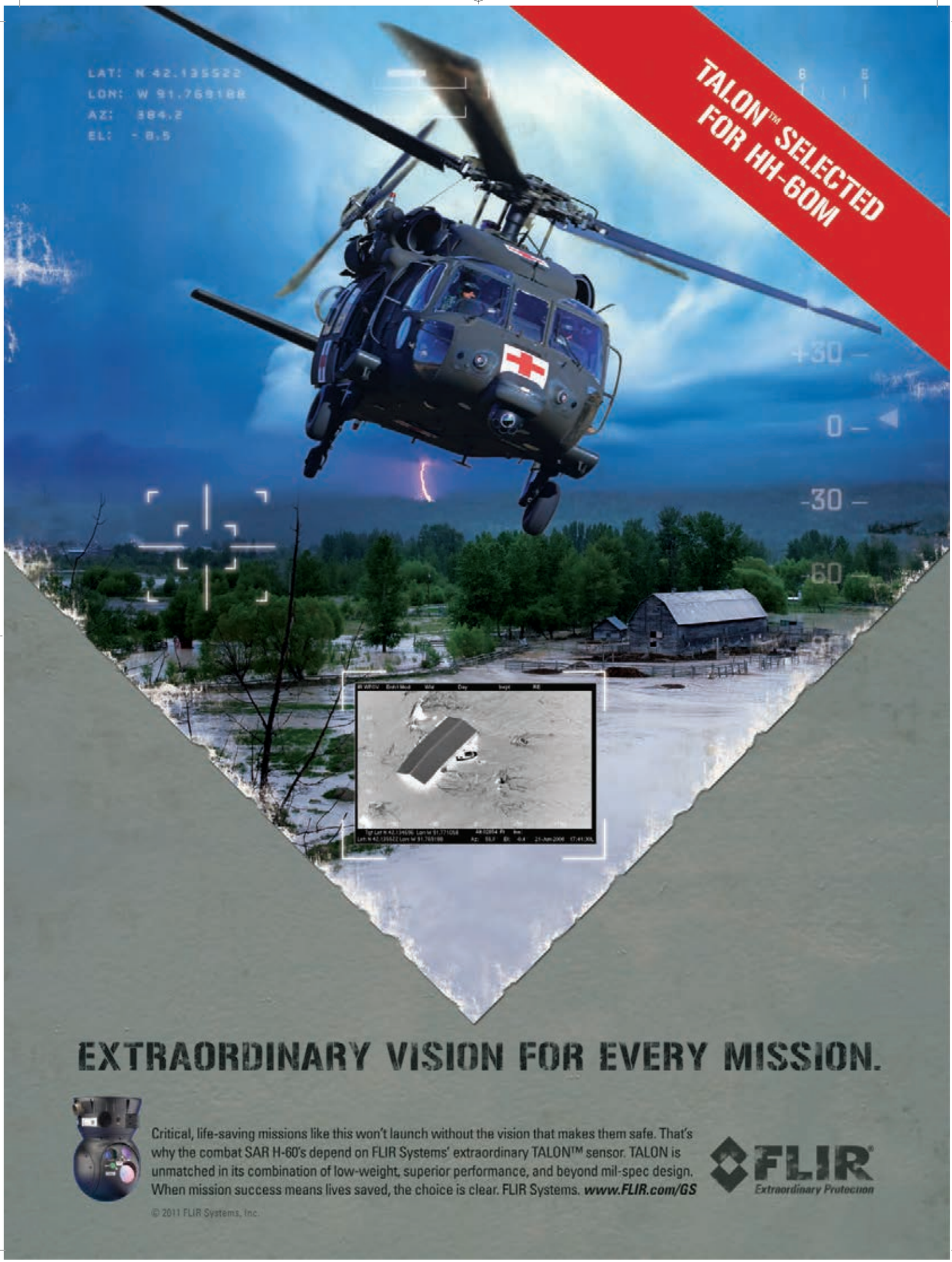
So the bottom line, unlike virtually every other not-for-profit membership association out there, military or civilian, AAAA is financially and structurally stable. Heading into 2011, AAAA will be able to continue serving you and your families in unprecedented ways. I thank you again for the opportunity to lead you in these challenging times.

I look forward to supporting LTG Dan Petrosky and his incoming leadership team, and still look forward daily to living AAAA's mission statement: "Supporting the U.S. Army Aviation Soldier and Family."

❖❖

BG (Ret.) Rod Wolfe
29th AAAA National President

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MAR_APRIL 11 Section 1_June04.qxd 3/23/2011 11:20 AM Page 8





# Full Spectrum Army Aviation– A Year in Review

By MG Anthony G. Crutchfield



U.S. ARMY PHOTOGRAPH

**SHINDAND AIR BASE, Afghanistan – A cloud of dust erupts around a CH-47F Chinook assigned to Task Force Comanche, 4th Combat Aviation Brigade, 4th Infantry Division as it lands near an inoperable UH-64A Black Hawk August 2010. The CH-47F towed the UH-64A Black Hawk to a nearby friendly location so that it could have its engines, transmission, main rotor, and tail rotor removed to lessen its weight.**

As in past years, the March/April issue of AAAA magazine gives the Aviation Branch Chief the opportunity to provide a "state of the Aviation Branch" perspective and let those who make up our branch and others see Army Aviation through the leader's lens. Nearly eight months ago I assumed the duties as the Chief of the Aviation Branch. It is a responsibility that gives me great honor yet still humbles me.

Let me explain why.

Since August 2010, I've spent a great deal of my days assessing our branch's organizations and their leaders and ensuring effective lines of communication exist between the training institution at the U.S. Army Aviation Center of Excellence (USAACE) and aviation units in the operating force. I've managed to visit six of the Army's 12 active component combat aviation brigades (CAB) to include three that are currently deployed to Afghanistan.

I've also had the opportunity to meet with a number of our Army's senior leaders, many of whom are not affiliated with the Aviation branch. I did this to get their perspectives and insights on the quality of the professionals we produce, the effectiveness and responsiveness of the support we provide our ground commanders, and the challenges that lie ahead as our Army enters its tenth year of conflict in Afghanistan.

The feedback I've received has been incredibly insightful and supports much of what I've seen and felt about our branch and the professionals who fill its ranks.

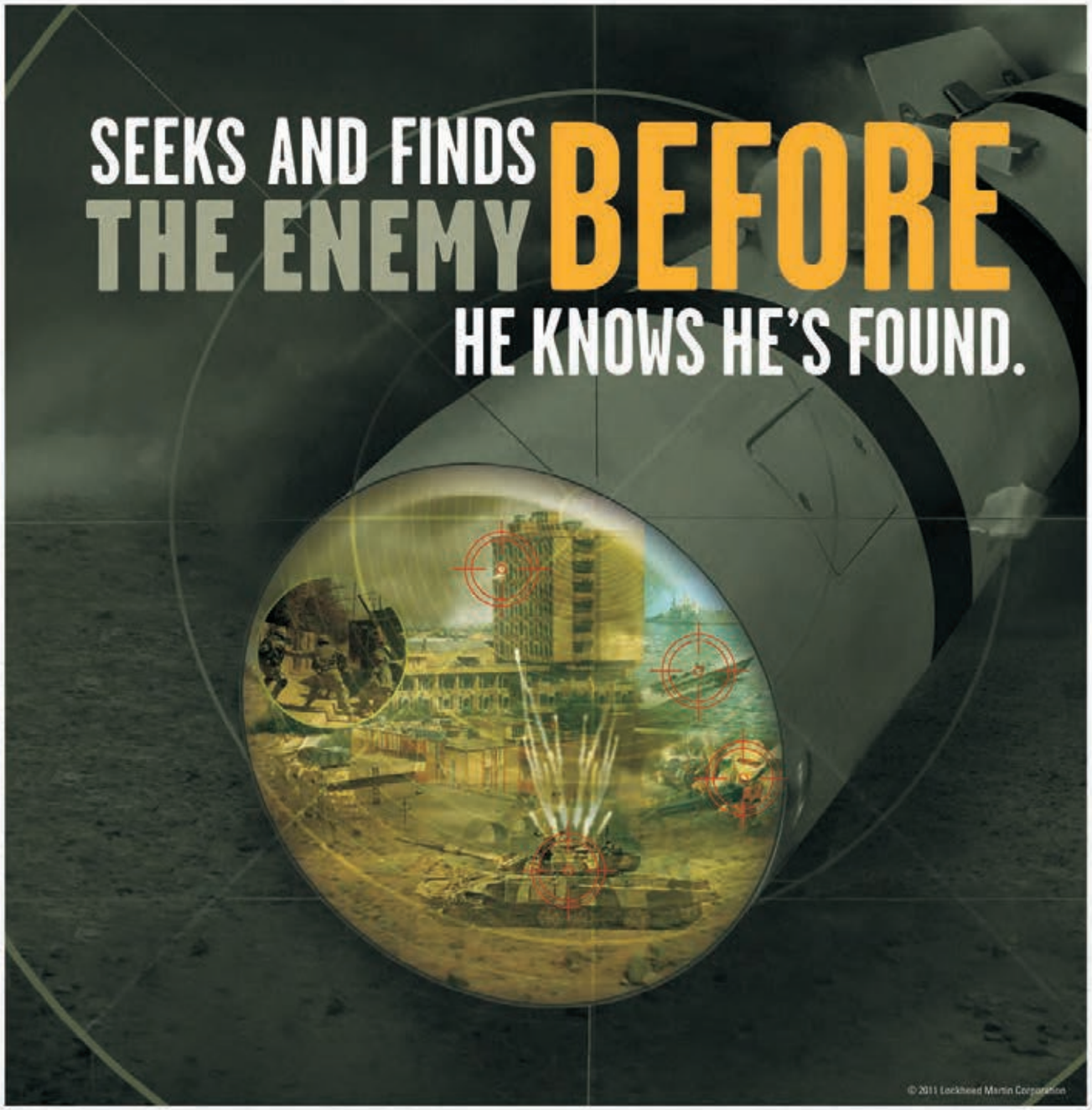
Here are my impressions.

Without question, Army Aviation is meeting the demands of commanders worldwide. In fact, given today's operational tempo, many would argue that we're exceeding the demands.

I see no signs that this insatiable appetite for Army Aviation will decrease in the foreseeable future and the stress on the force and our systems will require a "gut check" to get us through the next few years.

## Stress on the Force

To the credit of our junior and mid-grade leaders, we are getting things done by sheer commitment and deter-



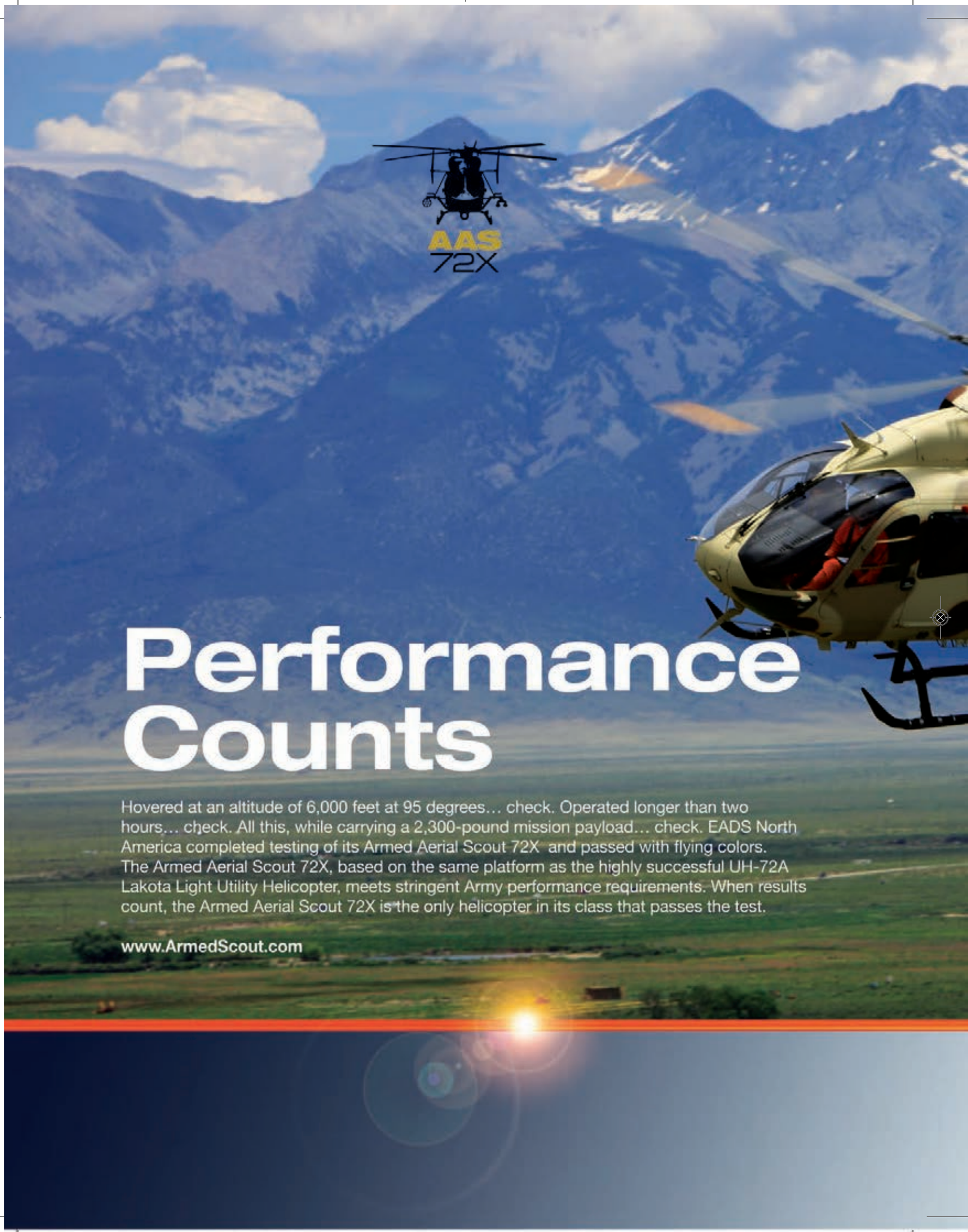



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MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 11



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 12

mination to accomplishing the mission. Many Aviation Soldiers are in their third or fourth deployment and some are even in their fifth.

As our Army continues to move to a goal of a 1:2 "boots on the ground"/dwell time, our Aviation Soldiers are and will continue to experience a home-station dwell of 1.1 years between deployments. For example, prior to their deployments, the three CABs now in Afghanistan had an 11 to 14-month dwell. This compressed amount of time is not sufficient time for our aviation formations to reset.

Although we are rapidly moving ahead to man and equip our active component with a twelfth CAB, which has been designated the 16th CAB, it will not be ready to deploy in its entirety until late 2015.

Additionally, the Army is moving ahead with the building of a thirteenth active component CAB but unfortunately, it too will not alleviate the current stress on the force.

### Family Resiliency

We cannot forget that while our sons and daughters who wear the Army Combat Uniform are the ones who take the fight to our adversaries, their families are equally as courageous and committed. They too pay a price and their sacrifices run deep.

It is true that while the strength of our nation is our Soldiers, the strength of our Soldiers comes from the strength of their families and we cannot talk about Soldier resiliency without talking about Army Family resiliency. It is one in the same.

### Fleet Stresses

Our aircraft fleet is also being stressed with nearly 17 percent of our rotary wing fleet and nearly 19 percent of our fixed wing fleet deployed to Iraq or Afghanistan. That equates to more Army aircraft deployed today than we had deployed at the height of the surge in Iraq in 2008.

Our aviation maintainers are working feverishly to keep the more than 700 aircraft flying that have been committed to the U.S. Central Command (CENTOM) area of responsibility. Depending on the type, some aircraft are flying up to six times their peacetime mission hours.

### Other Stresses on the Force

The demand for Army Aviation and the compressed dwell time are also stressing the force in different ways.

Our warrant officer and NCO corps are experiencing a larger than normal professional military education (PME) backlog. Many of our experienced warrant officers and NCOs simply defer their required senior leader, advance course or staff course rather than spend the additional time away from their families while they are in the reset phase.

While USAACE has worked hard to send mobile training teams to conduct some of the required PME at home stations, the backlog continues to grow and continues to place our middle and senior grade professionals at career risk.

I've asked CSM Tod Glidewell, our Aviation Branch Senior NCO, and CW5 Mike Reese, our Chief Warrant Officer of the Branch, to develop innovative solutions to our current PME challenge, and they are delivering on that directive.

### VCSA Lauds Accomplishments

So while I know our Aviation force is stressed, have no doubt that our great men and women across our branch, those who wear the uniform along with our civilian and contractor professionals, remain focused on meeting the incredible demands that have been placed on them and their organizations. Their accomplishments are phenomenal.

During last year's annual AAAA professional forum and exposition, GEN Peter Chiarelli, our Army's Vice Chief of Staff, lauded our aviation professionals. "There is not a branch in our Army that is run any better than Army Aviation," he said. "The functional alignment you have, the synergy you have between the building and Rucker and the units is absolutely amazing. And if we were not organized this way, there is absolutely no way we would be able to meet the demands of today, because what you are doing, what your team is doing, every single day, is a miracle."

### Providing Full-Spectrum Support

Consider the fact that since the beginning of Operation Enduring Freedom in late 2001, Army Aviation has logged more than 4.2 million manned and unmanned flight hours in support of operations around the world and across the full spectrum of conflict. It is no coincidence that our CABs are converting to full-spectrum CABs to provide our ground commanders with the most lethal, effective and responsive aviation capabilities needed to exploit the vertical dimension of land power.

The capabilities of the AH-64D attack battalion and OH-58D attack reconnaissance squadron that includes two platoons of RQ-7B Shadow unmanned aircraft systems (UAS) gives our CAB commanders an unmatched reconnaissance, surveillance and target acquisition (RSTA) and precision fire capability.

### Expanding UAS Roles/Missions

The ever-evolving and expanding missions and roles of our UAS over the past year alone has helped our ground commanders achieve information dominance by providing the capability to quickly collect, process and disseminate relevant information to reduce the sensor-to-shooter timeline. In 2010, our Army had more than 1,600 UAS supporting combat operations and humanitarian assistance around the world as well as homeland security efforts stateside.

Having surpassed the one million UAS flight hour mark is indicative that UAS have altered, if not changed the nature of combat.

### Fielding, Recap and Modernizing the Fleet

The ongoing fielding of the UH-72 Lakota, our Army's light utility helicopter, and recapitalization and modernization of the UH-60L/M Black Hawk, the CH-47F Chinook, UAS and ongoing AH-64D Apache Block III and OH-58D upgrades, all while supporting operations in Iraq and Afghanistan, have challenged our leadership but are paying dividends in the warfight.

### Disaster Relief/Humanitarian Support

While our deployed Aviation formations were focused on supporting operations in Iraq and Afghanistan, our disaster relief and humanitarian support efforts in the wake of floods that saturated parts of Pakistan were nothing short of spectacular.

The 16th CAB, while only partially manned and equipped, deployed from Fort Wainwright, Alaska to Pakistan with ten CH-47s, eight UH-60s and approximately 325 personnel.

From early September to the end of

MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 13

November 2010, Task Force Denali transported more than 40,000 displaced civilians and more than 26 million pounds of relief material and equipment.

While deployed, the task force completed nine CH-47 and five UH-60 phase maintenance inspections.

The commitment and devotion of the men and women of Task Force Denali are indicative of the level of professionalism our aviation Soldiers bring to our Army and Nation.

### A Collaborative Effort

As we continue to build, modernize and train to our end-state of a healthy Aviation Branch, postured for full-spectrum operations, in defense of our national interests and our Nation, we will always keep our eyes on the future.

As the U.S. Army Training and Doctrine Command (TRADOC) Army Capabilities Integration Center (ARCIC) prides itself on being the architect of the Army and "thinking for the Army" to meet the demands of a nation at war while anticipating solutions to the challenges of tomorrow, I am surrounded by a team of professionals at USAACE whose sole purpose is to "think for Army Aviation."

With our Capabilities Development and Integration Directorate in the lead, and in collaboration with TRADOC and the ARCIC, we are aggressively looking at the future to find the "aim point" where we will apply a doctrine, organization, training, materiel, leadership and education, personnel and facilities (DOTMLPF) solution for our future efforts. Our current assessment tells us that our aim point lies in the 2030 timeframe.

### A New Technology Fleet by 2030

While we don't know what the solution looks like today and whether it's a lift, attack or utility platform, we know that the current fleet of DoD rotorcraft cannot continue to be incrementally improved to meet future operational requirements. Significant increases in range, speed, payload, survivability, reliability, and reduced logistical footprint are all required.

We can only meet this requirement through the application of new technologies. Knowing that we may not get all that we want, we must ensure the final solution is what the Army and our branch need. It's far from an easy task and the assumptions abound regarding what the 2030 environment will look like.

### Above All – The People

Our branch's saving grace is the quality of professionals I'm honored to lead. I remain humbled by their commitment, dedication and sacrifice. It is they who will determine our branch's future and there is no formation in the Army that is better suited to meet that challenge.

While stressed and tired, their commitment and dedication help to provide context to this year's Army Aviation theme: *Army Aviation: Resilient and Adaptive in the Future Security Environment.*

Above the Best!

❖❖

*MG 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.*



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 14





# A Year of Change for the Aviation Warrant Officer

By CW5 Michael L. Reese

This has been a year of transition from Operation Iraqi Freedom evolving into Operation New Dawn; Operation Enduring Freedom increasing requirements; the Korean peninsula garnering attention, again; and Army Aviation deployed at the highest level since the onset of combat operations.

With all of the operational requirements at hand the Army is seeing renewed focus and increased competiveness for promotion, changes to selective continuation, and changes to time in grade policies. In this article I will address issues that are of most concern to the Aviation Warrant Officer, and why some of the changes have been implemented.

## Deployments

The Army has been making great strides in attaining two year dwell per one year deployed (2:1). Most ground brigades are now able to efficiently reset, train, and stand ready to redeploy in this (2:1) Army Force Generating Model. That is not the case for active duty combat aviation brigades (CAB) where the norm is closer to (1:1).

The limited dwell puts a large burden on the unit in respects to reset and training, not to mention the individual professional military development (PMD) requirements.

Since operational requirements for CAB's are not expected to ease in the foreseeable future, commanders will be forced to make difficult decisions on when to send their key and essential personnel to their career developmental schools.

Some units have been successful sending officers out of theater to school, others during dwell, and many a combination of both. Either way, order of merit lists must be developed to ensure warrant officers are able to attend the appropriate schools in order to meet the regulatory requirements for promotion.

## Promotions

Earlier this year two major announcements were made regarding promotions and professional military education (PME). The first was in the form of an all Army activities (ALARACT) message announcing a change to AR 350-1 defining PME backlogs and listing requirements for promotion. The new change states: the Advanced Course is required prior to promotion to CW3; the Staff Course prior to CW4; and the Senior Staff Course prior to CW5.

For this year, officers will not be disqualified for consideration and will not be prevented from pinning if promoted. However, in the future PME will likely be a requirement and is certainly a discriminator for promotion now.

The second significant announcement was shifting the convening of this year's promotion board from January to April; this will likely be a permanent shift realigning Warrant Officer Promotion Boards as they were prior to 2005.

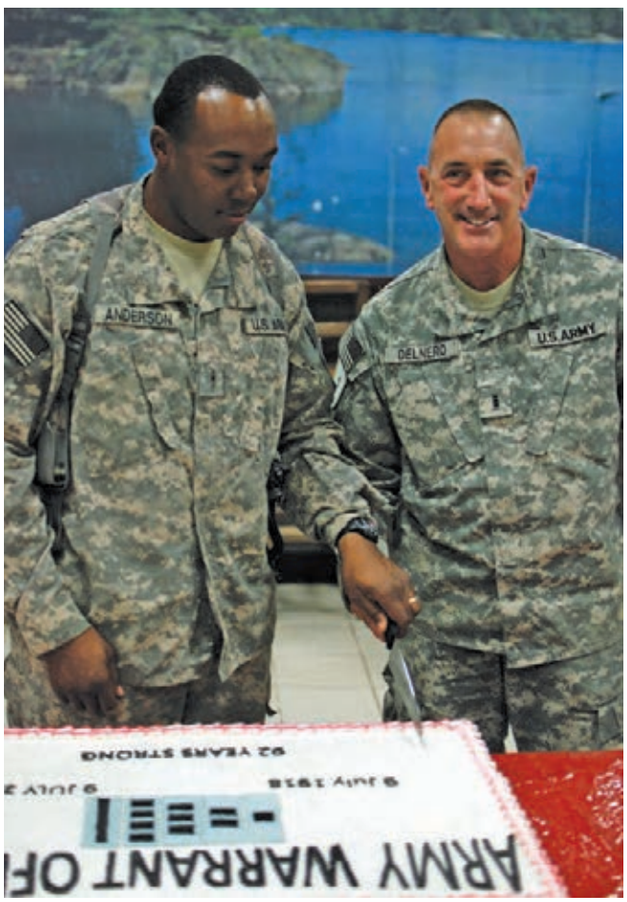


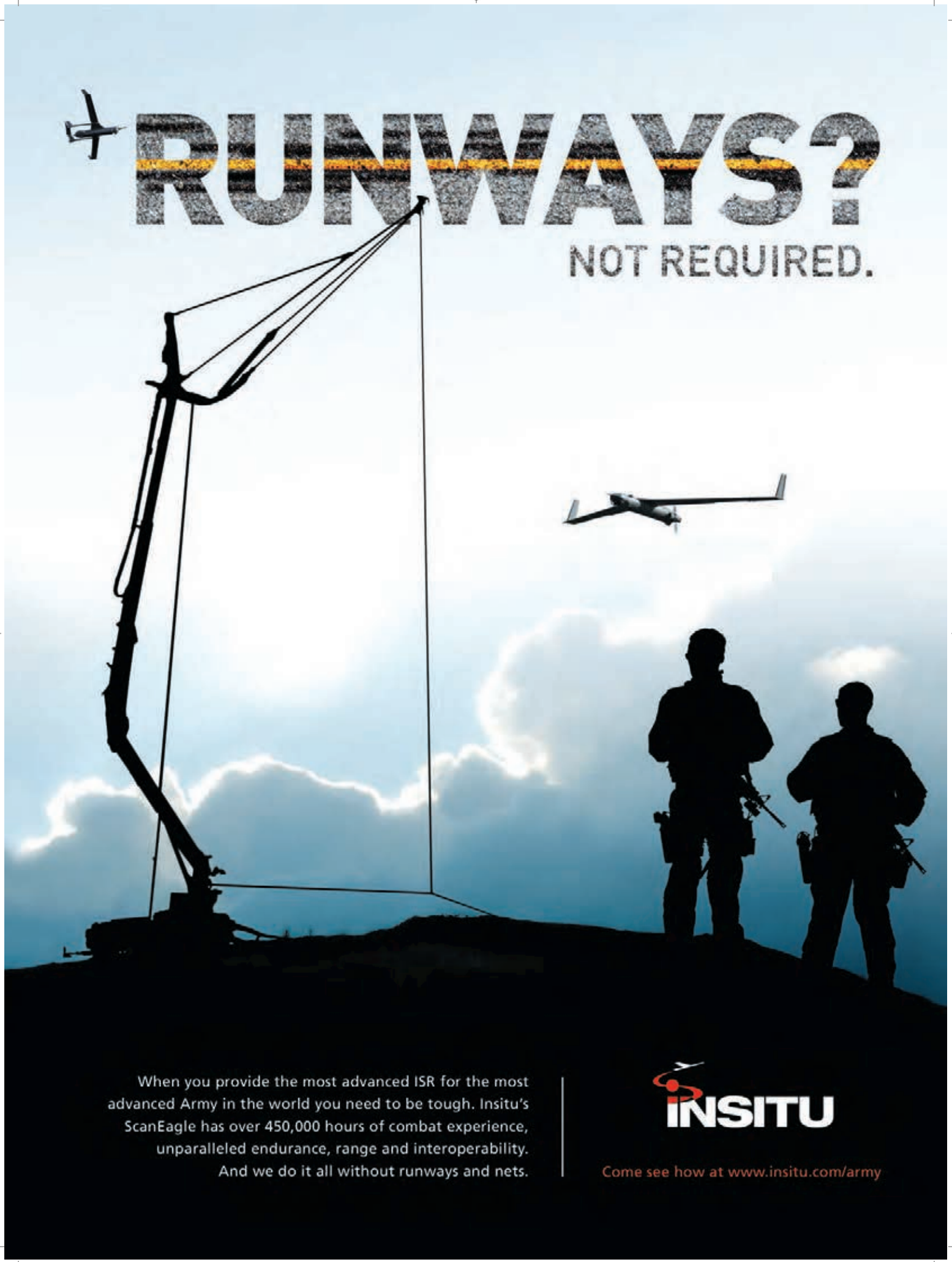

PHOTO BY SPC ROLAND HALE, 1ST CAB PAO

**WO1 Jahmal A. Anderson (left) and CW3 Nicholas J. Delnero, both assigned to the 1st Combat Aviation Brigade and respectively the youngest and oldest warrant officers attending a luncheon celebrating the 92nd birthday of the Army Warrant Officer Corps on Camp Taji, Iraq, July 9, cut a celebratory "warrant-cake."**

Another major change eliminates automatic selective continuation of two time non-selects for CW5 unless the individual is in a critically short MOS and possesses a solid file.

## The Numbers

As of January, 2011, there are 6,448 active duty Aviation Warrant Officers (368 CW5's, 1127 CW4's, 1732 CW3's, and 3221 CW2/WO1's).


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MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 16

The aggregate strength of warrant officers is between 107%-109% in the WO1 thru CW4 ranks and 122.5% in the CW5 grade.

The overall strength in personnel by airframe is strong but some mission design series (MDS)-tracked warrant officers are low, specifically AH-64D trainers (IP/IE/SP) where we are at 85%. All of these numbers directly affect accessions, retention, and the promotion system.

Although some of the statistics may look favorable, like 107% in the CW3 grade, this over strength number may not be enough. With the amount of CABs deployed and each deploying near 100% of its authorized tracked warrant officers, many units, organizations, and directorates will operate at far less than 100%.

Many important positions requiring subject matter expertise such as writing doctrine and instructors with the appropriate level of experience are either unfilled or filled with less qualified personnel.

The Human Resources Command (HRS) does an outstanding job managing personnel in a very complicated resource demanding environment to ensure personnel strengths are met under specific prioritization guidelines.

Our CABs deserve to have first priority when in a deployable status and when HRC is working with a number like 107% (CW3) and with competing requirements such as PME, tracking schools, and TRADOC assignments, the management process is difficult.

### Time in Grade Extensions

Another revision affecting the Aviation Warrant Officer is the time in grade extension for CW2s and CW3s. The extension in reality is going back to the original timeline prior to 2005; that is, an officer will be considered in the primary zone for CW3 and CW4 at the five year mark as opposed to the current four year.

The previous change was required to quickly fill senior warrant officer grades that were being lost faster than the promotion system could fill.

The status is now at an acceptable level and in some grades slightly over strength. That and the need to provide our warrant officers adequate time to professionally develop through PME and tracking commensurate with their rank makes the adjustment necessary.

This policy will commence in FY12 and be phased in over the course of two years; next year's promotion military personnel (MILPER) message announcing time in grade and zones for consideration will provide appropriate guidance for affected officers.

### Future

This year will continue to strain the force in terms of deployments and requirements for promotions. It is critical that commanders, senior warrant officers, and junior warrant officers understand the implications of how PME/PMD will affect the sustainment of our force.

I continue to be amazed at not only how effective our Aviation force is but more so how resilient those are who continue to contribute so much for their family, unit, Army, and Country. I sincerely thank each of you for your continued service.

Above The Best!

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*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.*




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# From the Branch CSM's Perspective

By CSM Tod L. Glidewell

Over the last year our branch has been busy to say the least. Whether in ARFORGEN, the eCAB in Operation New Dawn or the three CABs in Operation Enduring Freedom, the Soldiers of this branch continue to provide world class aviation support to our ground brethren, day in and day out.

Rest assured that no matter if we are deployed or in garrison, Army Aviation will continue to be the commanders' choice to answer the call as long as we can continue to do so as a professional force and at an affordable cost. I am confident that the disciplined and professional force that we have built will prevail and that we are prepared for whatever the future may bring.

Your branch is listening; MG Crutchfield, CW5 Reese and I are attempting to visit all of our CABs. The U.S. Army Aviation Center of Excellence (USAACE) staff is also striving to collect data from throughout the aviation enterprise, deployed commander's video teleconferences, After Action Reviews, and the Aviation Training Exercise to provide the best training, personnel and equipment possible.

It seems that no matter where I travel I am asked a couple recurring questions.

■ *Why can't we stay in task force configuration?* There are a couple of reasons: first, no two task forces are the same so it would require the movement of personnel and equipment. Second, since there is not a standard formation, manning and equipping would be nearly impossible since there would not be a standard Modified Table of Organizational Equipment (MTOE).

The good news is that our modular formations are enabling aviation to tailor our force to meet the mission.

Also, aviation leaders and Soldiers are gaining a wealth of aviation knowledge on multifunctional aviation operations that will produce better leaders more capable of mitigating operation risk.



U.S. ARMY PHOTO BY SPC. ROLAND HALE, ECAB, 1ST INF. DIV. PAO

**SSG Christopher Gilliland, a small group leader and instructor at the Demon Academy on Camp Taji, Iraq, mentors a group of students. Gilliland and other enlisted leaders from the Enhanced Combat Aviation Brigade, 1st Infantry Division created the Demon Academy to mentor young and future leaders, as well as prepare them for future professional development courses.**

■ *Personnel*. Retention remains strong and that, coupled with low attrition rates, has several military occupational specialties (MOS) well over-strength. In fact, currently we have only three MOSs that are below 100 percent. Those MOSs are 15Q Air Traffic Control, 15W UAS Operator and 15E UAS Repair.

So, why are we over-strength? Over the last couple years we have worked to retain every possible Soldier and over the last two years the economy has slowed. As a result, we have had low attrition, below ten percent in almost every MOS.

Now we as a branch have a more difficult mission, to retain the quality and not quantity forcing leaders to make tough choices on who can stay in our ranks. In many cases Soldiers are not being given a choice on whether they want to stay as they are being forced to reclassify.

We have worked to reclassify Soldiers into other aviation MOSs where possible; however, those electing reclassify often face a long wait on school dates to arrive.

■ *Unmanned Aircraft Systems* – effective 1 January of this year, 15W Soldiers were moved to the 15P career path for promotions.

Human Resources Command is identifying those previously selected and promoted personnel to move them to the new career path.

Newly fielded Gray Eagle units will also have 15P First Sergeant positions as a result of the change.

■ *What changes are in store for the NCO Academies?* The 15E Sergeant First Class positions will be intro-

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:32 PM Page 19



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 20

## ASK THE BRANCH CSM

**Q:** CSM, I am SSG Shafer and I have just gotten to UASSD (USAREUR Aviation Safety and Standardization Detachment) as the ALSE Evaluator within the last 3 months. I was wondering if you would be able to tell me anything about the ALSE MOS and what happened to it.

**CSM:**
SSG Shafer – Above the Best – great to hear from you.

At present the ALSE MOS cannot move forward to become an MOS due to the fact of Aviation Branch not having a bill payer. Bottom line, when CAB leaders were asked if they would help pay the ALSE bill they overwhelmingly responded with no, due to lack of people already. As a result, between this response and the effort to build the 13th CAB I don't see a short term solution.

We will continue to look at it and viable courses of action to resolve the issue.

Again, appreciate the question.

Above the Best

CSM G

duced on FY12 MTOE and the Rucker NCO Academy Campus will begin conducting the Advanced and Senior Leaders Courses.

As I wrote earlier in the year, we are working to merge the Rucker and Eustis Academies under one leadership here at Rucker. The commandant here at Rucker will represent our branch at all Institute for Non-Commissioned Officer Professional Development functions. As we talk about NCOES, we need your help in reducing the backlog.

Lastly, we are training all students in the new Physical Readiness Training regiment so that they begin to institute in their units upon their return.

■ *How is the Command Slate List going to work?* The first Brigade Command Slate board convened last October and the Battalion Command board convened in January.

The board reviewed the records of all active duty sergeants major and command sergeants major with projected change of responsibility dates (PCORDs) of February 2011 and later unless individuals were within the window of their mandatory retirement date (MRD).

The Command Slate List results will be announced in April of this year and individuals will be scheduled to take their selected position beginning on Oct. 1, 2011.

Human Resources Command also announced that those selected individuals will conduct their Change of Responsibilities 90 days prior to the units Commander changing command.

We have already begun to conduct Changes of Responsibility for those command sergeants major whose PCORDs have come due. PCORDs are set and adjusted through the major commands and branch has no control over them.

There are two major items that seem to have already surfaced concerning the board. First, only four tactical brigades and the associated battalions were open this year, the remaining eight will be open next year as well as several non-tactical units. Second, many of our sergeants major elected to compete for garrison and non-tactical assignments.

Assignments to garrison are limited to the size of the branch and therefore there will be limited Aviation CSMs selected.

■ *What are we doing to improve aviation maintenance*? There are several initiatives that we are working.

After forty years of very little change and nine years of combat, it is time that we take a look at ourselves.

The Concepts Requirements Directorate, soon to be TRADOC Capability Manager-Combat Aviation Brigade (TCM-CAB) is in the process of conducting manpower studies on each airframe to support future MTOE development. They have completed all but the AH-64 as we are awaiting the release of the Block III aircraft. As changes become available we will provide updates.

SGM Puckett, USAALS (Attack Helicopter Division) is working with units in the field to improve the technical inspector portion of the 15S Advanced Leaders Course (ALC).

SGM Puckett's crew has canvassed units through the use of questionnaires to find out what the field would like technical inspectors to be taught at USAALS. If the program shows promising results, expect changes to other ALCs.

Another recent change is the establishment of a sergeant major position under the Deputy Commanding General as an advisor on enlisted training. The sergeant major will oversee all initial military training courses and the continuity that has long been overdue in this area.

The future is bright for Army Aviation and we will continue to work to supply the warfighter with personnel and equipment they need to support the mission.

Soon, we will begin to convert medium CABs into full spectrum brigades that will include a UAS Shadow Troop within the cavalry squadron. This new capability will provide more situational awareness to the CAB as well as to those with whom we share the battle space.

As you can see our branch is moving fast with little time to rest; however, as the opportunities present themselves, I urge you to take the time to care and train a resilient force.

We have one of the most trained and ready forces that we have had in decades and as we work to build the dwell in our units, balance will be key. That balance will require us to maintain the edge that we have forged over eight plus years of deployments.

However, we cannot forget our equipment for if we start to treat it like a rental car fleet and lose pride in ownership it will most surely fail us, or worse we could lose confidence in it.

In closing, I would like to congratulate the individuals and units that will be recognized as this year's awardees by Quad-A.

Although individuals take the stage to receive these accolades, behind them there is a mentor, a formation and a Branch that has had a hand in their success.

Above the Best!

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*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.*


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MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 22





# Set The Right Example

By BG William T. Wolf

This month marks the midway point in fiscal year 2011 and our Army is poised to continue our ongoing downward trend in fatal accidents for yet another year. We opened the second quarter 15 percent below last year's total fatality numbers for the same timeframe, and statistics in our key privately owned vehicle (POV) category were even better, down 26 percent for the year. This great news story reflects the commitment and dedication of all our leaders, soldiers, families and civilians to the safety of our force and to each other. Thank you for all your hard work!

This trend is certainly welcome, and it appears we're headed in the right direction in countering the number 1 accidental killer of our Soldiers.

However, we can't become complacent and think our problems with POVs are at a point of solution. The improved numbers we're seeing are actually masking a devastating issue with Soldiers not using seat belts and a majority of our POV fatalities to date have been attributed at least in part to a neglect to buckle up.

The circumstances behind most of these fatalities is remarkably similar: a loss of control, the vehicle striking another vehicle or stationary object and sometimes rolling over, with the Soldier driver and/or passengers ejected during the accident sequence.

At least two of these fatal accidents occurred on post, and a third occurred during the Soldier's drive to work for his regular duty day. Five of the six fatalities were 24 years old or younger, meaning they grew up in an age of mandatory seat belt laws well before they assumed the military obligation of always buckling up.

Willful disregard for standards is a leader, Soldier and family issue, and it will take a concerted effort by all three groups to curb this growing and disturbing trend.



USACRSC PHOTO BY KAMI LISENBY (QNETQ)

**Soldiers from the US Army Combat Readiness/Safety Center model the proper Personal Protective Equipment (PPE) for motorcycle riders.**

For Leaders, off-duty standards enforcement has always been among the most difficult of all responsibilities. First-line supervisors can't be with their Soldiers all the time, but they can engage with them during the duty day about the risks of driving and other off-duty activities.

Since the drive to and from work will be the most dangerous part of the day for many of our Soldiers, it's only logical that leaders spend the time and effort required to ensure their subordinates are informed and empowered to make smart decisions after the duty day ends.

It's also important for leaders to get to know their Soldiers personally so they can learn what interventions work for a given individual. Safety isn't a "one-size-fits-all" pursuit, and an approach that works with one Soldier won't necessarily work for another.

As the weather begins to gradually warm up, many Soldiers will want to bring their motorcycles out of cold weather storage and prepare them for the approaching spring and summer riding season. This is a great time to take the opportunity to have the bike serviced, check the serviceability of personal protective equipment (PPE) and get motorcycle refresher training completed.

Some of the basic riding skills are quickly perishable over the fall/winter months, and now is the time to get some much needed refresher training before taking those long rides later in the season. Our Army continues to lose Soldiers due to acts of indiscipline. The acts of excessive speed, reckless riding, a lack of properly approved motorcycle training and failure to wear proper PPE continue to show up in accident findings.

Leaders, the ruthless enforcement of standards for our motorcycle riders is the only way to stop these senseless losses. Leaders can and should conduct on-the-spot checks for licensing and

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 3:46 PM Page 23

approved motorcycle riding training for their riders, as well as inspecting their Soldiers' motorcycles periodically. Tools and checklists for the inspection of motorcycles and PPE can be found on the U.S. Army Combat Readiness/Safety Center website under the POV/Motorcycle Safety tab.

Another great source of information that also promotes safe riding through experienced rider mentorship is the Motorcycle Mentorship Program (MMP). This installation-based program promotes an environment that can create positive conduct and behavior while riding and serves as a force multiplier that supports a commander's motorcycle accident prevention program.

Because every Soldier has his or her own unique needs, Soldier-to-Soldier and Family engagement is critical in this fight. Friends and family members generally know their Soldiers better than anyone else and have more access to them during their off-duty time. And, because of their close relationships, peers, spouses, parents and siblings can often make an impact even when others have tried unsuccessfully.

Never allow the Soldiers in your life to operate a vehicle unbelted, and let them know your concerns about their unsafe driving habits. You might be met with resistance at first, but, when it comes to a Soldier's life, it's an argument worth having.

Ultimately, the decision to wear a seat belt is a personal choice, but it's one that can be effected through positive interaction with others.

If you're in a leadership position, set the right example by doing the right thing all the time. The same standard applies for Soldier peers and family members.

Make the smart decisions and watch how your behavior affects your friends and loved ones. The simple click of a seat belt is one of the sweetest sounds any driver or passenger will hear before an accident, and there's no better way to save lives on the road than by buckling up.

Each of you is doing a great job every day for our Army and our nation. Thank you for what you do, and let's get the last half of fiscal 2011 off to a great start today by staying engaged in Soldier safety.

There's no better reward than watching your Soldiers thrive in both their on- and off-duty lives, so, do your part by giving them the tools for success!

Army Safe is Army Strong!



U.S. ARMY PHOTO BY SPC ROLAND HALE, ECAB, 1ST INF. DIV. PAO

**BG William T. Wolf, director of Army Safety and commanding general of the U.S. Army Combat Readiness/Safety Center, tours the Taji Warrior Resiliency Campus on Camp Taji, Iraq, Jan. 7, during a visit to the Enhanced Combat Aviation Brigade, 1st Infantry Division.**

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



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:55 PM Page 24





COL Reeves
Commander



CSM Morant
School SGM

# Army Aviation Logistics: Yesterday, Today and Tomorrow

By COL Terence W. Reeves

The Wright Brothers flight in 1903 set the stage for Army Aviation. Aviation logistical support has evolved from a couple of bicycle mechanics to highly skilled aircraft technicians and maintenance test pilots trained in the latest systems, methods and materiel to keep Aviation relevant and agile in the new battle space of the 21st Century.

Nearly 30 years ago when I began my career in Army aviation we were not at war. The norm for a two week field exercise once a quarter went something like this: go fly for a couple of weeks, come back to home station, turn in weapons, throw the keys to the crew chief and head to the club.

It didn't take me long to learn the lesson that the crew chief and maintenance team would keep working to restore the fleet back to a flyable status. The passion that the early maintainers displayed inspires me today as we train new classes of Army Aviation Logisticians at the US Army Aviation Logistics School (USAALS), Fort Eustis, VA.

Aviation logistics, defined as what sustains Army aviation operations, enables commanders to press the fight on a continuous basis and relies on the maintainers to restore the fleet.

## The World of Army Aviation Logistics

Today, we are an Army at war and deployments have replaced the peacetime field training exercises. Today's Army aviation operations span two theaters of war, several CONUS and OCONUS areas of operations.

Aviation logistics is sometimes complex with its multiple systems, layers of supply and maintenance, and unique jargon; in reality it is pretty basic. It begins in the line company with the crew chief who performs the repair task, the technical inspector who verifies the task is performed to standard, and the test pilot who validates the fault is repaired.



USAALS COURTESY PHOTO

That is what most of us understand about aviation logistics, but peel it back, when there is a problem there are parts, people, training and tools to be factored in.

Research, development and acquisition logisticians in PEO Aviation program management offices, the Aviation and Missile Life Cycle Management Command (AMCOM), Defense Logistics Agency (DLA) and the Training and Doctrine Command (TRADOC) all play into aviation logistics.

The TRADOC logisticians from the U.S. Army Aviation Center of Excellence (USAACE) Capabilities Development Integrations Directorate look into the future and design the doctrine and tables of organization and equipment (TO&E) driving the people and tools for the logistics units.

The Aviation Branch Personnel Proponency Office guides the design of duties for military occupational specialties (MOS) and ensures the right numbers of the right kind are in the right place.

AMCOM works to ensure logistically sound procedures and processes are in place while the DLA buys and manages everything from soup to nuts.

The Human Resources Command reserves the training seats in the Structure Manning Decision Review (SMDR) that enables the Recruiting Command to bring the right quality and quantity of Soldiers into USAALS to be trained to become that crew chief/logistician that identifies the maintenance repair task.


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MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:34 PM Page 26

**Training the Soldier**

I am often asked how and where a Soldier gets training in Aviation logistics. Today's journey to become a crew chief starts at USAALS learning basic skills and tasks to become an aircraft mechanic.

The graduate leaves USAALS with a 10-level MOS and the first assignment will probably be to a combat aviation brigade maintenance team in a line company, the aviation support company (AVUM level) or the aviation support battalion (AVIM level).

The Soldier's skills are basic, immersed in a safety culture with the knowledge to navigate through interactive electronic technical manuals (IETM) and perform basic hands-on tasks and warrior tasks expected of an entry-level Soldier.

They will require mentorship, guidance and training under the steady hand of seasoned aviation maintenance NCOs to build their skill sets. With a few years experience, the apprentice is ready to become a journeyman and make the transformation to Sergeant.

As an NCO, they return to USAALS and attend the Advanced Leadership Course learning more about leadership and the skills to become an aircraft technical inspector. Once a Soldier makes SFC/E7 from MOSs 15B, 15D, 15G or 15H, they receive MOS 15K.

Covering a myriad of technical tasks from the feeder MOSs, the NCO Senior Leaders Course requires a complex matrix utilizing all the assets at USAALS.

The USAALS develops and delivers the 10-level programs of instruction for all 13 aviation logistical MOSs. The aircraft systems mechanics are 15T, UH-60; 15U, CH-47; 15R, AH-64; 15Y, Apache armament; 15S, OH-58D; 15J, Kiowa armament; and 15E, Unmanned Aircraft System maintainer.

The back shop MOSs include 15N, avionics technicians; 15F, aircraft electrician; 15B, turbine engine mechanic; 15D, powertrain repairer; and 15G, airframe repairer.

The 15H10 pneudraulics repair technician training is at Fort Rucker, AL. The officer side of Aviation logistics has the Aviation Maintenance Technician 151A. The USAALS trains the 151A in the relevant skills necessary to perform as a production control officer and to manage aviation logistics operations in emerging systems such as Condition Based Maintenance and automated systems necessary for their first assignment.

This technician brings to the fight NCO experience as well as unique technical training making them ideal for PC Officer or support operations of an aviation support battalion (ASB). New skills are being added to the 151A Warrant Officer Advance Course like Contracting Officer Representative training and Lean Six Sigma analytical techniques.

Aviation commissioned and warrant officers in aviation logistics may attend the Aviation Maintenance Officer Course and the test pilot courses at Fort Rucker where they are taught the tactical maintenance skills to balance operations and maintenance while maintaining bank time and phase flows.

The ASB commanders will attend a Pre-Command Course at Fort Rucker. The challenges are also com-





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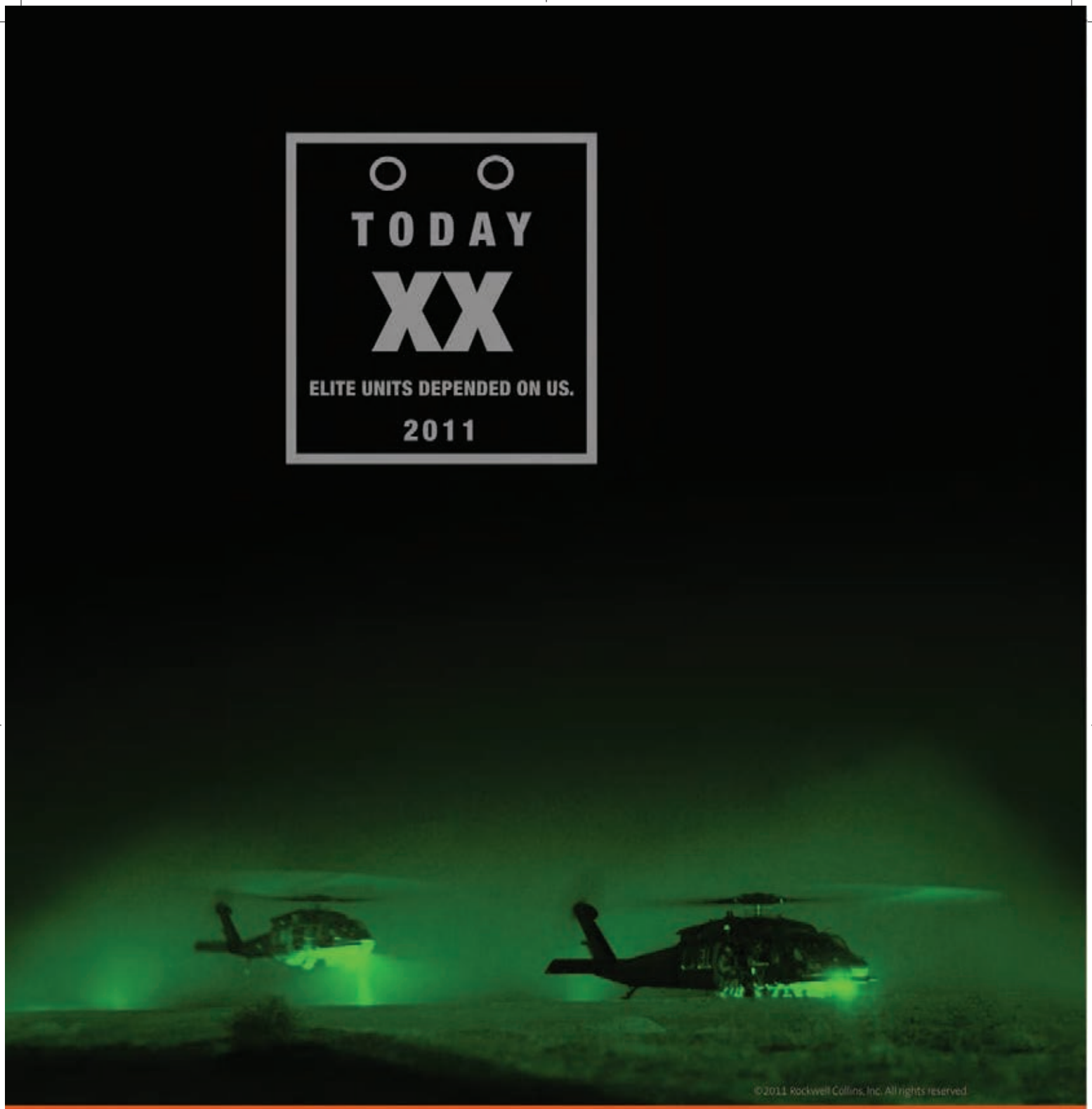
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MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:35 PM Page 28

plex; joint maintenance operations, working with coalition partners as well as split based operations, the capacity to manage and move retrograde and push repair parts forward to the operating bases must be learned through a career of experience in aviation logistics.

Courses for officers at the Army Logistics University at Fort Lee, VA are highly recommended for those inclined to broaden their scope and knowledge of logistics.

The Aviation Logisticians who continue to gain a working understanding and knowledge of the Aviation Supply Chain at the retail and wholesale levels including sources of supply, part forecasting, Performance Based Logistics, depot level repairables and the National Maintenance Program are better able to advise the operational commanders.

Understanding acquisition and program management is helpful to keep abreast of new technology and systems that are being updated and fielded.

Contracting knowledge is necessary to integrate contractors into operations while ensuring the continued training and development of Soldier technical skills.

An understanding of all levels of aviation maintenance from the crew chief through the aviation classification repair activity depot and Corpus Christi Army Depot, even what the original equipment manufacturer can and cannot do, is required to understand aviation logistics.

This knowledge can be gained on line at the Defense Acquisition University and DLA.

## The Road Ahead

Aviation logistics provides the Aviation Branch the ability to control and shape its combat power.

We have touched on some of the tools available for Soldiers, at all levels, to use to advance their skills and knowledge.

As we develop new systems and move into analysis, interpretation and management of CBM data, we will alter maintenance routines, reporting and support concepts.

While we need to understand and participate within the larger logistics systems, the realities of austere budgets in a cost culture atmosphere may cause some to apply a one size fits all approach to logistics and roll Army Aviation into that construct.

But we have unique requirements which cannot be satisfied by these systems and we need to develop leaders who have the experience, training and credibility to present the reasons why and the way ahead.

To produce these Aviation logistics leaders and technical experts will require development of a clear path that will put aviation logistics leaders in the right assignments, schooling and promotions to work at the levels of increased responsibility while remaining in the Aviation Branch.

Our aviation Soldiers will not fail us if we invest the time and resources to train and prepare them for the future challenges.

Support and Sustain! Above the Best!

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*COL Terence W. Reeves is commander of the U.S. Army Aviation Logistics School, Fort Eustis, VA.*



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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:22 PM Page 30



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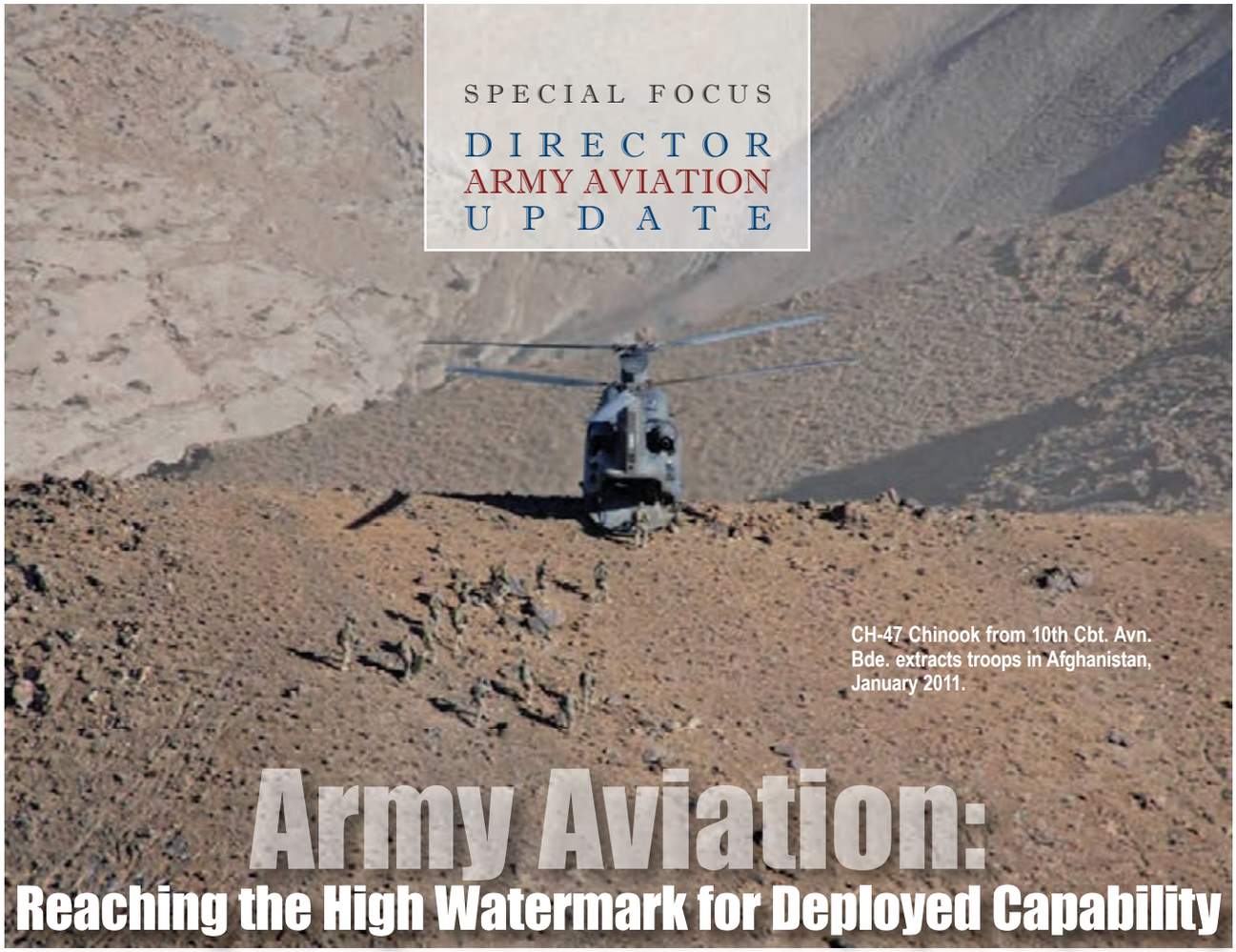
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MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 3:36 PM Page 32

SPECIAL FOCUS

DIRECTOR ARMY AVIATION UPDATE



CH-47 Chinook from 10th Cbt. Avn. Bde. extracts troops in Afghanistan, January 2011.

U.S. ARMY PHOTO 10THCAB PAO

# Army Aviation: Reaching the High Watermark for Deployed Capability

By COL William H. Morris

There is more Army Aviation deployed in 2011 than at any time since the beginning of 2003; a force at an all-time high watermark for deployed capability. Regardless of the metric used, Army Aviation has a greater presence on the battlefield now than even during the surge of forces in Iraq from 2007 to 2009.

That Army Aviation has been able to meet this unparalleled demand for forces is a credit to our great Aviation leaders, from the junior-most Soldiers in our formations to our noncommissioned, commissioned, and warrant officer leadership at the highest levels of command in the Aviation force.

These leaders are providing the impetus for new organizational constructs and emerging doctrine as they infuse the force with their collective battlefield experience, all of which is helping to form the basis for how today's Army prepares to fight the future threat.

There is no doubt our Nation is in an era of persistent conflict that can best be characterized as a synthesis of irregular warfare and asymmetric tactics, enhanced by an infusion of cheap and highly sophisticated technology available to even our least well resourced adversaries. The combat environment is complex, confusing, and especially challenging to the aviation force.

At the same time, we are only barely able to meet the total demand for Army Aviation from joint force commanders. In fact, some argue that there is an unmet or "suppressed" demand for Army Aviation forces.

Consider the case of a single combat aviation brigade (CAB) in Afghanistan supporting seven brigade combat teams while executing nearly half its missions in support of Special Operations Forces – what might once have seemed implausible or extraordinary has become almost commonplace.

## Meeting the Challenges

Army Aviation's reach, lethality, and versatility have made it the single-most demanded combat multiplier on today's dynamic, modern battlefield where we relentlessly pursue an adaptive adversary in some of the most demanding terrain and environmental conditions in the world.

Although our CABs continue to meet this challenge, we must remain vigilant at identifying and remedying the adverse effects that persistent conflict has had on the force. These effects have been especially acute in the areas of equipment readiness, force generation, and chronic stress and strain on both individual Soldiers and families from repeated combat tours.

Due to the increased frequency of complex missions and multiple deployments we, as Aviation leaders, must be ever-watchful to combat the impacts that these stresses and strains have on the force. We must also continually evaluate our performance on the battlefield to determine whether our organizational designs, doctrine, tactics, and equipment are best-suited for this fight and the next.

We must be quick to make changes where necessary and we must refuse to accept lethargic and bureaucratic systems that prevent us from infusing changes rapidly into the force.

## The Army Aviation Enterprise

To meet these demands, the Army Aviation Enterprise provides an underlying structure that keeps Army Aviation healthy and ensures the


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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:23 PM Page 34



U.S. ARMY PHOTO 10TH CAB PAO

**Pathfinders from the 2nd Bn., 10th Cbt. Avn. Bde., TF Knighthawk on the move in Afghanistan, January 2011.**

future aviation force can meet operational requirements today, tomorrow, and well into the future.

Comprised of elements of the Army Staff, Army Forces Command (FORSCOM), Training and Doctrine Command (TRADOC), the U.S. Army Aviation Center of Excellence (USAACE), Program Executive Office-Aviation (PEO AVN), Army Aviation and Missile Life Cycle Management Command (AMCOM), the Army National Guard Aviation and Safety Office, and the Office of the Chief of the Army Reserve G-3 Aviation Office – among many other disparate organizations across the Army – the Aviation Enterprise seeks to rapidly identify issues of importance to Army Aviation, develop solutions, and rapidly implement changes across the force in order to adapt Army Aviation for future requirements.

Army Aviation's enterprise approach to problem solving has become a hallmark of the Aviation force and is the envy of the Army at large. As demonstrated during the Army Vice Chief of Staff's 2010 portfolio reviews of the aviation fleet and structure, the Aviation Enterprise has developed a well-regarded and highly effective enterprise model for managing change and meeting the demands of current operations.

As the Aviation Enterprise works to manage and improve the Aviation force, our preeminent consideration is minimizing the force's time deployed (boots on the ground or 'BOG') versus time at home station (dwell time), a metric better known as BOG:Dwell.

## Meeting the Demand

It is difficult to imagine that ten years ago anyone could predict the Army would have nearly six full CABs worth of aviation force deployed to combat or forward-deployed to Korea in 2011.

Yet after a decade of combat operations, the active component (AC) aviation brigade force has a BOG:Dwell ratio of approximately 1:1.2 years and the reserve component (RC) aviation brigade force at 1:3.3 years, with some reserve component aviation units, such a CH-47, HH-60 MEDEVAC and fixed wing, at closer to 1:2 years.

These metrics are force-wide averages, with some particular units cycling through combat tours at an even faster rate. For example, the 10th CAB and 4th CAB deployed to combat on their most recent tours with only 12 months between deployments, a BOG:Dwell of 1:1.

While Army Aviation in the AC has been at about 1:1.2 BOG:Dwell, the Army Chief of Staff's near-term goal for the force is 1:2, a rate which has generally been met for most ground forces. For example, brigade combat team BOG:Dwell is at 1:2.

But, as outlined in Aviation Study II, the only way to achieve an Aviation force BOG:Dwell of 1:2 while meeting current and projected demands is to expand the force.

As a result, the Army will grow two additional AC CABs: the 16th CAB and a thirteenth CAB which should be designated later this year. The 16th CAB is being formed from mostly existing, non-aligned aviation units while the thirteenth AC CAB will be activated from the ground up beginning in 2014. We expect the 16th CAB will be deployed in 2012 and that the thirteenth AC CAB should be ready for the fight in 2015.

The Army has not yet decided where to station these new CABs, but an ongoing stationing analysis and environmental impact study should enable the stationing decisions by April of 2011.

## A Continuing Review of Force Structure and Design

Among the most recent changes to the force are: the creation of the Army Special Operations Aviation Command; the addition of one cargo helicopter company to the 160th Special Operations Aviation Regiment; an approved increase of aircraft in the aeromedical evacuation companies from 12 to 15; the creation and activation of Gray Eagle MQ-1C unmanned aircraft systems (UAS) companies (with a basis of issue of one per division headquarters); and a pending effort to develop six standardized theater aviation brigades (TABs) from the current theater aviation command structures.

However, the most significant pending modification to Army Aviation will be the transformation of the 101st CAB to the full spectrum (FS) CAB design. This new CAB design teams the OH-58D aircraft with organic UAS in the CAB's armed reconnaissance squadron to provide improved surveillance and reconnaissance.

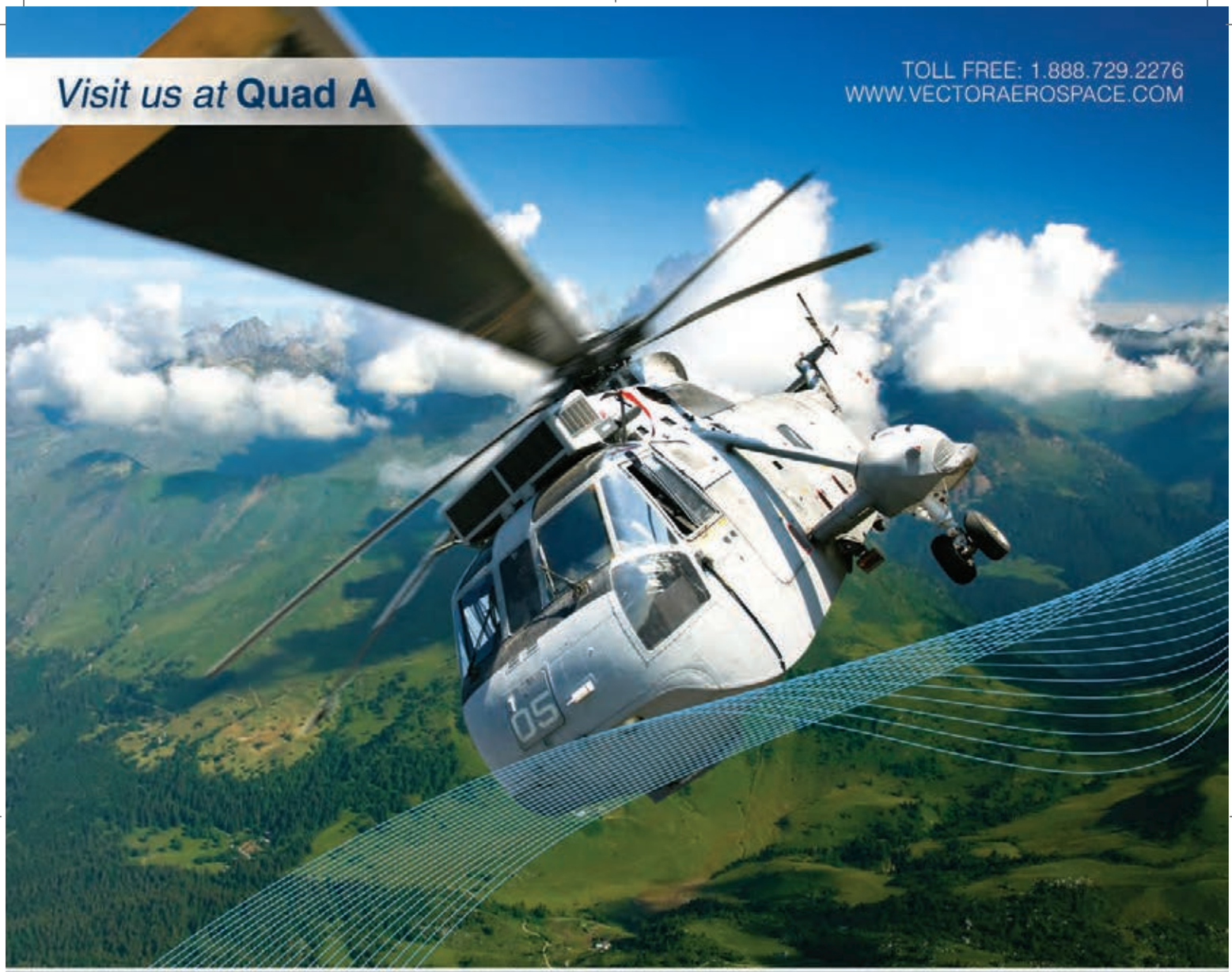
The FS CAB uses the current organizational building blocks to provide full-spectrum capability and adds manned/unmanned operations (MUM-O) capability to enhance intelligence, surveillance, and reconnaissance operations. The 101st CAB will begin reorganizing into the FS CAB construct in August 2011 and deploy in support of overseas contingency operations (OCO) in Fiscal Year 2012. Eventually, the Army could convert as many as 15 CABs to the full spectrum design, keeping the remaining six CABs in the heavy design.

## Preparing to Meet Future Needs

The Aviation Enterprise continues to work with the aviation science and technology community to develop enabling technologies that will pro-

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:23 PM Page 36



U.S. ARMY PHOTO BY CW4 DANIEL MCCLINTON

**Two AH-64D Apaches from the 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div., come in for a landing at Camp Taji, Iraq, after completing a reconnaissance mission over Baghdad Nov. 6, 2009.**

vide leap-ahead, revolutionary future aircraft to support the war fighter in the 2025-2030 timeframe.

It is critical that the Army embark now on developing future technologies considering that this process can take years, if not decades; and it is significant that the Army work with its joint partners in developing future systems.

Through the Office of the Secretary of Defense's Future Vertical Lift (OSD/FVL) Working Group, the Army remains committed to developing a technology demonstrator to experiment, test, and integrate various technologies that will ensure mature technologies for future multi-role aircraft that will benefit all the Services.




The OSD/FVL effort is truly a joint effort with participation from all the services, industry (Vertical Lift Consortium), academia, Special Operations Command (SOCOM), NASA, and various other supporting agencies.

This commitment to the future by the Army also included decisions like those made this past year during the Aviation Portfolio Review where the Senior Army Leadership approved the continued science and technology efforts to develop increased capability through the Improved Turbine Engine Program (ITEP). Additionally the Army is currently proceeding as the lead agency for many of these programs and began the foundational analysis on aircraft concepts.

This analysis will greatly assist the aviation community in developing aircraft requirements and informing the future development of Joint Capabilities Integration and Development System (JCIDS) requirements documents.

## Developing Partner Nations Capabilities

Department of Defense (DoD) past efforts to help develop partner nations has largely been limited to foreign military sales and technical assistance fielding teams. Today, DoD is expanding its support for building partner nations' vertical lift capabilities by expanding Security Forces Assistance (SFA) programs. As DoD's largest rotary-wing operator, the Army has the lead for vertical lift assistance and will play an increasing role in future SFA programs.

Most recently, the Army established a Non-Standard Rotary-Wing Project Management Office within the PEO AVN in order to improve materiel risks associated with our use of non-standard aircraft. The Secretary of Defense directed the Army to consider developing a standing capability to provide rotary wing SFA in support of our partners. The Army is also regenerating a capability to provide individual aircraft training and qualification on the Mi-17 helicopter at USAACE, a capability that should be ready in FY12.

Expect non-standard rotary wing training and SFA to be a growing part of our mission and lexicon in the not too distant future.

## Summary

Today's high demand for Army Aviation in our combat theaters is unprecedented. It is a testament to our collective success on the battlefield over the past 10 years that our fellow-warriors on the ground do not want to go into a fight for any length of time without the support of Army Aviation across the breadth and depth of the battlefield.

It is also the same high degree of professionalism that enables and empowers aviation leaders across the force to implement a successful Aviation Enterprise approach to achieve successful change across the force.

As we look to the future of the Aviation Force, whether in continuing to modernize, field the future vertical lift platform, or change the way we support our partner national helicopter forces, Army Aviation will continue to be the model for the rest of the Army.

Above the Best!

❖❖

*COL William H. Morris is the director of Army Aviation, G-3/5/7, Headquarters, Department of the Army, Washington, DC.*



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Aviation Center Logistics Command (ACLC) processes approximately 2,000 separate supply requisitions per day in support of the Aviation Center's aviation repair parts requirements.

ACLC COURTESY PHOTO

# AMCOM Update: Transformation with a Purpose

By MG James E. Rogers

Now and as always, our teams of professionals at the Aviation and Missile Life Cycle Management Command (AMCOM) and across Redstone Arsenal face a host of challenges in executing our missions.

Army aviation OPTEMPO remains extremely high, money is tight, and modernization efforts must continue – under increasingly tight regulatory restrictions. Executing our daily "hot priorities" seemingly consumes all of our time, even as we realize that we have to attack long term goals while we put out the fires.

We are implementing a strategy and actual processes that will allow us to maintain and execute this dual focus, which is necessary to support our Warfighting customers. Transforming both our organizations and processes is key to this strategy.

It's fair to ask "why" when discussing transformation, and all stakeholders want to know how the "what" part will affect and benefit them. The "why" part has several components, some of which I've already mentioned.

*Budget challenges:* We simply have to drive ourselves to greater cost efficiencies, in every area, to stretch the available dollars and deliver maximum benefit to our customers.

*Modernization*: It has to happen!

Funding for research and procurement has to be protected. We are helping in this area by implementing process improvements and organizational changes that reduce the cost of sustaining current operations.

New processes, such as the Army Force Generation Model (ARFORGEN), and other Army initiatives, also mandate that we adapt to accommodate new ways of doing business.

And to answer the "what's in it for me" question – continued relevance to the Army, and improved mission performance come to mind.

There is no doubt in my mind that we have to do this – the only question is, what are the best ways?

## Adapting for Improved Mission Performance

We have begun by verifying our mission statement, and defining a set of short and long term goals for the organization. We are also synchronizing our goals with our higher headquarters, and with our strategic partners in the Aviation Materiel Enterprise (PEO Aviation, the Army Contracting Command - Redstone, and the Aviation & Missile Research, Development, and Engineering Center).

Next, we're developing a "roadmap" of process improvements that lead from our present baseline, to

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:24 PM Page 40



PHOTO BY ED MICKLEY, CGAD PAO

One of Corpus Christi Army Depot's electronics artisans checks a myriad of wiring connections on a UH-60 Black Hawk using a DITMCO test fixture. This device can check and verify more than 20,000 test points on the aircraft.



CORPUS CHRISTI ARMY DEPOT PHOTO

Workers wear safety harnesses and other required Personal Protective Equipment (PPE) while working an OH-58A cabin Phase II structural preparation at Corpus Christi Army Depot, TX.

our short and long term goals. To achieve these, we are already launching initiatives, using *Lean Six Sigma* methods, which attack inefficiencies and identified weaknesses in our processes or organizational structure.

## Priorities

Of our many missions, the following priority tasks will remain our focus as we execute our transformative processes.

First and foremost, support to our Warfighters: maintaining readiness, supporting pre-deployment and post-deployment requirements, responding to the needs of our Soldiers and civilians downrange – will be our number one priority. We will not compromise any of our ongoing efforts that keep us in close touch with the needs of the community, and we are in fact looking for ways to expand these.

For example, we are sending our Aviation Resources Assessment & Analysis (ARAA) Team to Afghanistan, at the request of U.S. Forces Afghanistan, to assist them in improving the effectiveness and efficiency of their entire aviation readiness support structure.

*Reset* of our Aviation equipment has been extraordinarily successful and we will maintain that while we continue to implement process improvements and quality control procedures to reduce time, costs, and errors.

We will continue to work with our PEO partners to embed equipment upgrades and required modifications during the reset periods only, to maximize the availability of aircraft for training. We must also grow these partnerships to accommodate the expansion of *foreign military sales (FMS)* missions, and to address requirements to increase our technology protection efforts

Implementation and refinement of the *Logistics Modernization Program (LMP)* will continue.

Both of our depots reorganized internally to accommodate LMP and exploit its capabilities; HQs AMCOM will soon do the same.

Thanks to LMP, we now "see" over 167 million dollars of assets that were previously hidden; couple this with better visibility of maintenance actions and movement of items, and we are able to satisfy customer requests more rapidly and reduce backorders.

Our investment in *Condition Based Maintenance (CBM)* is generating a savings in repair parts expenditures, of over 200 million dollars in 2010, by reducing CBM-equipped units' parts consumption.

Aligning all installation aviation maintenance activities into a single *Aviation Maintenance Enterprise (AME)* will result in a more efficient distribution of work, application of common standards, and implementation of best practices at all facilities, with the end result being better support to our customers.

Instituting the Fleet Management Expanded (FMX) initiative at TRADOC maintenance activities will demonstrate similar positive results for those installations.

## Adaptability

In the past, we have demonstrated the ability to adapt our organization and processes to accommodate change; our assumption of the supply and maintenance mission in support of the training fleet at Fort Rucker is a great example. Today, AMCOM's Aviation Center Logistics Command (ACLC) sets the pace for adopting continuous organizational and process changes needed to ensure success and gain efficiencies.

Using Lean principles, ACLC has generated six additional aircraft for training by reducing work in process times; they've also freed up huge amounts of hangar space, and recorded cost avoidances in excess of 300 million dollars.

Our depots at Corpus Christi and Letterkenny are similarly embracing continuous improvement initiatives designed to make them even more cost competitive in the future. They are also seeking to expand and improve our partnering opportunities with industry, as these have proven to be "win-win" agreements. And initiatives designed to better train our workforce and recruit top-quality people (including veterans and wounded warriors) will remain a priority as we seek constant regeneration of our world-class workforce.

## The Biggest Challenge

Our biggest challenge – across the Army – will be maintaining our present level of support as contingency funds are reduced or eliminated.

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:25 PM Page 41

# Combat Deployed



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

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

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

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ACLC COURTESY PHOTO

**ACLC workers have manufactured movable storage containers to secure aircraft equipment and components during phased maintenance, allowing a more efficient process to populate and de-populate aircraft. This step, and others developed using Lean Six Sigma methods, have allowed ACLC to greatly reduce the time required to execute aircraft phases.**

For AMCOM, and undoubtedly most Army organizations, we can expect funding in the next few years to be flat or decline. Under these circumstances, it will not be easy to continue our present level of support, but reducing our effort is not an option.

There are more Army aircraft deployed in theater now than at any other time since the start of combat operations in 2001, and the number will not decline any time soon.

We must find efficiencies across our supply chain, literally from the factories and depots to the flight lines.

To accomplish this, the entire team: industry partners, program managers, contracting specialists, AMCOM, and even our customers – will have to work together to achieve every saving and efficiency possible in this complex system.

## Maintaining Focus

Our challenge as leaders is to maintain a focus and collective energy on implementing continuous improvement. We must articulate achievable goals and objectives to the workforce, and then set the right priorities that will allow our employees to achieve a balance between current mission and transformation.

If we do that, our world class team of Soldiers, Army civilians, and contractors will rise to every challenge and excel. We are already on this path, and we will continue to push and grow in this direction.

I am looking forward to the dialogue we must have as a community to achieve our mutual goals. Continuing to sustain the most capable aviation and missile force in the world is a challenge I'm proud to be a part of!

❖❖

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






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MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 3:40 PM Page 44

SPECIAL FOCUS

PEO AVIATION UPDATE

# Program Executive Office, Aviation:
## Staying Ahead of the Evolving Mission

By MG William T. Crosby

Army Aviation platforms continue to exceed expectations and excel in performance in support of Operation New Dawn and Operation Enduring Freedom, flying over 4.3 million hours while operating at four to six times the peacetime operational flight rate. The credit for such continued success goes to the Soldiers on the ground and the aviation crews who do an outstanding job of keeping our aircraft viable in the fight. Whether conducting scouting missions, resupply, air assaults, or reconnaissance, surveillance, and target acquisition, Army aviation remains a critical enabler in these types of environments and in this type of war.

As we continue to improve Army aviation, the PEO Aviation workforce continues to earn the ground commander's confidence and respect through hard work, devotion, and intelligent application of strategies. My metric for success is the feedback we obtain from these combat commanders.

Our top priority in PEO Aviation is to reduce the burden on the Soldiers so that they can continue to execute the challenging missions they perform every day.



The CH-47F Chinook continues to support the warfighters on the ground and has recently been modernized to integrate the Garmin 696, an improved gun mount, and the electronic control unit.

PEO AVN COURTESY PHOTO

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:25 PM Page 45

### Life Cycle Management

Increased usage places a greater burden on maintainers, shortens aircraft lifespan, and increases support costs. Aviation is in a continual process of transformation, RESET, and projection of combat power. As the life cycle manager for all aviation platforms, my project managers are charged with cradle-to-grave execution of aviation platforms.

The next few years will prove to be the most challenging in the execution of life cycle management in the history of Army Aviation.

Our job lies in improving the integration of acquisition and sustainment into the LCM process in order to increase system readiness for the warfighter and identify ways to reduce total ownership costs through the use of Life Cycle Sustainment Metrics including reliability, maintainability, total ownership cost, and mean down time of aviation platforms.

### PEO Aviation G-3

In an effort to ease the acquisition workload of brigade commanders and to allow them to focus more on training for combat missions, we have a new, fully established G-3 office charged with interfacing between the acquisition community and brigade commanders and coordinating with PEOs responsible for equipment used in combat aviation brigades.

The G-3's mission is to synchronize execution of the PEO mission, which is to ensure unity of effort in support of the warfighter.

Included in this set of responsibilities is the development of PEO-wide priorities, the direction of PEO operations, and the provision of policies and strategies for developing and sustaining training and leadership systems.

The G-3 will identify PEO, CAB, and project manager's requirements and resource adjustments to ensure mission success and improve CAB readiness, sustainment, safety, and flight operations.

The G-3 will also maintain a PEO "War Room" Center with an Action Tracking System that will provide fleet management visibility concerning aviation maintenance and logistics issues affecting the CABs, while applying Lean Six Sigma techniques to improve PM/Assistant PM business practices.

### Mission Growth, Modernization and Efficiencies Within the Project Offices

We continue to modernize our airframes and tackle obsolescence and sustainment challenges. All project managers must address obsolescence throughout the life cycle of any program. Long term sustainment is key to the logistical support of our aviation platforms.

PM Apache has developed a long-term obsolescence mitigation and product support strategy that, when combined with the evolving modernization effort, will ensure the Apache remains relevant and ready for as long as it flies in support of the ground Soldier.

The Block III Program has entered Low Rate Initial Production and will improve performance, situational awareness, and sustainability while filling the capability gaps that commanders have on the battlefield, including the latest technology in Manned Unmanned Teaming Level 4 capability. The first inductions have occurred with the first Block III airframe rolling off the assembly line by the end of FY11.

PM Armed Scout Helicopter (ASH) has undergone significant mission growth with recent additions





PEO AVN COURTESY PHOTOS

The OH-58D Kiowa Warrior will soon receive an upgrade to its design.



An AH-64D Apache Longbow Block III flies over Yuma Proving Grounds during the Limited User Test in November 2009.



The MQ-1C Gray Eagle is the Army's newest and largest UAS; shown is the QRC2 version, weaponized with four HELLFIRE missiles.

such as the OH-58 A/C and TH-67 training helicopter fleets, which includes sustainment and program management requirements to support the institutional training base.

The OH-58F Kiowa Warrior Cockpit and Sensor Upgrade Program is on schedule and includes the Control Display Subsystem CDS5 cockpit enhancement and the installation of a modern sensor combating obsolescence and sustainment issues.

The emerging Armed Aerial Scout Helicopter mission is currently in the final stages of analysis with the final report expected during the second quarter of 2011.

The Analysis of Alternatives (AoA) is ongoing and will likely result in a requirement for a new manned, armed reconnaissance helicopter, an additional upgrade to the Kiowa Warrior design, or requirements for more unmanned aircraft systems (UAS).

Demands for increased UAS support have created a groundswell of requests. The most recent are for additional small UAS in Afghanistan which the PM has answered by acquiring, fielding, and training operators as well as by employing the Puma UAS to OEF. They have also initiated doubling the number of Raven systems fielded to deployed brigade combat teams.

PM UAS is making initial preparations to deploy a quick reaction capability (QRC) Vertical Take-Off and Landing UAS capability in support of increased intelligence, surveillance, and reconnaissance requirements in theater, resetting a DARPA-owned YMQ-18A (Hummingbird), and conducting fit checks of the DARPA advanced remote ground unattended sensor (ARGUS) payload.

Upon successful completion of integration test flights, the YMQ-18A and appropriate payloads will fly operational missions in Afghanistan by the end of FY11. Additionally, two Special Operations Command (SOCOM)-owned Hummingbirds, the first of the Block II configuration, will be upgraded for possible deployment to OEF in 2QFY12 to join the QRC aircraft deployed there in FY11.

While the arrival of the CH-47F marks a major milestone, Soldier Focused Logistics, which consolidated and integrated key Chinook support organizations and personnel into one centralized location, has proven to be an effective army transformation program by improving communications and providing quicker response times to support the CH-47 fleet.

Modernization efforts continue to be integrated into the Chinook fleet, including the development/incorporation/addition of: (1) the Garmin 696, (2) the improved gun mount, and (3) the Electronic Control Unit.

To maximize dwell time and improve the Soldier's quality of life, PM Cargo developed and executed the CH-47F Chinook Helicopter New Equipment Training Team (NETT) as a new model for Aviation. The program took over two years to develop and provides Soldiers comprehensive training at the unit's duty location.

Army senior leadership has recognized the value of the CH-47F NET program and is now the preferred method to train deploying units.

PM Utility fielded 172 brand new Black Hawk/Lakota aircraft as well as 48 recapitalized Black Hawks last year. They are on track to field another 169 new Black Hawks/Lakota aircraft, and an additional 48 recapitalized Black Hawks this year. Black Hawk assembly lines now feature the "M" series aircraft, with both HH-60Ms and UH-60Ms in full production.

The PM continues to support the production of Navy, other government agencies (OGA), and foreign military sales (FMS) aircraft as well.

New mission equipment packages (MEPs) and sub-systems have been well received in the field.

The UH-72A Lakota program continues its rapid progress with 214 aircraft on contract, 148 delivered, and 141 flying with the Active Army and Army National Guard. In the upcoming year, the aircraft will begin receiving the security and support (S&S) battalion MEP and will significantly improve the capability of the Lakota in Homeland Security, border




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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 48



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148 UH-72A Lakota aircraft have been delivered and 141 flying with the Active Army and Army National Guard.



Mi-17

patrol, and counter drug missions.

The Aviation Systems Project Management Office touches virtually every aspect of Army Aviation. With five product offices managing over 90 products, their mission is far reaching and critical to aviation operations.

The PM AS team is working diligently to develop and integrate new and improved products and systems for Army aircraft and maintainers around the world.

The Army senior leadership has recognized the magnitude of work required to acquire, field, sustain, and modernize the Army's fixed wing (FW) fleet and also recently approved the creation of a new Project Office for Fixed Wing.

Approximately 100 additional FW aircraft will be integrated into the PM which will remain at Redstone Arsenal as part of the PEO Aviation.

PM AS continues to move forward, bringing together the power of interoperability and networking, and linking new and legacy systems for increased combat capability.

PEO Aviation's newest project office for Non-Standard Rotary Wing Aircraft (NSRWA) continues to work closely with industry partners to improve support to the warfighter. Safety, airworthiness, and responsive support to all the non-standard platforms will remain the core function of all non-standard PMO operations.

The new NSRWA PM is responsible for executing all procurement, sustainment, and technical support to meet the requirements for aircraft and crews in support of DoD and partner nations.

In December 2010, the Acquisition Decision Memorandum authorized transfer procurement authority for 21 Mi-17 aircraft for the Combined Security Transition Command - Afghanistan (CSTC-A) to the Department of the Army.

Since its inception, the NSRWA PMO has grown to over 100 personnel, assumed responsibilities for other non-standard aircraft procurement, and delivered new Mi-17s to Iraq and Afghanistan. The Project Office is applying lessons learned and will orchestrate a comprehensive assimilation plan that will allow the Project Office to remain responsive to the new non-standard customers without compromising support to the Mi-17 community.

## An Eye Towards the Future

As budgets come down, it is going to be more difficult to resource Army Aviation at the same level in the future. However we will continue to successfully modify, upgrade, and remanufacture current, existing platforms to increase the life of our aircraft's survivability. Even with all of the great work we are doing in upgrading and supporting the current fleet, we recognize that now is the time to invest in the science and technology required to develop the future fleet.

Our current fleet will not last forever, and there are limits to our ability to upgrade current designs to meet future needs. Acquiring the amount that we need to invest in science and technology programs to effectively replace our continuously aging systems is going to be a challenge.

With no significant funding set aside or development programs approved, we have to accept risks in some areas, make trades in others, and agree on where our major investments need to be focused. At the same time, we must also fight to sustain our current resources.

Teams within the Army and OSD are working diligently to define the future Aviation environment and force, leading to the definition of capabilities that must be realized to be successful on the future battlefield.

As PEO Aviation cares for the aging fleet, our organization will continue to support the development and execution of a new investment strategy that will provide for new platforms ready to field in the 2025 timeframe and beyond.

❖❖

*MG William T. (Tim) Crosby is the U.S. Army program executive officer for aviation, Redstone Arsenal, AL.*

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Making a Difference for Army Aviation Soldiers and Their Families

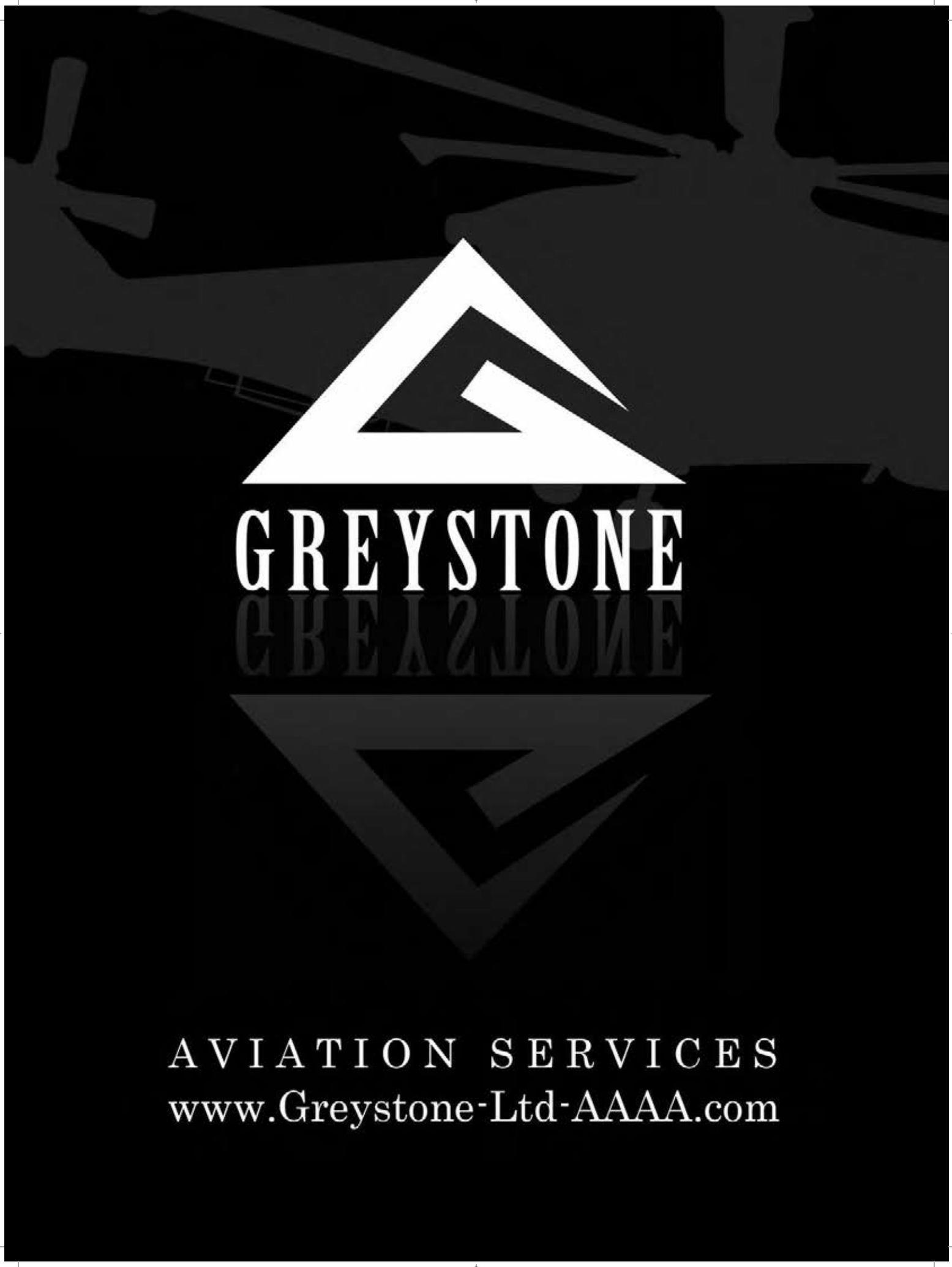
AAAA SCHOLARSHIP FOUNDATION

AAAA SCHOLARSHIP FOUNDATION supports the personal development of AAAA members and their families with annual education scholarships and interest-free loans. The FOUNDATION thrives on the generosity of private donors, industry, honorary and memorial donations.

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 49



MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 9:32 AM Page 50

# AAAA Professional Forum and Exposition
# 2011 Schedule of Events

## Saturday April 16, 2011

**0700-1800** **Air Assault Chapter Golf Tournament**
Gaylord Springs Golf Links Course
**1300-1700** **AAAA Registration Center Open** Governor's A
**1700-1800** **National Awardees Briefing** Governor's C

## Sunday April 17, 2011

**0900-1900** **AAAA Registration Center Open** Governor's A
**0930-1130** **AAAA National Executive Board Meeting**
Governor's C
**1130-1300** **NEB Luncheon (Invitation Only)** Governor's D
**1300-1600** **Press Room Open** Ryman Studio AB
**1300-1430** **Annual Meeting: Discussion of AAAA Initiatives and Membership Awards presented.** Delta B
(Chapter leadership and all AAAA Members are encouraged to attend. Refreshments served – Open Bar & Snacks).
**1600-1900** **Early Bird Reception & Opening of Exhibits**
Exhibit Hall

## Monday April 18, 2011

**0715-1600** **AAAA Registration Center Open** Governor's A
**0715-0815** **Eye Opener Coffee** Delta A
**0715-0815** **Speakers Breakfast** (Invitation Only)
Governor's Chamber E
**0715-1600** **Press Room Open** Ryman Studio AB
**0815-1030** **Professional Sessions Opening** Delta A
0815-0845 **Welcome, Presentation of Colors**
**BG Rod Wolfe, Ret.,** AAAA President
0845-0900 **Host Command Welcome**
**BG Jeffrey N. Colt,** Deputy Commanding General (Rear), 101st Airborne Division (Air Assault)
0900-0930 **Aviation Branch Opening Remarks**
**MG Anthony G. Crutchfield,** CG U.S. Army Aviation Center of Excellence (USAACE) and Fort Rucker
0930-1030 **Keynote Address & AAAA Awards**
**GEN James D. Thurman,** CG U.S. Army Forces Command (FORSCOM)
**1030-1600** **Exhibit Hall and Two Briefing Areas Open**
(AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC)
PM Briefing Area Alpha # 3433
(Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMF-JTRS)
PM Briefing Area Bravo #2329
**1100-1600** **U.S. Army HRC Career Guidance** Exhibit Hall, Bth 1500
**1130-1300** **AAAA Scholarship Lunch** (Ticketed Event) Delta B
**COL Robert P. Birmingham, Ret,** President of AAASFI Board of Governors
Presentation of Scholarship Donations
U.S. Army Aviation Museum Donations
**1300-1430** **Professional Session Breakouts**
1300-1345 **Warrant Officer Update:** Bayou C
**CW5 Michael L. Reese,** Aviation Branch Chief Warrant Officer
1300-1345 **Enlisted Update:** Bayou D
**CSM Tod L. Glidewell,** Aviation Branch Command Sergeant Major
1345-1430 **U.S. Army HRC Officer Mgmt Update:** Bayou C
**LTC Charles Dalcourt**
1345-1430 **U.S. Army HRC Enlisted Mgmt Update:** Bayou D
**LTC Randall Haws,** Avn. Branch Chief, Enlisted
**1400-1630** **AAAA Scholarship Foundation Board Meeting**
Governor's C

## Tuesday April 19, 2011

**0700-1600** **AAAA Registration Center Open** Governor's A
**0700-0800** **Speakers Breakfast** (Invitation Only)
Governor's Chamber E
**0700-0800** **Eye Opener Coffee** Delta A
**0700-1600** **Press Room Open** Ryman Studio AB
**0830-1130** **Prof. Sessions: Resilient and Adaptive** Delta A
0830-0900 **Aviation Safety**
**BG William T. Wolf,** Commanding General, Combat Readiness and Safety Center (USACSC)
0900-0930 **Special Operations Aviation**
**BG Kevin W. Mangum,** Commanding General, U.S. Army Special Operations Aviation Command (ARSOAC)
0930-1045 **Integrated Warfighting Forum**
**Host: MG Anthony G. Crutchfield,** CG, U.S. Army Aviation COE and Fort Rucker
**MG David D. Halverson,** CG, U.S. Army Fires COE and Fort Sill
**BG Theodore D. Martin,** Commandant, U.S. Army Armor School, Fort Benning
**Mr. William Moore,** SES, Deputy to the CG, U.S. Army Sustainment COE and Fort Lee.
**Mr. Jerry Proctor, SES,** Deputy to the CG U.S. Army Intel COE and Fort Huachuca
1045-1130 **Resilient and Adaptive**
**GEN Hugh H. Shelton, (Ret.),** former Chairman JCS
**1130-1600** **Exhibit Hall and Two Briefing Areas Open**
(AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC)
PM Briefing Area Alpha # 3433
(Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMFJTRS)
PM Briefing Area Bravo #2329
**1130-1600** **U.S. Army HRC Career Guidance** Exhibit Hall, Bth 1500
**1200-1330** **Spouse Working Luncheon** (Ticketed Event) Delta C
**Ms. Nicolette Maroulis,** Wounded Veteran Athlete
**1230-1400** **Breakout Session 1: CAB Commander Panel**
Bayou CD
**Chair:** **COL Daniel L. Ball, Chief of Staff, USAACE**
**COL Donald N. Galli, Cdr., 3rd CAB**
**COL William K. Gayler, Cdr., 101st CAB**
**COL Frank M. Muth, Cdr., 1ID CAB**
**COL Frank W. Tate, Cdr., 25th CAB**
**1330-1530** **Cub Club Reunion** (Members/Invitation Only)
**1345-1630** **Spouse Wellness Cafe** Delta D
**1400-1530** **Breakout Session 2: UAS Panel** Bayou CD
**Chair:** **COL Robert J. Sova,** TRADOC Capability Mgr, UAS
**COL Gregory B. Gonzalez,** PM UAS
**COL Steven D. Mathias,** DCO, ARSOAC
**COL Charles Sexton,** Cdr., 2 BCT
**COL Grant Webb,** CDR., JUASA COE
**1400-1500** **AAAA Membership Committee Meeting** Governor's C
**1500-1600** **AAAA NEB & Chapter Presidents Session** Governor's C

*Continued on page 52*

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 11:04 AM Page 51

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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 9:38 AM Page 52




## AAAA Professional Forum and Exposition

# 2011 Schedule of Events

**Tuesday April 19, 2011** *continued*

| | | |
|---|---|---|
| **1530-1630** | **Breakout Session 3: Future Vertical Lift** | **Bayou CD** |
| **Chair:** | **Mr. Ellis Golson,** Director, Capability Development & Integration Directorate, (CDID), Fort Rucker. | |
| | **MG James O. Barclay III,** ADCS G-3/5/7 | |
| | **COL Thomas H. Bryant,** Cdr., AATD (AMRDEC) | |
| | **COL Joseph Jellison, Dir.,** TPO-AB, (CRD) | |
| | **COL William H. Morris,** DCS, DA G 3/5/7 DAMO-AV | |
| | **Col Robert T. Tobin,** USMC, OPNAV N88, 5D453 | |
| **1730-2100** | **Army Aviation HoF Dinner** (Ticketed Event) | **Delta BC** |
| 1730-1800 | **Ticket Pick Up** | **Delta Lobby BCD** |
| 1800-1900 | **Reception** | **Delta Lobby BCD** |
| 1800-1900 | **HoF Inductee Assembly** | **Delta A Lobby** |
| 1900-2100 | **HoF Dinner** | **Delta BC** |
| **2100-0100** | **AAAA Chapter Reception** | **Presidential CDE** |

**Wednesday April 20, 2011**

| | | |
|---|---|---|
| **0730-1600** | **AAAA Registration Center Open** | **Governor's A** |
| **0730-0830** | **First Light Breakfast (Invitation only)** | **Delta B** |
| | **LTG William N. Phillips,** Military Deputy/Director, Army Acquisition Corps Office of the AssistantSecretary of the Army (AL&T) | |
| **0730-0900** | **Eye Opener Coffee** | **Delta A** |
| **0730-1600** | **Press Room Open** | **Ryman Studio AB** |
| **0900-1100** | **Professional Sessions: The Future Security Environment** | **Delta A** |
| 0900-0930 | **Describing the Future Security Environment** | |
| | **Mr. Maxie McFarland,** Deputy Chief of Staff for Intelligence (G-2) TRADOC | |
| 0930-1000 | **Equipping for the Futue Security Environment** | |
| | **MG William T. Crosby,** PEO Aviation | |
| 1000-1030 | **Supporting the Future Security Environment** | |
| | **MG James E. Rogers,** CG, U.S. Army Aviation and Missile Command | |
| 1030-1100 | **Future Concepts in a Cost Culture** | |
| | **LTG Robert E. Durbin,** Special Assistant to the Chief of Staff, Army for Enterprise Management | |
| **1100-1600** | **Exhibit Hall and Two Briefing Areas Open** | |
| | (AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC) | **PM Briefing Area Alpha # 3433** |
| | (Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMF-JTRS) | **PM Briefing Area Bravo #2329** |
| **1100-1600** | **U.S. Army HRC Career Guidance** | **Exhibit Hall, Bth 1500** |
| **1200-1330** | **AAAA 50 Year Members, Charter Members, & Cub Club Luncheon** (Invitation Only) | **Governor's D** |
| **1800-2200** | **AAAA Annual Banquet** (Ticketed Event) | **Delta A** |
| | **Featuring Country Artist Trace Adkins** | |
| 1800-1845 | **Assigned Seat Verification** | **Delta Lobby A** |
| 1800-1845 | **Reception** | **Delta Lobby A** |
| 1800-1845 | **VIP Head Table Assembly** | **Delta D** |
| 1900-2200 | **Banquet and Entertainment** | **Delta A** |
| | NOTE: The AAAA Annual Banquet is assigned seating only. Ticket Booth located in the Registration area for your seating assignment prior to 12 noon on April 20 | |
| **2100-2400** | **AAAA Farewell Bash** | **Delta BC** |
| | Say your goodbyes to your friends until next year. Music for dancing, listening pleasure and beverages. | |

**See you next year in Nashville, TN, April 1-4, 2012**

DRESS CODE: Setup & Early Bird & Chapter Reception – Casual;
Mon., Tues., Weds. – DAY ACU/Coat & Tie / Exhibitors – Business,
HoF Dinner – Coat & Tie;
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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:06 PM Page 54

# AAAA Professional Forum and Exposition

# 2011 National Executive Board

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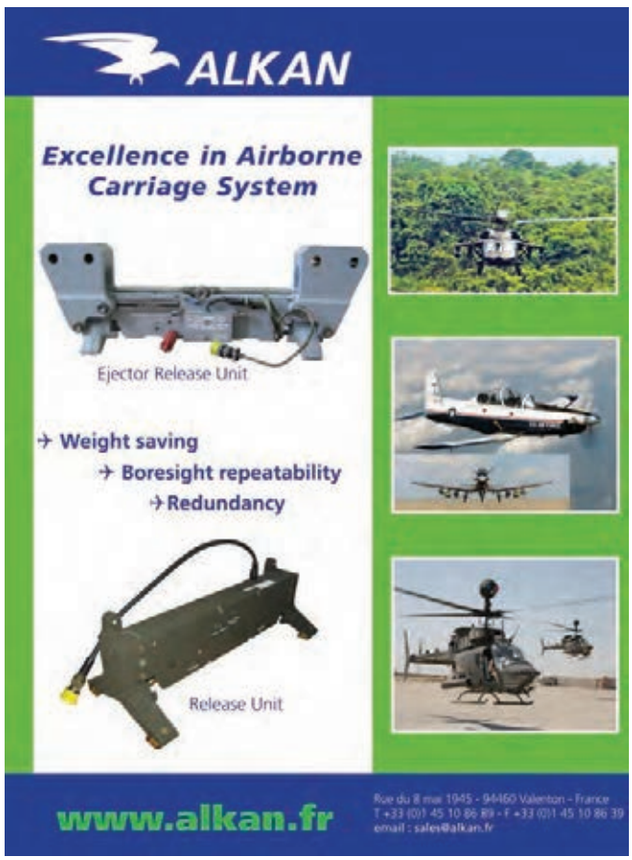
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# AAAA Professional Forum and Exposition

# 2011 Ryman Exhibit Hall



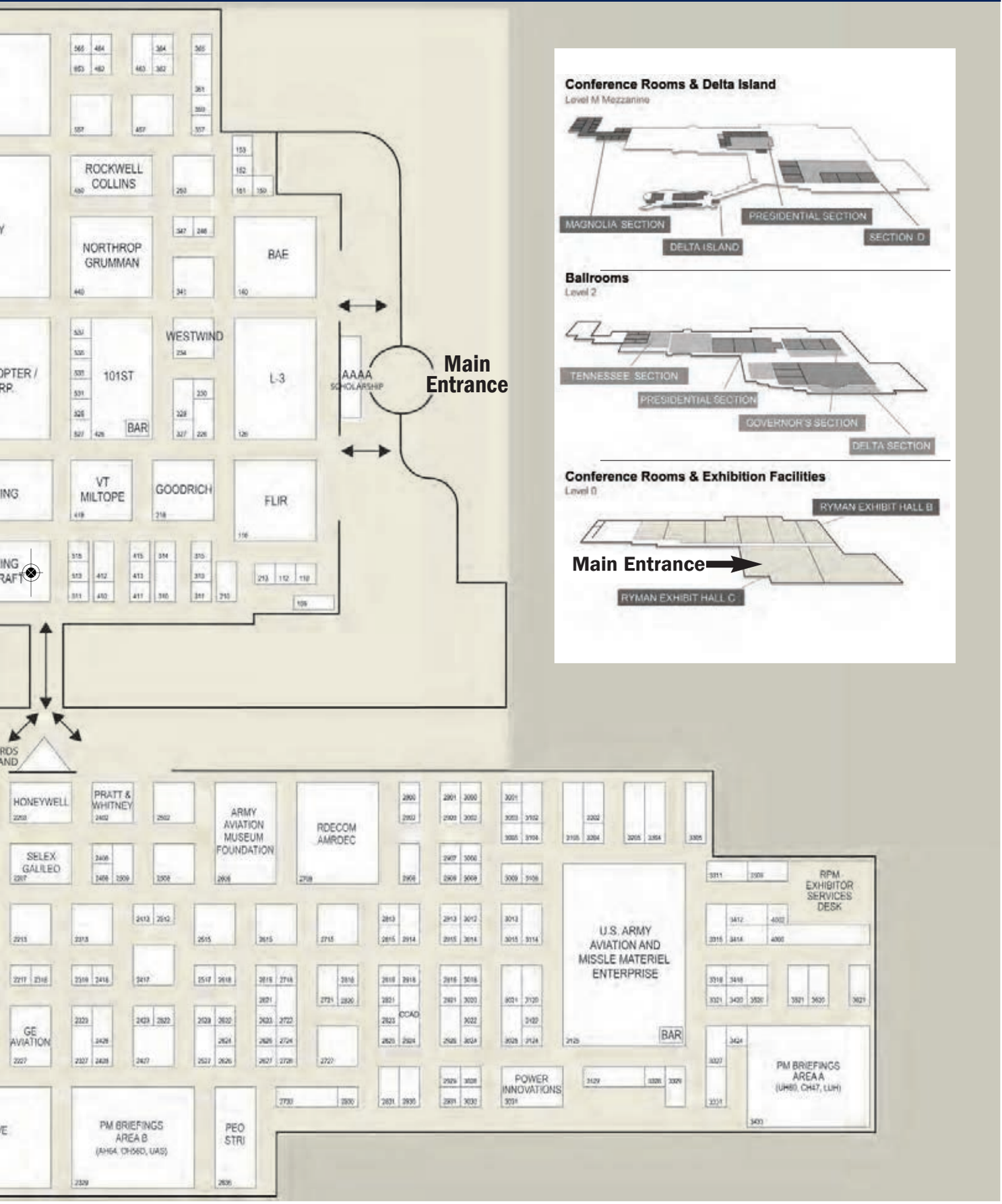

## Exhibit Hall Hours

**April 17, Sunday**
4:00 PM – 7:00 PM
Early Bird Reception

**April 18, Monday**
10:30 AM – 4:00 PM

**April 19, Tuesday**
11:30 AM – 4:00 PM

**April 20, Wednesday**
11:00 AM – 4:00 PM


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FLIR
HONEYWELL
PRATT & WHITNEY
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Conference Rooms & Exhibition Facilities
Level 0
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Main Entrance
RYMAN EXHIBIT HALL C

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:08 PM Page 58

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

**Exhibitor.....Booth#**
11th Aviation Command/USAR Aviation .....2136
160th SOAR (A).....826
21st Cavalry.....2123
3M Aerospace .....3025
AAAA/Scholarship Foundation .....Main Entrance
AAAA Merchandise .....109
AAFMAA (Army & Air Force Mutual Aid Association) .....515
**AAI Corporation.....526**
AAR CORP. .....1140
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Acme Aerospace Inc.....1919
ADEPT Technologies.....2508
**ADS Inc. .....3412**
Advanced Torque Products .....1421
AECOM .....3114
AEgis Technologies .....3021
Aerial Machine and Tool .....1409
Aero Dynamix, Inc. .....716
Aerospace Maintenance Solutions .....1712
Aerospace Optics, Inc. .....415
AeroVironment, Inc. (AV).....1701
AGC Aerospace & Defense (CAT, Integrated Composites, Unitech Composites, APSE, Veracity, Valair Aviation) .....2119
AGE Logistics Corporation .....1914
AgustaWestland.....2007
Air Comm Corporation.....2825
Air Methods Products Division.....2821
Air Rescue Systems Corporation .....1702
Air Tractor, Inc. .....152
Aircraft & Commercial Enterprises .....2919
Aitech Defense Systems, Inc. .....3002
Alion Rapid Engineering Solutions Group.....2721
All-System Aerospace Int'l. Inc./Heli-Sysco Inc. ..2918
Altair Engineering.....1100
American Airlines/Snowball Express .....1556
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AMETEK Aerospace & Defense .....2820
Ampex Data Systems .....112
AmSafe .....3104
Ancra International.....2819




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ArmorWorks .....2427
Armstrong Tools.....1916
Army Air Force Exchange Service (AAFES) .....3030
Army Antiterrorism Branch.....2900
Army Aviation Museum Foundation, Inc.....2608
Army Fisher Houses - US Army Medical Command ....537
Army Historical Museum .....1402
Army Oil Analysis Program Management Office ..2901
ARNG Aviation & Safety Division .....1414
Association of the U.S. Army.....2907
Astronics DME Corporation.....2426
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AVIATRIX, Inc. .....1812
Avion Avtask .....2724
Avion Solutions, Inc. .....329
Avionics Technologies "ATI Engineering Services" 1460
AVOX Systems .....151
AVROVER .....1363
AVX Aircraft Company .....2913
B.E. Meyers & Co. Inc. .....2813
BAE Systems.....140
Barnes Aerospace .....2512
Battelle .....1159
Becker Avionics Inc .....327
Bell Helicopter/AAI Corporation .....526
Big Ass Fans .....3621
BLEY LLC .....1933
The Boeing Company .....510, 518
Breeze-Eastern Corporation .....462
CAE .....1058
CALCULEX, Inc. .....2718
Camber Corporation .....1265
Cargo Helicopters PMO.....1426
CAST Navigation, LLC.....2100
CATI Training Systems .....3620
CECOM Communications-Electronics Command 2929
Cessna Aircraft Company .....313
Chamber of Commerce of Huntsville/Madison Co. 3001
Chandler/May, Inc.....2313
Chemring Group PLC .....2013
Click Bond, Inc. .....2621
COBHAM .....1466
Cocoon, Inc.....1716
Columbia Helicopters, Inc.....1237
Columbus Jack Corporation .....1718
Combat Helicopter Pilots Association .....3328
Combat Medical Systems, LLC .....1165
Contract Fabrication & Design.....1053
Corpus Christi Army Depot .....2924
Crestwood Technology Group .....315
CSC .....2417
Cubic Defense Applications.....3521
Curtiss-Wright Controls Electronic Systems .....2418
Dakota Air Parts Int'l., Inc.....2624
Dallas Airmotive.....2327
Danalco Inc.....2902
Darley .....2619
Dayton T. Brown, Inc. .....1437
Dayton-Granger, Inc. .....964
Defense Acquisition University .....2903
Defense News & Army Times .....1361
Dillon Aero, Inc. .....1004
Discovery of Flight Foundation/Wright Experience ..3022
DiSTI Corporation .....314
DLA Aviation .....3129
Donaldson Company (AFS).....1440
DRC .....3124
DRIFIRE/Optimer Brands .....2323
DRS Technologies .....916
Dynamic Control Inc./Permali Gloucester Ltd. ....4000
DynCorp International .....910
EADS North America .....940
East/West Industries, Inc. .....1417




**Eaton, Aerospace Group.....2815**
EDMO Distributors, Inc. .....311
Elbit Systems of America.....1210
EMS Aviation .....359
EMTEQ .....1713
Envelop Protective Covers .....653




**Essex Industries .....411**
Esterline - Palomar Products.....1458
Esterline CMC Electronics.....1359
Fastening Systems International, Inc. .....1819
FILCONN INC.....2830
First Command Financial Services .....1164
Flight Safety International .....1425
FLIR Systems .....116
Florida Turbine Technologies Inc. .....1907
FNH USA, LLC .....1320
Fort Rucker DIsplay.....1304
Freeman Holdings Group .....2319
GasTops Inc. .....2408
GE Aviation .....2227
General Atomics Aeronautical Systems, Inc.....1801
General Dynamics C4 Systems.....1326
GENTEX Corporation .....153
Gichner Systems Group Inc. .....1719
Goodrich Corporation .....218
Greenwich AeroGroup (Summit Aviation, DAC International, Professional Aircraft Accessories) ..1350
H.W. Farren Co. Aircraft Transportation .....1434
Handling Systems, Inc. .....1405




**Harris Corporation.....720**




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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:09 PM Page 60

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

Hawk Enterprises, LLC .....1918
Hawker Beechcraft Corporation .....2228
HEATCON Composite Systems .....1061
Helicomb International Inc. .....3122
Helispec Inc .....2626
Honeywell .....2203
Hontek Corporation .....846
Howell Instruments, Inc. .....210
HRCoE .....1500
Icore International, Inc. .....2823
IEE - Industrial Electronic Engineers, Inc. .....1300


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Interface Displays & Controls, Inc. .....3009
Intevac Photonics, Inc. .....150
Inventory Locator Service, LLC .....410
Isodyne, Inc. .....1235
ITT .....341
J Chadwick Co. .....2217
JHT Inc. .....2915
Joint Aircraft Survivability Program Office (JASPO) ..1939
Kaman Aerospace .....1365
K-CON Inc. .....2625
KenJer Industries/BoltByte Tools .....1937
King Aerospace Inc. .....365
Kipper Tool Company .....1923
Knowledge Based Systems, Inc. .....2921
Kratos Defense & Security .....3508
L-3 Communications .....126
LaBarge, Inc .....1334
Laselec Inc. .....2909
Latshaw Training Group, Inc. .....3008
LAVERSAB INC .....2001
Liquid Measurement Systems .....817
Little Giant Ladder Systems .....1710
Lockheed Martin .....1016
Logis-Tech, Inc. .....2413
Luminator .....2727
M & S Machining, Inc. .....3520
M1 Support Services .....1000
Martin-Baker Aircraft Company, Ltd. .....1353
Massif Mountain Gear .....1007
MED-TRANS .....1435
Meggitt .....848
Metalite Aviation Lighting .....3319
Micro-Coax, Inc. .....213
Middletown Composites .....2618
Military Child Education Coalition .....533
Military Officers Association of America (MOAA) 3012
Military Parts Exchange / Dynatech .....2113
Miro Technologies .....2623
MonoSol LLC .....3003
Moog Inc. .....2722
Mustang Survival, Inc. .....1236
NAMMO, Inc. .....1065
National Aviation Hall of Fame .....3618
National Defense Industrial Association .....513
National Guard Bureau Office of Legislative Liaison ..3204
NAVAIR IBST .....3202
NAVAIR PMA209 GPWS/TAWS .....3205
NCS Technologies, Inc. .....3424
NGA-National Geospatial Intelligence Agency ....2831
NGRAIN .....3315
Night Stalkers Association .....1700A
NMC-Wollard .....1708
Norduyn .....1059
Northrop Grumman Corporation .....440
Onboard Systems .....1436
O'Neil & Associates, Inc. .....3005
Ontario Knife Company .....2523
Oppenheimer Precision Products .....1714
Orbit International Corp. .....357
Order of Daedalians .....527


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Oshkosh Specialty Vehicles .....1200
OSU-University Multispectral Laboratories .....3329
Oxley Inc. .....464
Palomar Display Products, Inc. .....2212
Paramount Panels, Inc. .....413
Parvus Corporation .....3420
Phantom Products Inc. .....1134
Physical Optics Corporation .....3006
Piasecki Aircraft Corporation .....412
Pilatus Business Aircraft, Ltd. .....2428
PM Apache .....1540
PM ARES (Aerial Reconnaissance & Exploitation Systems) .....2014
PM ASE .....1301


PM BRIEFINGS

Area A – Booth 3433
Area B – Booth 2329


PM JCSS/PM SKOT/PD TMDE .....2039
Polaris Defense .....1010
Port-A-Cool, LLC .....2522
Potomac Aviation Technology Corp.-Super AWOS .....1462
Power Innovations International, Inc. .....3031
PPG Aerospace .....1259
Pratt & Whitney .....2402
Product Manager Air Warrior .....3105
Product Manager Aviation Ground Support Equipment (PM AGSE) .....1723
Program Management Office Non-Standard Rotary Wing Aviation .....1456
Project Manager For Aviation Systems .....1730
Protective Group .....2023
QmaxTest Research .....3014
QRP, Incorporated, APEM Company .....1931
Raytheon Company .....1226
RDECOM - AMRDEC .....2708
Redstone Test Center .....3304


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S3, Inc. .....2224
Sabreliner Corporation .....2101
Safran .....1052
Sandel Avionics .....3321
Sanmina-SCI Corporation, Defense and Aerospace Systems Division .....3120
Science Applications International Corp. .....1220
Secure, Rugged Portable Systems .....1322
Seitz Scientific Industries Inc. .....347
SELEX GALILEO .....2207
Sensor Systems, Inc. .....1001


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**Sentient Vision Systems Ltd .....1815**


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Shephard Group .....362
Sierra Nevada Corporation .....1253


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**Sikorsky .....540**
SKF Aerospace .....364
Skydyne Company .....3018
Snap-On Industrial .....2008

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:24 PM Page 61




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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:09 PM Page 62

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# 2011 Yellow Pages Exhibitors Listing

South Alabama Aviation Advantage.....3000
Specmat Technologies Inc. .....2627
**Spectrolab, Inc. .....4002**
Spectrum Associates, Inc. .....565

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SPYDERCRANE .....1558
Staco Systems.....1066
Stark Aerospace .....2515
Starline Inc. .....3020
Stevens Aviation, Inc. .....2908
Still Serving Veterans .....529
Superior Controls.....2925
Survival Systems USA Inc. .....1234
Sustainable Range Program .....3331




**Symetrics Industries, LLC .....2018**
Tactical Lighting Solutions .....3013
TAPS-Tragedy Assistance Program For Survivors 531
TDK-Lambda Americas .....1407
Team Wendy .....2914
Teledyne Brown Engineering.....2213
Telephonics Corporation .....1258
Terma .....511
TFAB Manufacturing Inc. .....3327
THALES.....2622

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Times Microwave Systems .....230
Timken Aerospace Transmissions, LLC .....958
Tobyhanna Army Depot .....2931
Torch Technologies .....246
Triumph Group Inc. .....1901
TUI University .....1704
U.S. Army Aeromedical Research Laboratory (USAARL) .....3102
U.S. Army AMRDEC Prototype Integration Facility (PIF) .....2715
U.S. Army Aviation and Missile Materiel Enterprise .....3125
U.S. Army CECOM Software Engineering Center (SEC) .....2930
U.S. Army CERDEC - Fort Monmouth, NJ .....1400
U.S. Army Combat Readiness/Safety Center .....3414
U.S. Army Operational Test Command .....1468
U.S. Army PEO STRI .....2636, 2730
U.S. Army Reserve Aviation/11th Avivation Command .....2136
U.S. Army Yuma Proving Ground .....3305
UAE Special Operations Command .....1204
Unique Handmade Creations, Inc. .....906
Universal Avionics Systems Corporation.....2012
University of Tennessee .....2818
Unmanned Aircraft Systems Project Office .....1707
URS .....710
US Dynamics Corporation .....3024
USAA .....2112
USAACE .....626
USAALS A & P Programs .....1470
Utility Helicopters Project Office .....556
Vaisala Inc. .....3015
U.S. Army Reserve Aviation/11th Aviation Command .....2136

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Vermillion, Inc. .....1101

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Vertical de Aviacion Ltda. .....557
Vertol Systems Company, Inc.....947
Virtual Reality Media, a.s. (VRM) .....1461
VT Group .....2527
VT MILTOPE .....418
W.L. Gore & Associates, Inc. .....310
Westone Laboratories, Inc. .....1201
WestWind Technologies Inc. .....234
WichiTech Industries, Inc. .....3028
Wiley X, Inc.....2726
Wiremasters, Inc.....3418
Wyle .....1158
Yulista Aviation.....2615




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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:37 PM Page 64

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



DAC Kelton

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

Sponsored by the Boeing Company

### Mr. James W. Kelton

**Air Traffic Control Product Management Office**
**Redstone Arsenal, Alabama**

As the assistant product manager for the Army's Tactical Airspace Integration System (TAIS), Mr. Jim Kelton is the driving force in solving many of the complex issues associated with managing low-level airspace.

His efforts directly affect combat effectiveness by providing tactical commanders freedom of maneuver in the third dimension of battle space.

His efforts in the Airspace Integration Improvements Initiative (AI3) are revolutionary and will change the face of both Air Traffic Control (ATC) and Airspace Command and Control (AC2).

He understands not only the complexities of ATC and AC2, but also the need to dynamically provide that same picture back to aircraft in flight.

He provided the vision and organized efforts to expand airspace deconfliction capabilities in joint, coalition, training, and Homeland Defense environments.

Under his leadership TAIS systems were successfully employed in support of the Coalition Attack Guidance Experiment in Canada, Army North Exercise Vibrant Response, and in airspace information centers around the world.

He has continually improved TAIS, streamlining the ability to rapidly clear airspace for immediate missions.

His contributions significantly enhance safety and effectiveness of the tactical and national airspace environments and demonstrate his dedicated service to the U.S. Army.



CW4 Fauth

## James H. McClellan Aviation Safety Award

Sponsored by GE Aviation

### CW4 Jason A. Fauth

**Headquarters and Headquarters Company, 6th Battalion,**
**101st Combat Aviation Brigade**
**Fort Campbell, Kentucky**

CW4 Jason Fauth has made an outstanding contribution to the success and safety of the 6th Battalion, 101st Combat Aviation Brigade and Army Aviation through his dedicated focus on composite risk management and aviation safety.

His efforts directly contributed to 22,300 combat flight hours flown in support of Operation Enduring Freedom 10-11.

His outstanding leadership as the Task Force Shadow Safety Officer allowed TF Shadow to accomplish some of the most complex combat missions ever executed in Regional Command-South, Afghanistan.

His dedicated professionalism as an aviator and trainer has enabled the growth of not only aviation safety officers but aviators of all ranks throughout the formation. Ever the consummate teacher, he has become the senior mentor and advisor to all levels of command across the brigade.

His implementation of a Close Call Data Base to track, report, and communicate ground and air hazards has been an essential part of TF Shadow's mission success enabling visibility of all daily hazards experienced in southern Afghanistan.

His contributions to Army Aviation by providing outstanding leadership ensured the success of the rapid deployment mission of TF Shadow and his hard work and dedication identify him as this year's winner of the James H. McClellan Aviation Safety Award.



SPC Randall

## Henry Q. Dunn Crew Chief of the Year

Sponsored by Robertson Fuel Systems

### SPC Wilhelm L. Randall

**Company C, 3rd Battalion,**
**4th Combat Aviation Brigade**
**Task Force Comanche**
**Afghanistan**

SPC Wilhelm Randall has performed well above his peers displaying exceptional motivation, courage, and selflessness.

Amassing over 245 flight hours and 58 missions while in combat, his phenomenal work ethic is extremely valuable to his unit.

In addition to his individual accomplishments for the company, he has distinguished himself on two separate occasions which had a positive effect on the successful mission accomplishment of Task Force Comanche as a whole in Afghanistan.

The first event was the successful extraction of a MEDEVAC aircrew that experienced a hard landing.

They required assistance and SPC Randall and his crew extracted the stranded crew and wounded patient of the other aircraft under the cover of darkness.

In the second event, he exhibited exemplary courage after being approved into a hot landing zone under enemy fire on an air assault.

He exited his aircraft to expedite the loading of ground forces onto the Blackhawk.

He did this selflessly under enemy fire without any regard to his own safety.

SPC Randall's contributions to the mission of Army Aviation in support of Operation Enduring Freedom earned him recognition as the 2010 AAAA Henry Q. Dunn Crew Chief of the Year.

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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:38 PM Page 66

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



SPC Frazee

## Aviation Soldier of the Year
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### SPC Cory S. Frazee
**Company B, 603rd Aviation Support Battalion, 3rd Combat Aviation Brigade**
**Hunter Army Airfield, Georgia**

Specialist Frazee, a Chinook Repair Technician assigned to Company B, 603rd Aviation Support Battalion, proved to be an outstanding and hard-working Soldier.

He is a mission focused Soldier with a desire to learn and excel, and has demonstrated the core attributes and fundamental abilities of a successful future leader.

He consistently displayed excellence in all aspects of soldiering and Chinook aircraft maintenance, from simple discipline, to aircraft recovery operations, to phase maintenance inspections.

He participated in twelve Chinook phase inspections, taking the lead on three of them, including both the most challenging and fastest executed in the brigade.

He served as a critical member of the aircraft recovery team where he was indispensable on five recovery missions, taking the lead on one mission.

He progressed as one of two Chinook door gunners in the battalion and completed over 50 combat hours during the course of 35 maintenance test flights.

SPC Frazee continues to demonstrate a technical skill, maturity and leadership potential far beyond that of his peers and junior NCOs and is unequivocally the best soldier in the battalion and most deserving of recognition as the AAAA Soldier of the Year.



SFC Lopez

## Rodney J.T. Yano Noncommissioned Officer of the Year
Sponsored by
Lockheed Martin Corp.

### SFC Rafael C. Lopez II
**Company D, 4th Battalion, 3rd Combat Aviation Brigade**
**Hunter Army Airfield, Georgia**

SFC Rafael Lopez is one of the finest NCOs in Army Aviation today. He was instrumental in the success of Task Force Brawler during Operation Enduring Freedom in 2010.

As the Maintenance Platoon Sergeant for Delta Company, he led in the production of combat power across the 3rd CAB's most expansive area of responsibility in Afghanistan, helping to sustain a fleet of as many as 17 UH-60L, 11 CH-47, 12 AH-64, and six UH-60A helicopters.

He is the complete package: a values-based, professional Warrior who leads from the front in all aspects of a Noncommissioned Officer.

He transformed his platoon of inexperienced Soldiers from three different MOSs into a cohesive unit that completed eight phase inspections each on Blackhawks and Apaches, while tackling copious scheduled and unscheduled maintenance.

He equipped his Soldiers for every challenge of combat: physically, mentally, and emotionally; developing their technical abilities, shaping their physical fitness, honing their marksmanship and life-saving skills, taking care of their families, and preparing them for the future.

His conspicuous, positive contributions directly empowered Task Force Brawler in the war on terrorism and identify him as the clear choice for the Rodney J.T. Yano NCO of the Year Award.



CW3 Lacrosse

## Michael J. Novosel Army Aviator of the Year
Sponsored by
Sikorsky Aircraft Corp.

### CW3 Jason J. Lacrosse
**Company C, 5th Battalion, 158th Aviation Regiment, 12th Combat Aviation Brigade**
**Katterbach Army Airfield, Germany**

CW3 Jason Lacrosse deployed with Charlie Company, 5th Battalion, 158th Aviation Regiment in support of Operation Iraqi Freedom in June 2009. While deployed to Iraq's Multi-National Force-West he served as the Forward Operating Base Korean Village MEDEVAC site officer-in-charge until the company received change of mission orders to move to Afghanistan in support of Operation Enduring Freedom.

He was instrumental in the unit's environment qualifications upon its arrival in Afghanistan. He used his previous Afghanistan deployment experiences to train the company's thirty aviators in high altitude and mountain flying techniques.

He later served as the Regional Command-West's Forward Operating Base Farah MEDEVAC site officer-in-charge for four months before being selected by the command to set up the Kunduz Provisional Reconstructive Team MEDEVAC site in Afghanistan's Regional Command-North.

He was the air mission commander for the "Good Friday" MEDEVAC mission on April 2nd, 2010 in Kunduz, Afghanistan where, under his leadership as an air mission commander, two MEDEVAC UH-60s and one MEDEVAC chase UH-60 safely evacuated 11 wounded German Soldiers under extremely heavy fire from enemy forces over the course of the three hour long mission. The Good Friday mission was the German military's single largest engagement since the end of World War II, and CW3 Lacrosse was awarded the Silver Star and Germany's second highest military award, the German Gold Cross for Valor.




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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:38 PM Page 68

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



COL Thurgood

## Robert M. Leich Award

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## Utility Helicopters Project Office Program Executive Office, Aviation

**Redstone Arsenal, Alabama**



Mr. Gore

Project Manager: COL L. Neil Thurgood
Deputy Product Manager: Mr. Gregory D. Gore

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Army Aviation's Utility Helicopters Team and aviation enterprise have changed aviation's vector. Today the aviation team provides the heart of our Army's OPTEMPO and the soul of our commitment to the Soldier.



MAJ Smith

## AAAA Army Reserve Aviation Unit of the Year

Sponsored by Honeywell International

## Company B, 5th Battalion, 159th GSAB

**Fort Eustis, Virginia**



SGT DeHart

Commander: MAJ Aaron L. Smith
Senior NCO: 1st SGT Mark E. DeHart

The Soldiers of B/5-159th General Support Aviation Battalion (Freight Train) distinguished themselves from September 28, 2009 to September 27, 2010 while deployed to Iraq in support of Operation Iraqi Freedom 10-12. Assigned to Task Force 12 (12th Combat Aviation Brigade), the unit represented U.S. Army Reserve Aviation outstandingly by outperforming prior CH-47D Chinook units with only half the airframes and by deploying to OIF with 100% of their unit NVG qualified.

Freight Train Soldiers flew over 5,500 hours averaging over 80 hours per airframe per month, conducted more than 1000 combat operations, delivered over 7,056,000 pounds of cargo, and 552,000 pounds external sling load. They transported over 50,000 troops, Iraqi forces and contractors throughout their area of operation, U.S. Division – South (USD-S).

Freight Train provided effective and efficient support by establishing a self run Space A cargo yard to service all of USD-S and established relationships with all movement control teams and arrival and departure airfield control groups (ADACG) providing proactive "Space A" passenger service to maximize every flight. They also conducted a number of air assaults against high value targets and provided air assault training to Iraqi forces.

The achievements of the Soldiers of B/5-159th GSAB identify them as the 2010 AAAA USAR Unit of the Year.



LTC Pond

## AAAA John J. Stanko Army National Guard Aviation Unit of the Year

Sponsored by Honeywell International

## 1st Battalion, 147th Aviation Regiment

**Coalition Operating Base Adder, Iraq**



CSM Christianson

Commander: LTC Martin J. Pond
Senior NCO: CSM David R. Christianson

TF Ironhawk, comprised of units and Soldiers from the states of Wisconsin, Michigan, and Indiana, the 1-147th Assault Helicopter Battalion (AHB), augmented with G Company 2-135th MEDEVAC from Colorado, and Kansas, as well as A Company 1-1 Attack from 1eCAB 1ID, Ft Riley Kansas, provided unparalleled support as part of the enhanced Combat Aviation Brigade, 1st Infantry Division during Operation Iraqi Freedom and, subsequently, Operation New Dawn. TF Ironhawk easily distinguished itself as the leader in the implementation of the UH-60M into the total combat force with the exceptionally high OPTEMPO required to support U.S. Division-South resulting in the battalion's successful execution of 1,986 combat missions and 15,000 combat hours in four months. Unit Soldiers flew in excess of 6,000 training hours, becoming subject matter experts, all without any accidents. The three assault companies moved over 5,600 passengers and 660,000 pounds of cargo during their 12,000 combat hours. The attack companies flew just under 3,000 combat hours while executing a variety of missions, to include counter indigenous defense fighter; intelligence, surveillance and reconnaissance; and air to ground mission support. The MEDEVAC company provided twenty-four hour coverage at four locations transporting 109 patients with 102 missions and logging more than 1,100 hours.

The outstanding mission accomplishment by Soldiers of TF Ironhawk identifies them as the 2010 AAAA John J. Stanko Army National Guard Aviation Unit of the Year.

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# AAAA Professional Forum and Exposition

# 2011 National Award Winners



LTC Musiol

## AAAA Active Army Aviation Unit of the Year

Sponsored by the L-3 Communications Integrated Systems Group

### 1st Battalion, 3rd Combat Aviation Brigade, Task Force Viper

**Hunter Army Airfield, Georgia**

Commander: LTC Michael J. Musiol
Senior NCO: CSM Terry L. Sparks



CSM Sparks

1st Battalion, 3rd Combat Aviation Brigade, Task Force Viper, was a blend of Active Duty and National Guard Soldiers who provided outstanding mission support to Operation Enduring Freedom from FOB Salerno in Afghanistan.

During combat operations, Task Force Viper operated at a record pace of 2,200–2,600 combat flight hours each month; totaling 29,400 combat hours on 34 aircraft in 12 months. This was facilitated by an unsurpassed maintenance program which completed over one hundred thousand accident free maintenance man-hours to produce an incredible 83% Operational Readiness (OR) rate overall for task force aircraft.

The Vipers successfully conducted over 3,500 missions including 392 deliberate and hasty air assaults; assisted in capturing 96 high value targets and 346 detainees; killed 812 insurgents; moved over 30,000 passengers and 7 million short tons of cargo; evacuated 1,070 casualties, and pumped over 5.7 million gallons of fuel at four separate forward area refueling points.

Task Force Soldiers earned 4 Distinguished Flying Crosses, 43 awards for valor, and over 100 Combat Action Badges.

The achievements of the Soldiers of Task Force Viper are tremendous – sustaining combat power by providing the absolute best aviation capabilities in the world clearly identify them as the 2010 AAAA Active Aviation Unit of the Year.



COL Galli

## AAAA Outstanding Aviation Unit of the Year

Sponsored by the Boeing Company

### 3rd Combat Aviation Brigade, Task Force Falcon

**Hunter Army Airfield, Georgia**

Commander: COL Donald N. Galli
Senior NCO: CSM Richard D. Stidley



CSM Stidley

3rd Combat Aviation Brigade, TF Falcon, operated from 15 forward operating bases (FOBs) across Regional Command-East (RC-E), Afghanistan.

They sustained the highest operational tempo of any Operation Enduring Freedom aviation brigade to date flying in excess of 154,500 combat flight hours, including rotary wing, fixed wing and unmanned aerial systems. All told, TF Falcon had under its command and control 252 aircraft and over 5,006 military and civilian personnel, which included aviation oversight of Polish, Korean, French, and Czech Aviation Forces.

TF Falcon established initiatives to protect the Afghan people and Coalition Forces to include partnering with the Afghan National Security Forces and Afghanistan Air Force to conduct successful training programs and establishing a ground combat platoon to conduct security operations. The TF also supported Afghan and Coalition ground forces through an initiative called Falcon Strike, an aviation-centric counter-improvised explosive device operation, which resulted in a 76% decrease in IED activity along Highway 1. TF Falcon was the first aviation brigade to routinely fly the OH-58D Kiowa Warrior above 6,000 feet and was responsible for 1,534 enemy killed in action and assisted with the capture of 947 insurgents.

The extraordinary accomplishments of TF Falcon Soldiers identify them as the 2010 AAAA Outstanding Aviation Unit of the Year.

## Top Chapter of the Year, Master

Sponsored by AAAA National

### Tennessee Valley Chapter

**Huntsville, Alabama**

Chapter President:
Mr. Gary S. Nenninger

2010 was a tremendous year for the Tennessee Valley Chapter (TVC)as it continues its commitment to Army Aviation, the Warfighter, and the Huntsville/Redstone community.

Highlights included: hosting the largest annual Joseph P. Cribbins Aviation Product Symposium (APS) and recording an all time high number of exhibitor booths; hosting the 2nd Annual "Strong Bonds" weekend for more than 250 family members from Ft. Campbell, KY; supporting deployed Warfighters and the Wounded Warrior program with $15,000 in phone cards, personally delivered in theater by Chapter members; sponsoring the Honor Flight Tennessee Valley Program that flies WWII veterans from Huntsville, AL to Washington DC to view the WWII memorial; and contributing $50,000 to the AAAA National Scholarship effort.

In addition, the chapter reached a new peak membership of 2,010, remaining the largest AAAA chapter, averaging more than 100 new members per year over the last three years.

From sponsoring golf tournaments, fishing tournaments, an Order of St. Michael Ball, and numerous community projects to a strong local awards program, the TVC continues to excel in providing support to the aviation Warfighter, military families, and its members and is unquestionably deserving of recognition as the 2010 AAAA Top Master Chapter.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:45 PM Page 71

## Top Chapter of the Year, Senior

Sponsored by AAAA National

### Thunder Mountain Chapter

**Fort Huachuca, Arizona**

Chapter President:
CWO5 Luis Zamudio

The Thunder Mountain Chapter was formed in 2006 shortly after the Aviation Branch took over proponency for unmanned aircraft systems (UAS) at Fort Huachuca, Arizona. It is not a conventional chapter in the sense that a large percentage of the members are not mainstream aviation; they are soldiers, civilians and contractors who come from other walks of life.

During these four short years the chapter has grown to a Senior Chapter status with a membership of at least 70 members as of the last count.

Chapter members, together with personnel from the chapter's sponsoring unit, the Unmanned Aircraft Systems Training Battalion (UASTB), provided numerous hours of community service to include support to the Sierra Vista Oktoberfest, Bisbee 1000, Habitat for Humanity, and the Ft. Huachuca Meyer's Elementary School Spring Carnival and middle school track meet, to name a few.

Chapter members and UASTB personnel also donated over 4,000 nonperishable items to the Chaplains' Food Locker to help struggling military families and, for the last 5 years, the Bike drive, raising enough for approximately 75 to 100 bikes.

The chapter has contributed annually to the AAAA Scholarship since its second year in existence.

These accomplishments identify the Thunder Mountain Chapter as the 2010 AAAA Top Senior Chapter.



MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:01 PM Page 72

# AAAA Professional Forum and Exposition
# 2011 Hall of Fame Inductees



COL Forrester

## Colonel Patrick G. Forrester, Retired

Retired Colonel Patrick G. Forrester made unique contributions to Army Aviation and the National Aeronautics and Space Administration (NASA) over a thirty-two year Army and NASA career. Graduating from West Point in 1979, he went on to complete Airborne and Ranger School, Army Flight School and the Instructor Pilot Course. He served as an instructor pilot at Fort Rucker and as the Aide-de-Camp to the Deputy Commanding General.

Following assignments with the 25th Aviation Brigade as a platoon leader, operations officer, and battalion level S-3, he earned a Master of Science Degree in Mechanical and Aerospace Engineering from the University of Virginia. In 1992, he graduated from the U.S. Naval Test Pilot School followed by assignments to Edwards AFB and to the U.S. Army Technical Test Center (ATTC), Fort Rucker, AL. He served as a company commander and adjutant while simultaneously conducting test flights and evaluations.

NASA selected him as an astronaut candidate in 1996. After astronaut training, he served as a capsule communicator (CAPCOM) in Mission Control, as the technical assistant to the Director of Flight Crew Operations, and as the Commander of the U.S. Army Astronaut Detachment.

In 2001, he flew as a mission specialist aboard Space Shuttle Discovery on STS-105 to the International Space Station (ISS). In 2007, he made his second trip to the ISS on STS-117 aboard Space Shuttle Atlantis. He made his third trip into space aboard Discovery on STS-128 in August 2009. During his three missions to the ISS, he amassed over 950 hours (39+ days) traveling in space, and flew over 16.4 million miles. He conducted four spacewalks accumulating 25 hours, 22 minutes of EVA time.

He has flown over 5000 hours, logging time in more than 50 different types of aircraft. His career can be summed up succinctly by saying, "He is an Army Aviator first, an Astronaut second, and a Soldier always."



LTG Jones

## Lieutenant General Anthony R. Jones, Retired

LTG Anthony R. Jones distinguished himself through exceptionally meritorious service in Army Aviation. A master Army aviator with extensive experience across the globe in conventional and special operations assignments, he was instrumental in ensuring that Army Aviation was recognized as a combat maneuver capability and critical to the fight.

His career began as an Infantry officer, dual-tracked until Aviation became a branch. As a young staff officer, he drafted the initial Volunteer Statement for Special Operations Soldiers. Later, during his command of the TF 160 CH-47 lift company, the aerial refueling probe, crash-worthy fuel tanks, and enhanced cockpit modifications enabling long range deployments became a reality for Special Operations Aviation.

LTG Jones was also a forerunner in attaining recognition of Aviation leaders by his selection as the chief of staff, 24th Infantry Division, an assistant division commander for the 1st Armored Division, the chief of staff, U.S. Army Europe, and later the deputy commanding general, Training and Doctrine Command. These assignments gave Army Aviation a leading role in the many historical events that occurred in our Army.

As the commanding general of the Army Aviation Center, from 1998 through 2001, he led Army Aviation through a very pivotal period, introducing multi-functional organizations, developing new Army doctrine, new training models, and the transition of the Total Army. His Army Aviation Modernization Campaign Plan became the basis for the future. In addition to unit organizational changes and divesting of aging combat systems, the plan included changes such as Flight School XXI, increased use of modern simulations, a level-C survival, evasion, resistance, escape program, and a water survival/dunker training program. These programs are now standard for aviator and leader development.

LTG Jones was the Soldier's soldier. He championed aviation modernization, leader development, and readiness. Fulfilling his commitment to Soldiers and their families are hallmarks of his leadership. He established a clear vision for Army Aviation that has evolved into today's most competent maneuver force on the battlefield.



SP5 Hook

## Specialist Five Steven B. Hook, Retired

Specialist Five Steve Hook was the "Charles Kelly of DUSTOFF medics." He put every life entrusted to his care above his own, routinely risking his life for the wounded. By his demeanor and example he contributed immeasurably to a unit that sustained fifty percent casualties and still evacuated some 4,000 patients each month. He was absolutely fearless, the model for all that the combat medic has been or could ever aspire to be.

Hook was among the few crewmembers with the qualifications and courage to rescue patients in zero/zero weather, at night under instrument conditions to the pickup site where the crew looked for flares and descended through the weather and mountains. On one such mission, he guided the pilots through the clouds to a unit pinned down and surrounded by the enemy. He left the aircraft and raced through enemy fire to get the patient. Once on board, he skillfully treated his wounds and saved his life.

On his final mission he volunteered to rescue wounded from an ARVN outpost surrounded by the enemy and under heavy mortar fire. On two missions into this area he was forced again to leave the aircraft, as the friendlies were pinned down. He repeatedly raced across open areas to load the wounded while the enemy concentrated small arms fire, RPGs and mortar on him and his ship. On his third trip the enemy zeroed in on the DUSTOFF ship. A direct mortar hit severely wounded him; shrapnel dug deep into his brain and seriously damaged one arm. He would spend many months in the hospital and years recovering.

He is not famous nor did he die in a blaze of glory, but he left his blood and sweat on many battlefields setting an example for all who care for others.

Steve Hook was inducted into the DUSTOFF Hall of Fame on 24 February 2002.

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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:58 PM Page 74

# AAAA Professional Forum and Exposition

# 2011 Hall of Fame Inductees



LTC Mills

## Lieutenant Colonel Hugh L. Mills Jr., Retired

Hugh L. Mills, Jr. was one of the most decorated pilots during the Vietnam War. During his two tours in Vietnam as an aero scout and one as a cobra pilot, he flew more than 3,300 combat hours and developed many of the U.S. Army's air cavalry aero scout tactics. He was shot down 16 times and wounded three times, earning numerous decorations for valor, including three Silver Stars, the Legion of Merit, four Distinguish-ed Flying Crosses and three Bronze Stars, one for valor in ground combat. The government of Vietnam awarded him the Cross of Gallantry with Silver Star and Palm, the Vietnamese Honor Medal First Class and the Civic Action Honor Medal First Class.

Mills, who commanded the aero scout platoon of the 4th Cavalry, was described by Major General A.E. Milloy, 1st Infantry Division commanding general, as "the most courageous small unit leader in the First Division with the highest kill ratio of any combat in the Big Red One."

Among his accomplishments, were developing a pilot technique to correct the OH-6 Cayuse "Hughes Tail Spin," which had killed numerous aviators; leading air cavalry raids into Laos, Cambodia and North Vietnam; commanding the Army's first night-attack helicopter unit with crude night vision systems; and he was the first Army pilot to test the XM-8 40mm grenade launcher in combat.

Mills co-authored a book about his experiences in Vietnam, "Low Level Hell: A Scout Pilot in the Big Red One." He retired in 1993 after 26 years of service.



BG Sinclair

## Brigadier General Edward J. Sinclair, Retired

Brigadier General E.J. Sinclair spent his career in Army Aviation advancing the art and science of flight, and enhancing the capabilities and readiness of tactical aviation units. He concluded his career as the Aviation Branch Chief and Commanding General of the Army Aviation Warfighting Center from 2003-2006.

This period was marked by intense demands for Aviation combat proficiency, comprehensive transformation of Aviation unit structure, and generation of requirements supporting a massive acquisition reinvestment. At no time since the formation of the Branch was there such a simultaneous set of challenges undertaken by the Branch Chief and set with such high expectations within the Aviation community. His exemplary leadership during this critical period resulted in the unsurpassed Aviation force we see in current operations.

Prior to assuming duties as the Aviation Branch Chief, he commanded units at every level from platoon to brigade. With his promotion to brigadier general, he was assigned as the Assistant Division Commander, 101st Air Assault Division during Operation Enduring Freedom and the initial months of Operation Iraqi Freedom. As the Deputy Aviation Branch Chief from July 2003 – December 2003, his accumulated experience and recent warfighting insights positively impacted the Aviation Task Force, tasked with transforming Army Aviation into a modular, capabilities-based maneuver arm, optimized for the Joint fight, with a shortened logistics tail. Under Sinclair's command, the recommendations identified by the Task Force were implemented.

As a result of his leadership, vision, and commitment, Army Aviation has maximized its potential more than any other Branch.



CSM Buford

## Command Sergeant Major Buford Thomas Jr., Retired

Command Sergeant Major Buford Thomas' over 30 years of service was exemplified by professional competence, tenacity of purpose, and intellectual foresight. His focused approach to mission accomplishment centered on ensuring the enlisted ranks of Army Special Operations Aviation, comprised of 43 different military occupational specialties, were manned and trained to enable the Nation's fastest deployable aviation task force to meet its no-notice contingency requirements. While serving as a battalion and Regiment command sergeant major with the 160th Special Operations Aviation Regiment (Airborne) his training of the battle staff NCOs and subordinate leaders allowed the unit to operate from four separate locations around the world in support of the CENTCOM Commander's requirements during Operation Enduring Freedom.

He displayed the highest standards of performance, achievement and devotion to duty while setting the course for aviation as part of the Army's transformation initiative. Command Sergeant Major Thomas flawlessly led the Aviation Center and Fort Rucker in transforming the aviation Soldier and Noncommissioned Officer training, Unmanned Aerial Systems transition, restructuring the Army's combat aviation brigades, and spearheading numerous military pay and training initiatives for Soldiers. He always focused on the warfighter and mission accomplishment and has used his wealth of experience in forming a first-class team to propel the Aviation Branch to new standards of excellence.

A true expert in both conventional Army Aviation and Special Operations Aviation missions, he has numerous deployments as a senior NCO all over the globe. Throughout his 30 plus year career, he trained, led and mentored countless Soldiers across Army Aviation's ranks. His outstanding contributions will clearly have lasting effects for many, many years to come.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:27 PM Page 75

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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:55 PM Page 76

# ARMY AVIATION presents the 2010 Photography Contest Winners



ARMY AVIATION Magazine is proud to present the winners of our sixth annual photography contest. 69 qualified AAAA members, submitting 160 Army aviation related photographs taken during 2010, competed for the top 12 places. We congratulate the winners and thank all of the contestants for their efforts and service. We invite all AAAA members to participate in our 2011 contest. Visit the AAAA website, www.quad-a.org for details and submission requirements.

Bill Harris, *Publisher*

## 1st Place

**"Waiting for the Wounded" by CPT Eric Megerdoomian**
*Eagle Team, Operations Group, National Training Center, Fort Irwin, CA*
*30 September 2010; Fort Irwin, CA*

**Pathfinders from the 101st Airborne Division (Air Assault) move their injured to a casualty evacuation (CASEVAC) UH-60 after taking casualties while clearing a cave complex at the National Training Center at Fort Irwin, CA**


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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:27 PM Page 78



## 2nd Place

**"Flying Into Kamdesh Valley"**
**by LTC Thomas von Eschenbach**
*3rd Squadron, 17th Cavalry Regiment (TF Lighthorse), 3rd Combat Aviation Brigade, Savannah, GA*
*14 April 2010; Nangarhar, Nuristan, Kunar and Laghman Provinces (N2KL) region of Regional Command-East, Afghanistan*

**A TF Lighthorse Scout Weapons Team conducts a photo recon of the abandoned outposts of Keating and Fristche that were overrun by Taliban forces in the fall of 2009.**

## 3rd Place

**"TF Hammerhead Air Assault"**
**by SFC Tyrone C. Marshall, Jr.**
*25th Combat Aviation Brigade, Public Affairs Office, Wheeler Army Airfield, HI*
*23 April 2010; Salah ad Din Province, Northern Iraq*

**CH47-D Chinooks from Company B, 3rd Battalion, Task Force Hammerhead, 25th Combat Aviation Brigade, insert a tripartite force of U.S. Soldiers, Iraqi police and Army Soldiers during an air assault in northern Iraq, April 23, 2010.**





## 4th Place

**"Overlooking Big Sister"**
**by SPC Jeremy A. Ganz**
*Company B, 2nd Battalion, Combat Aviation Brigade, 1st Infantry Division, Fort Riley, KS*
*24 April 2010; Baghdad, Iraq*

**Flying in formation on the way to Baghdad.**



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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 2:32 PM Page 80



### Honorable Mention
**"Sling Load" by CPT Joshua R. Bell**
*Troop A, 2nd Squadron, 17th Cavalry, 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault), Fort Campbell, KY*
*30 August 2010; Kandahar Province, Afghanistan*

**CH-47 conducts a resupply mission of an observation post in support of Operation Enduring Freedom.**

### Honorable Mention
**"Air Volcano Flies by Seoul (Korea) Enroute to K-16" by LTC Erik Gilbert**
*2nd Battalion (Assault), 2nd Combat Aviation Brigade, 2nd Infantry Division, Republic of Korea*
*24 September 2010; Seoul, Korea*

**A UH-60 mounted with Air Volcano system and half of a full load of inert training mines flies over the Han River and the city of Seoul, South Korea on the way back home to K-16.**





### Honorable Mention
**"Rock Storm on the PZ" by SGT Scott J. Tant**
*Headquarters and Headquarters Company, 4th Battalion, 3rd Combat Aviation Brigade, Task Force Brawler, Savannah, GA*
*11 July 2010; Outside the village of Shulock, Afghanistan*

**The advantage of being a ground unit organic to an aviation unit: you can get to remote locations quickly and safely. The disadvantage: pickup zones with thousands of pinball sized rocks.**

### Honorable Mention
**"Mt. Shasta Rescue" by SGT Jonathan C. Guibord**
*Company C., 168th General Support Aviation Battalion, California Army National Guard, Mather, CA*
*1 April 2010; Mount Shasta, CA*

**A CH-47 Chinook and crew from Company B, 1st Battalion, 126th Aviation Regiment out of Stockton, California, near the 14,179 ft. summit of Mt. Shasta as rescue crews retrieve the body of one of two missing hikers from a violent snow storm; the other hiker managed to hike to safety under his own power.**



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### Honorable Mention

**"Predawn Preflight" by CW2 Daniel J. Layman**
*Company B, 1st Battalion, 227th Aviation Regiment, Killeen, TX*
*5 March 2010; Camp Taji, Iraq*

**A maintenance light set on the adjacent pad provided a unique perspective on an Apache attack helicopter prior to a pre-dawn mission.**

### Honorable Mention

**"Constant Hawk" by CW3 Timmy D. Pisone**
*Task Force ODIN, Fayetteville, NC*
*9 April 2010; Contingency Operating Base Speicher, Iraq*

**A "Constant Hawk" C23-Sherpa aircraft gets inspected prior to the next day's mission. Constant Hawk is a critical intelligence, surveillance and reconnaissance (ISR) system.**





### Honorable Mention

**"DUSTOFF Crew on the Hoist" by Mr. Terence W. Moore**
*Retired Australian Army, Houston, TX*
*30 April 2010; German Provincial Reconstruction Team, Konduz, Afghanistan*

**5th Battalion, 158 Aviation Regiment Dustoff Crew, SSG Travis Brown on the hoist and SPC Matthew Baker, crew chief are recent German Gold Cross recipients for bravery during combat operations on April 2, 2010 in Konduz, Afghanistan.**



### Honorable Mention

**"2ID CSM firing a 50 cal on MPRC" by Cadet Oswald N. Essel**
*Headquarters and Headquarters Company, 2nd Combat Aviation Brigade, Republic of Korea*
*26 May 2010; Multi-Purpose Range Complex, Republic of Korea*

**CSM Burrowes, 2 Infantry Division CSM, fires a .50 caliber machine gun mounted on a Chinook during a U.S.-Republic of Korea Army combined exercise.**



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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 84

# 2010 Parker Awards Honor Best Aviation Units



PHOTOS BY RUSSELL SELLERS, FT. RUCKER PAO

LTC Woodard B. Hopkins III (second from left), commander, and CSM James P. Snyder, senior NCO of the 603rd Aviation Support Battalion accept the 2010 Parker award for Top Overall and Combat Service Support Unit. Presenting the award are (from left) LTG (Ret.) Ellis D. Parker (the award's namesake); BG Anthony G. Crutchfield, Aviation Branch Chief and commanding general, U.S. Army Aviation Center of Excellence; and GEN (Ret.) Richard A. Cody, former Army vice chief of staff.

The U.S. Army Aviation Center of Excellence (USAACE) honored the best battalion-level aviation units Feb. 2 at Fort Rucker, AL. The winners of the 2010 LTG Ellis D. Parker Outstanding Aviation Unit competition were recognized at an annual awards luncheon held during the Aviation Senior Leaders Conference.

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

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

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

Then BG Anthony G. Crutchfield, USAACE commanding general, and former Army Vice Chief of Staff, GEN (Ret.) Richard A. Cody presented the awards.



CW3 Eric W. Collier accepts the 2010 Parker award for the Best Combat Unit on behalf of 5th Bn., 101st Avn. Regt. which was still deployed from Parker, Crutchfield and Cody.



Parker, Crutchfield, and Cody present the 2010 Parker award for the Best Table of Distribution and Allowances Unit to LTC Brian T. Hughes and SGM Johnny A. Jones, commander and senior NCO, respectively, of the Special Operations Aviation Training Battalion, (SOATB), 160th Special Operations Aviation Regiment (SOAR).

## Top Unit & Best Combat Service Support Unit

The overall winner of the 2010 Ellis D. Parker Award and the outstanding unit in the Combat category is the **603rd Avn. Spt. Bn.,** 3rd Avn. Regt., Ft. Stewart, GA.

A critical player in ongoing full spectrum operation in support of US Forces in Afghanistan, the battalion has completed seven downed aircraft recoveries without incident, moved over 232,000 tons of cargo, issued over 229,000 Class IX aviation repair parts, and completed 7,000 aircraft services and repairs.

Earning the reputation of the "work horse" for an aviation brigade, they provided force sustainment to 14 forward operating bases while maintaining an impeccable safety record.

LTC Woodard B. Hopkins III and CSM James P. Snyder accepted the award.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 85

## Best Combat Unit

The outstanding Combat unit is the **5th Bn., 101st Avn. Regt.**, Ft. Campbell, KY. Unit soldiers flew 16,742 combat hours in support of Operation Enduring Freedom X-XI with a mission capable rate of 85 percent.

Task Force Eagle Assault combined outstanding maintenance statistics while operating at an austere base without organic assets, posted the highest operational tempo in Regional Command South, while sustaining the finest safety record of any aviation unit in this theater.

CW3 Eric W. Collier, the battalion safety officer, accepted the award on behalf of the unit which was still deployed.

## Best Combat Support Unit

The winner of the outstanding Combat Support unit is the **2nd Bn., 1st Avn. Regt.**, Ft. Riley, KS.

Normally consisting of seven companies, Task Force Fighting Eagle grew to nine companies with more than 700 Soldiers and an additional 16 aircraft flying over 20,000 combat hours throughout Iraq. 2-1 Gen. Spt. Avn. Bn. (GSAB) soldiers transported a little under 113,000 personnel, 5 million pounds of cargo, provided medical evacuation, and manned four air traffic control facilities.

LTC Christopher C. Prather and CSM Donald E. Wright accepted the award.

## Best Table of Distribution and Allowances Unit

The winner of the outstanding unit in the Table of Distribution and Allowances category is the **160th Special Operations Aviation Training Battalion. (SOATB)**, Ft. Campbell, KY. This unique unit is the worlds most rigorous and professional aviation training organization.

SOATB is responsible for providing the 160th Special Operations Aviation Regiment (Airborne) (SOAR-A) combat battalions and National Mission Force assets with special operations operators, support personnel, and staff training to the exacting standards of the Regiment. LTC Brian T. Hughes and SGM Johnny A. Jones accepted the award.






MAR_APRIL 11 Section CONVENTION_June04.qxd 3/30/2011 4:09 PM Page 86

# AAAA Presents the 2010 Functional Awards



PHOTO BY RUSSELL SELLERS, FT. RUCKER PAO

**2010 AAAA Functional Award Winners (from left) – CPT Troy W. Akers, CW2 Edwin Reyes, SPC Douglas Ludlow, SFC Romairick E. Whiteing, CPT Jared K. Koelling, 1SG Terri Clavon, SSG Moises A. Morales, SGT David Ruiz, SGT Zackery K. Blansett, 2LT Douglas L. Hill, CW3 Craig Root, and CW4 Guy E. Davis, Jr.**

In conjunction with the U.S. Army Aviation Center of Excellence (USAACE), AAAA paid tribute to the 2010 National Functional Awards winners Feb. 2 during the annual Aviation Senior Leaders Conference at Fort Rucker, AL.

AAAA's President, BG (Ret.) Rod Wolfe, and then-BG Anthony G. Crutchfield, Aviation Branch chief and USAACE commanding general, were joined by BG Raymond P. Palumbo, commanding general, U.S. Army Alaska, and deputy commanding general U.S. Alaskan Command; CW5 Michael R. Reese, chief warrant officer of the branch; CSM Tod Glidewell, branch command sergeant major; and industry partners, association members and many of the branch's senior commanders, chief warrant officers and non-commissioned officers to honor this year's individual and unit winners.

The Raytheon Company sponsors all of the Air Traffic Control awards.

The *Air Traffic Control Unit of the Year* is **Company F, 5th Battalion, 158th Aviation Regiment,** Katterbach, Germany.

The "Phantoms" of F/5-158th Avn. ensured tactical proficiency through the utilization of the U.S. Air Force Europe's (USAFE) advanced simulation trainer at Ramstein AFB, Germany.

As a result, the 12th Cbt. Avn. Bde (CAB) became the first aviation unit in the history of the Joint Multinational Readiness Center (JMRC) to integrate an ATC system that provided actual radar guidance during simulated IMC recoveries within the "box."

Co. F Soldiers also utilized both tactical and fixed base facilities extensively during its deployment to Mosul, Iraq and its subsequent re-tasking to establish the initial Army ATC tower in Regional Command-West's (RC-W) Shindand Airbase, Afghanistan.

CPT Jared K. Koelling and 1SG Terri Clavon accepted the award on behalf of their soldiers.

The *Air Traffic Control Facility of the Year* is **Shank Tower,** Afghanistan, managed by **Co. F, 5th Bn., 158th Avn. Regt.**

With the expanding needs of U.S. and coalition assets to Regional Command-East, Shank Tower went from controlling only helicopters out of a helicopter landing zone with no airspace to landing large fixed wing aircraft on a concrete runway in Class D Airspace.

With over 165,000 movements without accident or incident throughout the year, Shank Tower demonstrated that along with conducting the normal aspects of ATC Services it could also go above and beyond the required standards anyone could expect of an ATC Facility.

CW2 Edwin Reyes and SFC Romairick E. Whiteing accepted the award on behalf of the unit soldiers.

The *Air Traffic Maintenance Technician of the Year* is **SSG Moises A. Morales** with Co. F, 2nd Bn., 3rd Cbt. Avn. Bde.

While serving as Maintenance Chief of Shank Army Airfield (AAF), Afghanistan Air Traffic Control (ATC) Tower, SSG Morales

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 87

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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 88

# AAAA Presents the 2010 Functional Awards

was responsible for the training of two air traffic control maintenance teams, and the deployment of ATC maintenance equipment, valued in excess of one million dollars in support of Operation Enduring Freedom (OEF) X.

His expertise on ATC equipment was pivotal during the permanent use of the AN/TSW 7A and producing no faults found for more than 12 consecutive months.

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The *Air Traffic Control Manager of the Year* is **SFC Romairick E. Whiteing** with Co. F, 2nd Bn., 3rd Cbt. Avn. Bde.

While serving as the Air Traffic Control Noncommissioned Officer in Charge (NCOIC) and Terminal Platoon Sergeant (PSG) of FOB Shank, Afghanistan, SFC Whiteing oversaw the training and supervision of 17 U.S. Army ATC specialists.

He managed the coordination between agencies on Shank Army Airfield (AAF) as well as adjacent agencies in the Shank AAF airspace.

He also managed, oversaw and maintained the development of training records and the facility training program.

---

The *Air Traffic Controller of the Year* is **SPC Douglas Ludlow** with 1st Bn., 58th Avn. Regt.

Working in the Basra International Airport Tower, SPC Ludlow's expertise was essential to the transition of services on Basra International Airport to the Government of Iraq.

His accomplishments were even more impressive considering the variety of commercial carriers, U.S. Air Force, U.S. Army, Department of State, and Iraqi Military aircraft, and unmanned aircraft systems (UAS), present and operating at Basra International Airport under dangerous and ever changing conditions.

---

The *Aviation Trainer of the Year* is **CW4 Guy E. Davis, Jr.** with 1st Bn., 3rd Cbt. Avn. Bde., Task Force Viper/Task Force Brawler.

L3 Communications sponsors this award.

Initially deployed to Afghanistan as the battalion master gunner with Task Force Viper in support of OEF X, CW4 Davis developed the TF gunnery sustainment plan.

Three months into the deployment, he was personally selected by the brigade commander to be the Task Force Brawler Standardization Instructor Pilot at FOB Shank, quickly and successfully making the adjustment to the demands of a multi-aircraft task force consisting of AH-64Ds, CH-47Ds, UH-60Ls, and MEDEVAC aircraft – a fleet of more than 41 aircraft.

---

The *Army Aviation Medicine Award recipient* is **CPT Troy W. Akers,** 1st Bn., 3rd Cbt. Avn. Bde., Task Force Viper.

This award is sponsored by the Gentex Corporation.

CPT Akers is a highly respected medical professional and leader whose steady demeanor and composed manner brought calm to the most chaotic situations.

He united both his aid station and flight MEDEVAC detachment with the combat support hospital on Forward Operating Base (FOB) Salerno in an effort to ensure seamless medical coverage to the area of operations.

He personally flew as the senior medical officer on over 90 MEDEVAC missions, including several under fire.

---

The *Army Aviation Air/Sea Rescue* award is sponsored by Goodrich Hoist and Winch and was presented to the crew who has performed a rescue using a personnel hoist. This year's recipients are **CW3 Craig Root, 2LT Douglas L. Hill, SGT Zackery K. Blansett, and SGT David Ruiz,** DUSTOFF 92, with Co. C, 2nd Bn., 3rd Cbt. Avn. Bde., Task Force Knighthawk.

On 11 June 2010, DUSTOFF 92 saved the lives of three wounded Soldiers under enemy fire in the rugged terrain of eastern Afghanistan.

As they lowered their medic they received small arms fire, breaking contact and calling for Scout Weapons Team support.

They then initiated a second hoist and again came under fire.

The ground unit, flight medic, and able patients returned fire while the crew called for an Attack Weapons Team (AWT) and loitered off-station. With the AWT established, the crew decided the patients' conditions merited another extraction attempt.

While hoisting the first patient, the crew again received fire but held their position until the patient was secured. The pilot-in-command then instructed the medic to move his patients 150 meters into a small draw. The crew successfully extracted the remaining personnel while masked behind the ridgeline.

The crew of DUSTOFF 92 ultimately took 13 enemy rounds while providing Dedicated Unhesitating Service To Our Fighting Forces, and saved the lives of three U.S. Soldiers.

---

The *Army Aviation DUSTOFF Flight Medic of the Year* award, sponsored by Air Methods Corporation, was presented to **SGT Michael G. Patangan,** Co. C, 5th Bn., 158th Avn. Regt.

Based out of Kandahar Army Airfield in Regional Command-South (RC-South), Afghanistan, SGT Patangan supported MEDEVAC operations throughout multiple operating bases in RC-South and RC-West.

He was involved in some of the largest air MEDEVAC operations in OEF history, most notably Operation Moshtarak, the retaking of Marjah in the Helmand River Valley. He personally participated in nearly 200 life saving missions.

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It should be noted that, beginning this year, the **Fixed Wing Unit of the Year** award will be presented at the Annual AAAA FW Professional Forum to be held Jun. 20-22 in Huntsville, AL.

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

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/23/2011 4:40 PM Page 89

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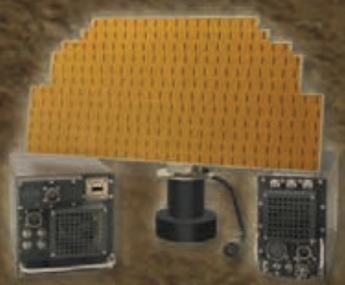
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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 90





# Dealing With a Disqualified Flight Physical

By Dr. (MAJ) Nicole Powell-Dunford

***Q: I just PCS'd to my unit and was shocked to discover that my flight physical has been disqualified for 2 years. Had it not been for my new flight surgeon checking my flight physical status on the computer during my 'report to new duty station up-slip' appointment, I still wouldn't know – I told him before he checked that I was good to go. Now he has ordered some extra tests that should help qualify me.***

***Does a disqualified physical mean that I am automatically grounded?***

***How is it possible that no one alerted me or my Commander?***

***Can't administrative personnel catch this kind of thing?***

***I can't go a week overdue on my flu shot without hearing about it – why not the same for a disqualified physical?***

**FS:** Flight surgeons are charged with ensuring that flight physicals and waivers are tracked from initiation to final approval in accordance with AR 40-501, Standards of Medical Fitness.

In units lacking a dedicated flight surgeon or one who has not come up to speed with on-line tracking, it is easy for incomplete or disqualified flight physicals and waivers to fall through the cracks.

A flight physical can be disqualified for a number of reasons.

For example a flight physical submitted as a short physical when in fact a long physical is due, a flight physical missing an EKG code/result or a flight physical with insufficient history about a medication or condition reported on step I of the flight physical will usually result in a 'Disqualified – Incomplete' status.

Because of the high number of flight physicals and waivers processed through U.S. Army Aeromedical Activity (USAAMA) at Fort Rucker, a local flight surgeon is typically not notified when a flight physical is disqualified, unless there is an exceptional circumstance such as documented presence of coronary artery disease, major head injury or other mandatory grounding condition that the local flight surgeon failed to disqualify at the local level.

In these cases, USAAMA will make an effort to contact the local flight surgeon by e-mail to confirm the crew member has been grounded.

A crew member who, in good faith, made the effort to fulfill the annual flight physical requirement and does not have health problems does not need to be automatically grounded for an administrative type of medical disqualification, for example a missing EKG code or a required study that was omitted on the annual physical through no fault of their own.

Some units, particularly within the National Guard, may not have a dedicated flight surgeon who tracks the status of the unit flight physicals and waivers. Although it is a far cry from the 18-24 month process it once was, a final physical and waiver status may take several weeks to finalize once submitted to USAAMA. Waivers then need to receive final approval through Human Resources Command or the National Guard Bureau.

Furthermore, the on-line flight physical tracking system, AERO, is only accessible on DoD computers which not all reserve component flight surgeons can regularly access.

If your unit does not have regular access to a flight surgeon to track flight physicals and waivers, it is possible for medics or administrative personnel to obtain read only AERO access through submission of an MFR confirming need, documentation of a security clearance and the annual HIPAA training certificate to *aero-helpdesk@amedd.army.mil*.

Although efforts are underway to add the DA 4186 medical certificate to the Centralized Aviation Flight Records System (CAFRS) and a qualified physical is now a 'green light' item on AKO medical readiness indicator, AERO does not 'talk' to CAFRS or other electronic health record systems.

Some units have made dramatic improvements in flight physical and waiver tracking by formalizing a local tracking system, getting the 1SGs involved, and ensuring administrative personnel with regular access to DoD computers obtain AERO access when a local flight surgeon is not available.

Medical fitness for flight is serious business – flight pay, long term health, and safety of flight are at stake. What is your unit's flight physical and waiver tracking system?

**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.

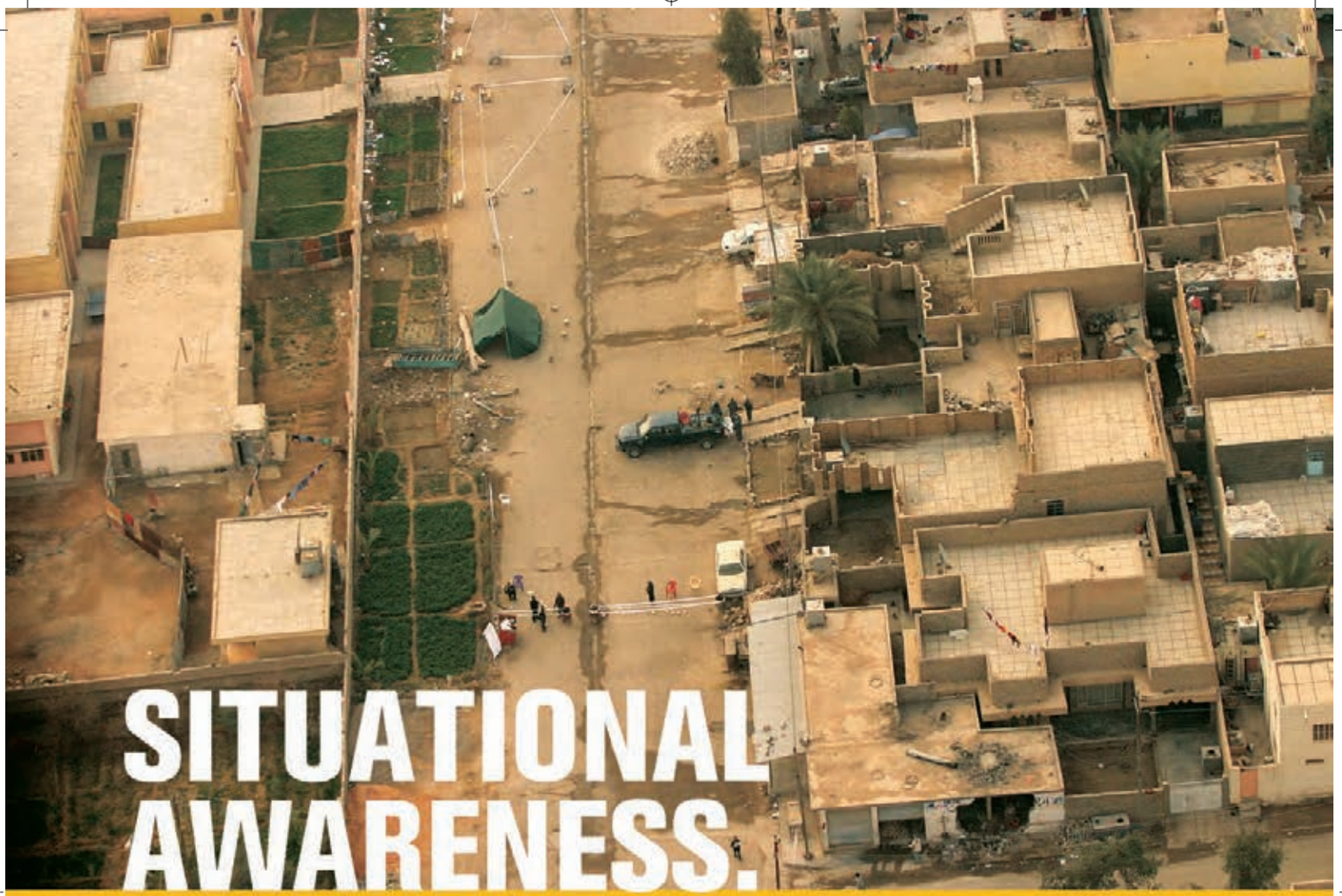
As always, fly safe!

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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.

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*Dr. (MAJ) Nicole Powell-Dunford is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, Ala.*



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MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 2:14 PM Page 92





# Preserving Our Legacy and Maintaining Our Voice

By CW5 Mark W. Grapin

I never met Eddie Ward. He died on a Thursday in 1965, and wasn't found in his Dayton, Ohio apartment until Saturday.

He was interred in his unmarked Ohio grave days later; and two generations later, not even his surviving family was aware of his significance to our Branch and our Army.

Our nation's first Aviation Soldier was plucked from the U.S. Army Signal corps ranks and assigned to the fledgling Aeronautical Division on 1 August 1907 to take charge of "all matters pertaining to military ballooning, air machines, and all kindred subjects." If not for the diligence of Kentucky historian Dr. Edward M. (Mac) Coffman, his uniqueness in our Army Aviation legacy may never have been noted by our professional Association.

But forty-four years after his passing, the Army Aviation Association of America remembered Eddie Ward in his hometown of Pine Knot, Kentucky. In fact, if you're anywhere near the central Kentucky-Tennessee border on March 31st, stop by the McCreary county courthouse and join the citizens of his hometown in celebrating Eddie Ward day!

Many of us understand the deep debt of gratitude we owe our Cub Club. But how many of us can name even three of the members? And how many of us have sat with even one of them to hear their first-hand account of flying – in today's terms, cross-FLOT – to unmask the formations of the Third Reich and relay word to dispatch certain allied death on battlefields so far from home, and so long ago?

With so many of our Aviation greats taxiing clear of the active runway, our charge has never been more imperative to capture and preserve every one of their stories. Most came home – or are coming home – from their tours of duty to quiet civilian lives. And while some continue to tack on a few extra service stripes to their dress uniforms, none get to exceed their bingo fuel time.



PHOTO COURTESY OF DR. EDWARD M. (MAC) COFFMAN

**Corporal Eddie Ward (seated, center) in front of a U.S. Army Signal corps balloon basket in Norfolk, VA, 1907.**

As if to punctuate this axiom, the person considered by many of us to be the Father of Army Guard Aviation departed the traffic pattern quietly this autumn – Colonel (Ret.) John J. Stanko, Jr., and I remember him very well. He advocated for the right thing, or the right person, or the right state, or the right aircraft – not for political favor or his personal scorecard, but because each was the right thing to do at the right time.

Not all of the calls were perfect, but each was a part of an outstanding picture of holistic service to Army Aviation. And, we honor his service by preserving these stories and legacy for our next generation – for whom navigating by water towers, sectionals and AM radio stations is the stuff in history books.

## Progress in Preserving our Legacy

I don't get to Monroe, Connecticut very often. It's not really convenient to travel to, is not near a major airport, nor necessarily close to an Interstate freeway.

But buried in boxes stacked floor-to-ceiling at our National office is the very best collection of archives from our Branch history. Many of the yellowed pages dating from the 1950s now crumble to the touch, and many of the faces in the tens of thousands of photographs are recognizable to a dwindling few people on this side of Jordan.

Many attempts have been initiated over several years to catalogue this archive, and transfer these precious artifacts to electronic medium. But thanks to the groundswell of support from across our Association, Bill Harris – our Executive Director – recently added the staff necessary to undertake the cataloguing and conversion process in earnest.




Photo provided by GAMSTAT/RGW

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MAR_APRIL 11 Section 2_June04.qxd 3/25/2011 2:51 PM Page 94

Nearly every day, photos are being faxed to those who were there and names are being put to faces in snapshots as some boxes see the light of day for the first time in decades.

The lessons we learned from Eddie Ward run far deeper than tending a balloon basket or gas envelope. He taught us to be aware of history as it unfolds, and to be watchful for the obscure corners of the fabric of our corps.

We are watchful of how the warts and wrinkles of the UH-72A are smoothed, and how the crudeness of hand-launching a Raven UAV will likely seem a generation from now. In fact, more than a few have wondered at the commonality of hand-propping a Piper Cub to tossing our smallest unmanned aircraft systems skyward to begin their tasks of aerial surveillance.

The preservation of our legacy, and the story of our Branch, is an underpinning core value of our Association and a sound return on investment of every dollar of our membership dues.

### The Challenge of Maintaining or Rekindling Chapter Vitality

During my briefing to the National Executive Board this fall, LTG (Ret.) John M. (Mark) Curran asked what I saw as the greatest challenge to the success in standing-up a local chapter.

It's a question I couldn't have scripted better and the response warrants repeating in this forum. If I had to narrow the critical elements of success for either standing up a chapter or maintaining the success of an existing one, it's command support. If a battalion commander supports AAAA, but their brigade commander doesn't, the fate of the chapter suddenly hangs in the balance.

While deployments, exercises, new equipment training, and a thousand other things each erode the time we are able to dedicate to chapter meetings and related activities, this understandable crunch of the schedule is sometimes not at the heart of why some chapters wane in their activities – or even go to seed.

Occasionally, a new senior commander arrives who was never really involved with our professional association and never read on the inherent value AAAA brings to their formation.

I will strongly advocate it is in our collective best interest to invest in the success of every one of our chapters.

We offer twelve opportunities a year for that senior commander to recognize excellence in their formation with new flexibility in our "-of the month" award program; access to a local and national professional awards program which is among the best of those found in any branch of our Army; access to a robust scholarship program for the Aviation Soldier and their family members; and access to a wide variety of professional forums and conferences spaced across the calendar and operational spectrum.

Our National officers and staff remain at the ready to meet with each of our senior Aviation Leaders to explore how Quad-A can effectively augment command recognition programs and broadcast local successes to a national audience.

### Membership Committee Update

We made a great deal of progress in the weeks leading up to, and during, our last National Executive Board meeting in three major avenues.

First, we expanded the Soldier-of-the-Month program, to give each of our Chapters the flexibility to recognize excellence where they find it. This program was previously limited to recognition of those in the ranks of Private to Specialist/Corporal, and failed to take into account certain demographic limitations.

By expanding this program to allow chapters to recognize NCOs of the month, Service Civilians of the Month, Contractors of the Month, Firefighters of the Month, or any such award, we are more likely to continue expansion of our membership and recognition programs on a national scale – all of which is complimentary to the awardee and local chapter.

Second, we are very near a joint Life Membership program with another of our professional association partners – effectively expanding the current U.S. Army Warrant Officers Association (USAWOA)-AAAA program of annual joint membership. Details will follow on the dues schedule in the next month or so, but we are certain this program expansion will benefit a key demographic of our membership.

And third, if ever a panel of experts deserved the title of "Blue Ribbon," it's the host of talent who volunteered to define and charter a pilot study of our Virtual State-Centric (VSC) Chapter initiative. We'll carefully map out the steps necessary to define and explore whether the concept of virtual chapters is right for our Association, and carefully determine whether and how virtual chapters may complement – without impeding – traditional chapters.

The modest membership increases in many of our key demographics – enlisted, warrant officers, and service civilians – each serve as testament to our commitment to serve our Aviation Soldiers and their families while abiding our overarching charter to give a voice to every corner of our Army Aviation community.

Next month, we'll further explore the progress made in key aspects of our most visible membership programs, and dig a little deeper into how UAS are adding a significant dynamic to our Association.

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



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# Scholarships for Families

By Judy Konitzer

"There is no doubt that the AAAA scholarship program continues to be one of AAAA's most outstanding benefits," according to COL (Ret.) Robert P. Birmingham, the Scholarship Foundation's (AAAASFI) current President.

The 2010 program was the largest in the Foundation's history as a result of exceptional chapter, industry, and individual contributions with a total $279,500 being awarded to 187 recipients. For the first time, AAAASFI had an exhibit on the floor of the 2010 Annual Convention, where volunteers raised over $13,000 for the Foundation. The program began in 1963 and to date $4,262,450 has been awarded to 2,484 recipients.

Members, their spouses, and unmarried children, siblings, and grandchildren of current and deceased AAAA members are eligible for scholarships and interest free loans for undergraduate, upperclassmen and graduate levels.

BG (Ret.) James M. Hesson, a past president of AAAASFI, indicates that "management of the funds is handled by a well-qualified financial institution to ensure that the assets are protected and long-term growth occurs."

Hesson adds, "As the historical growth of investment instruments has exceeded that amount, we plan to grow the value and to keep up with inflation as we progress toward the future. Noteworthy is the fact that AAAASFI is a totally separate entity with a separate charter and purpose from AAAA with no funds comingled. Futher, all costs associated with operating the AAAASFI, i.e. management fees for investment advisor etc., are borne by AAAA. We can truly say that our overhead costs are zero!"

Although there is a perception that the selection process is biased toward senior officers, Hesson counters, "As one who has sat on numerous selection panels, I can personally dispute the allegation. Before anyone on the selection panel sees an applicant's package, the AAAA office purges all names or references to rank by blocking out data which could reveal names, ranks, or references which could lead to inferring rank. The applicants' files pass through many evaluators' hands that individually score the applicant resulting in an Order of Merit list based on the sum of all individual scores. The applicant with the highest merit standings receives the highest dollar awards with grants taking precedence over loans." MG (Ret.) Richard E. "Dick" Stephenson adds, "The program is one of the absolute best due its exclusive primacy of merit as the essential criterion."

## Volunteers Getting Involved

Hundreds of dedicated volunteers over the years have contributed to the success of the program. It is interesting to see how some of them got involved.

***BG (Ret.) Jim Hesson*** served as a governor of the AAAASFI board (AAAASFI BOG) from 1989 to 1991.




MID-ATLANTIC CHAPTER PHOTO

**Scholarship Foundation board members and volunteers alike, staff the first scholarship fundraising booth in April at the 2010 Annual Convention in Fort Worth, TX. (from left) Darla Hall, LTC (Ret.) Ed Carnes, Kit Roache, BG (Ret.) Jim Hesson; COL (Ret.) Jill Ludowese, and Connie Hansen.**

When his work schedule took precedence, he became inactive; however, in 1998 when two of his grandchildren were awarded scholarships Hesson said, "I felt an obligation to participate in the Foundation after that and in 2001 became its President." He has been active ever since.

***Ron and Carol Kurowsky's*** daughter Melissa received the two year Dean Kelly AAAA Scholarship in 1987, followed by their son Jay's receiving it two years later. This led to the Kurowskys' involvement in AAAA's Fort Monmouth Chapter as well as Ron serving on the AAAASFI BOG as its treasurer. Carol says "You don't need a rank to join AAAA's volunteers, so become an active member of your local chapter. Get involved, help the Soldiers and their families, and you'll be all that you can be."

***Connie Hansen*** established a scholarship in her husband CW3 Stephen A. Hansen's name, after she lost him to an aircraft accident in 1988. From awards committee to appointed member of the AAFSI BOG and currently serving as its elected secretary, Connie says, "My involvement with the scholarship foundation has kept me connected to old and new friends in the Army Aviation community, but most importantly given me a sense of fulfillment in keeping Steve's memory alive while helping a student fulfill their educational goals."

***COL (Ret.) Thomas Harrison's*** son and daughter both received scholarships and he shared that "the scholarships were important to our children from a sense of accomplishment perspective. Merit based awards are great recognition for hard work." Tom serves as Vice President of the AAAASFI BOG with his wife Katrina sharing in a lot of the work. Tom says "the most gratifying part of the volunteer effort is seeing the caliber of applicants. It is humbling."

## Accolades from Students

Students (freshmen, upperclassmen and graduate students) from large and smaller institutions with varied majors have provided some testimonials of appreciation,

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:27 PM Page 97

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:27 PM Page 98

## From the Army Aviation First Lady

By Kim Crutchfield

I am truly looking forward to this year's AAAA Annual Professional Forum and Exposition in Nashville, TN. Not only is this event always a great opportunity to see old friends and meet new ones, but it is also a time for spouses to reconnect and recharge their inner spirit with this year's focus on wellness and resiliency. Remember that we are all better for each other when we take care of ourselves. Taking a "time out" for yourself should be a priority, not an afterthought, which is why the wellness and resiliency theme was chosen.

I would also like to take this time to thank AAAA for their contributions to scholarships for family members, to include spouses, who want to further their education. As a former teacher, I have known several high school seniors who have applied and received scholarships from AAAA and they are truly grateful.

I also want to commend AAAA for their support of the Honorable Order of Our Lady of Loreto Award, which recognizes military spouses who have contributed unique support to the Army Aviation Family and community. I am so thankful to AAAA for creating this award after my husband suggested to the Board several years ago that Aviation spouses deserved to be recognized by an award similar to the Molly Pitcher award which is bestowed on Field Artillery and Air Defense Artillery spouses.

Since 2004, 426 Army Aviation Spouses have been recognized for their contributions to the Aviation Family and community. Our Aviation Family and our Army Family are blessed to have such wonderful spouses who give their time and energy to make each other's lives a little better. Thank you so much for all that you do!

Above the Best! ❖

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

which I am pleased to share with you.

***Kelsey Windsor Hamilton*,** Auburn University, Class of 2014, majors in Business with plans to eventually earn an MBA, writes: "I am writing to thank you for your generous $2000 AAAA scholarship in memory of LTG (Ret.) Harry W.O. Kinnard. I feel especially privileged to receive the first AAAA Scholarship in his memory." Kelsey's great grandfather LTC (Ret.) R.F. Windsor served with LTG Kinnard during the Battle of the Bulge. She adds, "You have lightened my financial burden which will allow me to focus more on the most important aspect of school, learning. Your generosity inspires me to help others and continue to give back to the community; most importantly, I promise that when I am able, I will help students achieve their goals just as you have helped me."

***Madeline Chais*,** freshman at the University of Michigan, and the recipient of North Texas Chapter V Matching Scholarship, writes "I can't tell you how much this means to me and my family. The scholarship funds will ease the financial burden of starting my freshman year. I am so proud of my grandfather's honor and dedication to military service to our country. With this scholarship, I too feel like I have a small part in making his accomplishments even more meaningful."

***Christopher Rawson*,** electrical/ mechanical engineering technology major at Rochester Institute of Technology writes, "Please accept my sincere thanks and appreciation to the scholarship committee for selecting me as this year's recipient of the Empire Chapter Matching Scholarship. Upon completion of this program, I hope to find employment as an engineering technologist and become an engaged member of my community."

***Samantha Swinsick*,** Arizona State University, and recipient of the Arizona Chapter Joe C. Koch Memorial Matching Scholarship is looking "forward to beginning my college career in chemistry and AAAA has certainly been a big help in getting me started."

***Brandilynne Schierland*,** Luther College, Iowa, and a recipient of one of the 3 Otter-Caribou Heritage Scholarships, thanks "the AAAA Scholarship Foundation, and the AAAA National Awards Committee for taking time out of your busy schedules to carefully review my application…and I am honored to be one of the chosen recipients. I plan on pursuing an education in the field of psychology and then continuing on into the physical therapy program."

***D. Alex Wood*,** writes, "It is with great respect and personal pride that I accept the Griffin Chapter CW3 Timothy Breneman Memorial Matching Scholarship. As I look forward to my college career at the University of Notre Dame, I anticipate the next four years to be exciting, challenging, and rewarding."

***Frank Keyser Family on behalf of Madelyn*,** University of Pennsylvania and recipient of the Vietman Helicopter Association Heritage Scholarship writes, "Our entire family thanks you for the support AAAA continues to give Maddie and the children of other membership families as they pursue their education in certainly challenging times. For Maddie, the scholarship really helps relieve some of the financial stress and allows her to focus and enjoy her experience at Penn following her dream of a career in Nursing."

***Samantha E. Mayes*,** University of Alabama at Birmingham, writes, "I would like to thank you for awarding me the Tennessee Valley Chapter MAJ Jeffrey DeCarlo Matching Scholarship. It will help to ease the monetary burden that is associated with pursuing a Master's degree in Education. I really appreciate the assistance that your organization provided to me."

***Carolyn M. Webers*,** a masters degree candidate at the University of Alabama, says, "I am very grateful to have received the Aviation Center Chapter Matching Scholarship. I am so thankful for the generosity of those who have helped to fund this scholarship and for their support of my continuing education."

### Getting Involved With Your Chapters

Congratulations to all awardees. And thank you to all chapters who currently participate. Others can participate by just raising $500 (small) and $1000 (larger) chapters with a match from AAAA. For more information contact us at 203-268-2450 or visit *www.quad-a.org*.

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

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:27 PM Page 99




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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 100

# Annual Joseph P. Cribbins Aviation Product Symposium

By Mr. Gary Nenninger and CW4 Dave Kather, Retired



PHOTOS BY JOSEPH RAMIREZ

**CW4 Tamara Cureton accepts the Logistics Unit of the Year Award on behalf of the Soldiers of the 96th Aviation Support Battalion which remains deployed to Afghanistan. Presenting the award are (left to right) MG James E. Rogers, AMCOM CG; MG Anthony G. Crutchfield, USAACE CG and Aviation Branch Chief; BG (Ret.) Rodney A. Wolfe, AAAA National President; and MG William T. Crosby, PEO Aviation.**



PHOTOS BY JOSEPH RAMIREZ

**Ms. Peri Widener accepts the Materiel Readiness Award for a Major Contractor for Boeing's Global Services and Support Army Integrated Logistics (AIL) organization from Rogers, Crutchfield, Wolfe, and Crosby.**

The AAAA and the Tennessee Valley Chapter hosted the 37th Annual Joseph P. Cribbins Aviation Product Symposium Feb. 9 and 10, 2011 at the Von Braun Civic Center in Huntsville, AL. The intent of the symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning support to the aviation warfighter.

This year's symposium was extremely successful, with over 510 attendees and 80 industry and government partners hosting booths in the exhibit hall of the Civic Center.

Named in honor of the former special assistant to the Deputy Chief of Staff for Logistics and the chief of the Aviation Logistics Office, the theme of this year's symposium was *Army Aviation: The New Challenge.*

On Wednesday of the two-day event, MG James E. Rogers, commanding general, Aviation and Missile Life Cycle Management Command (AMCOM) gave an update, speaking of the "huge demand" for Army aircraft. He reminded industry partners to "help us to become more efficient" and that we all work together as a "team of teams." He was followed by the "Supporting and Modernizing the Force through Combat Operations" panel.

Chaired by COL Dennis Williamson, Ret., PEO Aviation G3, the panel was comprised of COL Neil Thurgood, project manager (PM) Utility; Mr. John Palumbo, Sikorsky; COL Shane Openshaw, PM Apache; Mr. Tim Sassenrath, Boeing; Mr. Jeff Langhout, deputy PM Cargo; Mr. Raymond Haddad, Boeing; and COL Robert Grigsby, PM Armed Scout Helicopter with Mr. Jim Schultz, Bell/Textron.

The 2011 Project Management Office (PMO) Awards were presented next with the following being recognized:

- Apache PMO award to Mr. John Lund, Systems Dynamics
- Armed Scout PMO award to Alion-McNally Center for Production Technologies
- Aviation Systems PMO award to NMC-Wollard
- Cargo PMO award to Mr. Sebastian Arrigo and the Millville Aircraft Modification Center
- Unmanned Aircraft Systems PMO award to AeroVironment
- Utility PMO award to Ms. Dawn Hilliard, Wyle CAS
- Soldier Warrior PMO award to Ms. Mardenna Turnbough, CSC
- AMCOM G-3 award to Aranea solutions Inc.
- Aviation and Missile Research, Development, and Engineering Center (AMRDEC) award to Mr. Jerry Heck, CGI/Stanley, (Dynetics)
- Aviation Engineering Directorate award to Camber Corporation
- Integrated Materiel Management Center (IMMC) award to Eaton Corporation
- Corpus Christi Army Depot (CCAD) award to General Electric-Aviation

On the second day, with the winter weather causing delays, the event hosted several guest speakers and panel presentations with follow-on question and answer sessions. After Gary Nenninger, TVC President opened the session, Huntsville Mayor Tommy Battle was in attendance to welcome the participants and he was slightly harassed about getting the icy streets cleared up.

Then Mr. Ross R. Guckert, the assistant deputy for

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MAR_APRIL 11 Section 2_June04.qxd 3/25/2011 3:47 PM Page 102



Mr. Raymond Haddad accepts the Materiel Readiness Award for an Industry Team on behalf of the Boeing Interim Contractor Support Team from Rogers, Crutchfield, Wolfe, and Crosby.



PHOTOS BY JOSEPH RAMIREZ

Mr. Eric Minter is presented the Materiel Readiness Award for an Individual by Rogers, Crutchfield, Wolfe, and Crosby.

acquisition systems management, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology) presented both total force and aviation modernization strategies in an austere fiscal environment.

He was followed by MG Tim Crosby, Program Executive Officer, Aviation who provided the PEO update.

MG Crosby talked of being more efficient under a constrained budget and the "tough calls" that will have to be made in the future. He was followed by the "System Supply Chain Management and Modernization" Panel.

Ms. Lisha Adams, Executive Director, IMMC, chaired the panel with members COL Tony Potts, PM Avn. Systems; Mr. Mark Curran, L-3 Com; COL Greg Gonzalez, PM UAS; and Mr. Steve Reid, AAI.

During lunch, BG Rod Wolfe, Ret., AAAA national president, discussed the upcoming Annual Forum in Nashville, TN and introduced the luncheon speaker, MG Anthony G. Crutchfield, aviation branch chief and commanding general of the U.S. Army Aviation Center of Excellence (USAACE).

MG Crutchfield's speech was about the Future of Army Aviation and how we are to get to the end state of "a healthy Aviation Branch postured for full-spectrum operations, in defense of our national interests and our Nation."

The luncheon was followed by the "Transitioning the Fight" Panel, chaired by COL Brian Diaz, TRADOC Capabilities Manager Utility/Lift; and consisting of COL Terry Jamison, 82nd Combat Aviation Brigade (CAB); COL Barry Keeling, National Guard Bureau, COL Donald Galli, 3rd CAB and CSM Tod M. Glidewell, Aviation Branch & USAACE CSM.

Mr. Keith Roberson, G3 AMCOM spoke next addressing aviation maintenance initiatives. He was followed by COL Christopher Carlile, CCAD and COL Donald Nitti, Aviation Field Maintenance Directorate Reset with updates on their respective operations.

A major highlight of the symposium was the evening's awards dinner. Following relaxing entertainment by comedian Rik Thomas, MG Rogers, MG Crutchfield, MG Crosby and BG Rod A. Wolfe, Ret. presented the AAAA 2010 Functional Awards for Logistical and Materiel Readiness.

The Outstanding Logistics Support Unit of the Year was the **96th Aviation Support Battalion**, Task Force Troubleshooter, 101st Combat Aviation Brigade based in Kandahar, Afghanistan.

LTC William W. Ferguson, commander, and CSM Todd W. Vance are both still deployed. CW4 Tamara Cureton accepted the award on behalf of the unit for their serving with great distinction while deployed in support of Operation Enduring Freedom (OEF).

The Materiel Readiness Award for a Contribution by an Industry Team, Group or Special Unit was awarded to **Boeing Interim Contractor Support Team**, Huntsville, AL. Mr. Raymond Haddad accepted the award for the ICS team's variety of services to the CH-47F community.

The Materiel Readiness Award for a Contribution by a Major Contractor was presented to **The Boeing Company**, Huntsville, AL. Ms. Peri Widener accepted the award for Boeing's Global Services and Support Army Integrated Logistics (AIL) organization for supporting the Chinook and Apache programs.

And the final award, Materiel Readiness Award for a Contribution by an Individual Member of Industry was awarded to **Eric Minter**, of CAS Group, Wyle, Inc. for his immense contribution to Army Aviation as the Common Missile Warning System/Advanced Threat Infra-Red Counter Measures (CMWS/ATIRCM) fielding manager for PMO Aircraft Survivability Equipment.

The symposium also provided a unique opportunity to highlight the great work of the AAAA Scholarship Foundation.

The generosity of the attendees and AAAA members was overwhelming and greatly appreciated, as the TVC received more than $19,500 in scholarship donations.

This year's Cribbins APS continued a 37-year tradition of growth and improvement, but more importantly, service to Army Aviation and its Soldiers.

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*Gary Nenninger is the president and Dave Kather is the vice president for publicity of the AAAA Tennessee Valley Chapter, Huntsville, TN.*

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 104

FROM THE ARCHIVES
Article from the April, 1958 issue of ARMY AVIATION Magazine.

# Army Aviation: New Uses

By Maj. Gen. Hamilton H. Howze



AAPI PHOTO

During Exercise Sabre Hawk, Seventh Army's biggest maneuver since World War II, Army aviation units were widely employed in providing tactical mobility to attacking"Red Forces."

An enthusiast on the subject has no difficulty in visualizing multiple uses for light aviation; the task is in fact altogether too simple. But in the process one comes up sharply against the old problem of personnel spaces. It is so easy to use personnel for the various supporting activities in a modern army that one runs out of spaces for the troops to be supported, making it possible to achieve the ideal army: everybody fully engaged in the rear areas, nobody left to be shot at.

Even so, I predict a bright future for Army aviation, for it offers a solution to some of the Army's most pressing tactical problems. And its pilots, as in the past, will have the privilege of being shot at.

In this article I do not attempt to outline the functions of Army aviation, which I hope are now broadly known in the Army. What I call "new uses" all fall within our authorized functions.

I'll start with the use of aircraft for the movement of combat troops. Perhaps this cannot be designated, with complete propriety, a "new use" of Army aviation, because the Army already has a considerable number of helicopter and fixed-wing aviation transport companies, comprising a total of several hundred troop-carrying aircraft. These units are broadly distributed in the continental United States, in the Far East Command, and in Europe, and participate regularly in troop exercises in those areas.

But while this sort of thing has lost some of its novelty, the proper tactical exploitation of the capabilities of slow-flying aircraft in the movement of combat units does require a new understanding and a new imaginative application.

It should be first acknowledged that the helicopter is not a routine substitute for the truck. The helicopter is sufficiently expensive and difficult to maintain, and its availability in quantity is thereby sufficiently restricted, to make it a special-purpose item. Its use should be reserved for certain special purposes, for which it is indispensable.

Actually some (not all) of the jobs of the helicopter may be undertaken by short-take-off-and-landing airplanes when greater discretion in the selection of landing areas is operationally possible.

In moving troops, the helicopter will perhaps find its greatest utility as an obstacle crosser. It has unparalleled capabilities in this respect. And the battlefield is essentially a conglomeration of obstacles.

Natural obstacles are rivers, hills, and ridges, creeks and swamps. The old familiar artificial obstacles are the areas swept by enemy fire, interdicted roads, blown bridges and culverts, craters, mine fields of all varieties, and (if we move offensively) the enemy positions themselves.

New obstacles heretofore unencountered by our troops are large areas irradiated by atomic blast, areas in which woods and fields are set afire by atomic blast, areas in which all bridges are down and a town's rubble lies across road—and possibly areas contaminated by persistent gases.

The question now is how to move troops rapidly from A to B, from C to D, from E to F, etc., etc. If the problem is not to move rapidly, if surprise is not a factor, surface means may be used, but certainly they will be slow and in many instances very hazardous. In these circumstances helicopters can move troops and certain equipment with speed and efficiency and generally without regard to the nature of the obstacle, but they can't do it on a routine basis unless a great many machines are available.

Another application of the troop-carrying helicopter derives its importance from the characteristic speed of aircraft. Ninety knots on a straight line is still very fast when compared with the speed of a truck following a tortuous, rutted, crowded road.

There seems to be universal agreement to the proposition that troop formations in the atomic era must take the form of a number of dispersed islands of force, each island being garrisoned by semi-independent units of all arms. But these islands are not rooted; even in defense they must be movable.

For years we have talked of "mobile defense"—some of us not understanding the meaning of the term. Now we have to understand it. Mobile defense implies flexibility, a deliberate rejection of the idea of defending bits of ground "at all costs." One may be blasted off a terrain feature by a single explosion—and will be, if too much force is committed to its defense.

Mobile defense requires (it has got to be said) mobility. Armored units have their own, organically. Helicopter lift for infantry must come mostly from helicopter companies

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 106

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**U.S. Army Aviation Board personnel test the lifting capability of an H-37 Mojave at Yuma, Arizona, a part of the off-Post testing performed to secure operational data under high and low temperatures and high altitudes.**

attached to divisions and, usually on a one-shot basis, to smaller units. Infantry mobile reserves so essential to this type of defense may be so by the attachment of helicopters, bivouacked alongside and ready to go.

An attack cannot be preceded by an assembly of assault forces in strength in what we used to call attack positions, for such concentration will invite wholesale destruction by the enemy's area weapons. Notwithstanding, the requirement is still to produce the maximum practicable amount of force (with constant regard to the atomic threat) at the proper place with the best possible timing.

The only solution lies, again, in mobility. Some portion of the attacking infantry can, of course, move by surface means to a position from which it can jump off in attack, and armored elements can do the same. Armored elements, of all our forces, are best equipped to withstand atomic blast while on the move.

Helicopters can contribute greatly in this situation. Helicopters can carry infantry from positions well to the rear (say twenty-five miles) rapidly and with very precise timing to any given area. This affords to helicopter-borne infantry great latitude in the selection of the point of thrust against the enemy and enhances greatly the possibility of surprise.

These are factors of the utmost importance, the implications of which must be pondered a bit to be fully understood. Additionally, the unique ability of the helicopter to cross obstacles (as previously described) affords to helicopter-borne infantry additional latitude in the direction of thrust, for there will be many occasions in which natural and artificial obstacles—the latter including the actual positions of the enemy—can be negotiated quickly and the assault troops placed in position to move against the enemy from unexpected directions. The problem facing the defender will thereby be greatly increased.

The vulnerability of the helicopter is, of course, a pertinent consideration. The machines will be subjected to normal hazards of combat, and it will not be unusual to see one crash and destroy its occupants. War can be dangerous. But the answer to the survival problems lies in the techniques of helicopter employment, with the special reference to the use of supporting fires to enhance greatly the chances of survival.

To reduce vulnerability, helicopter operations in daylight must, generally speaking, be conducted over land areas dominated by weapons organic to the Army. This in effect means the helicopters must be used either over friendly territory or in the course of only very shallow penetrations over enemy territory.

Our new missiles, Hawk in particular, give promise of being able to afford excellent protection to helicopters against the depredations of enemy fighter aircraft. The helicopter probably will be able to avoid engagement by heavy enemy anti-aircraft fire by flying very close to the ground—contour flying, well below the ridge lines.

Enemy small-arms fire may be suppressed by conventional and unconventional means. It is obviously easy to neutralize large areas by use of atomic explosives, an almost unfairly simple solution to the problem. But conventional artillery fire—which can be delivered in heavy concentrations for the short period of time necessary for a flight of helicopters to pass a given danger area—can have an efficient suppressive effect on the enemy. Additionally we expect to arm our cargo helicopters with a single machine gun each to permit them,

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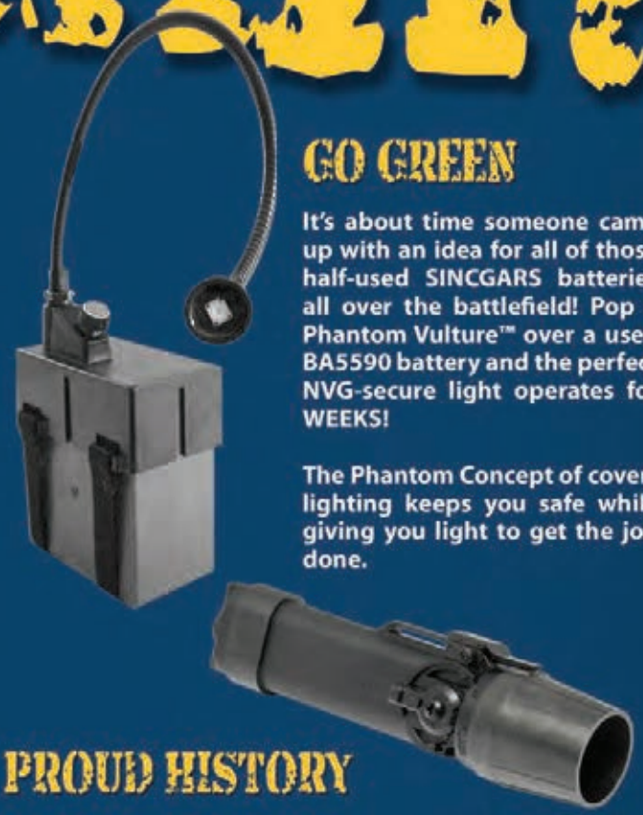



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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:29 PM Page 108




AAPI PHOTO

**In northern Norway, pilots of the U.S. Army's 8th Helicopter Battalion carried loads of building materials, steel, electronic equpment, and even dynamite to mountain-top sites of micro-wave relay stations. The H-34As delivered their cargo at the rate of 1 1/2 tons every two minutes.**

when moving into a dangerous area, to at least spray the ground as a sort of sanitizing measure. And remember that helicopters arrive very quickly, frequently with complete surprise, and unload and depart very quickly.

Perhaps the most important way, however, to cope with vulnerability lies in the use of helicopters at night and in inclement weather. Here the Army is moving as rapidly as it can, but it should be stated that our helicopter companies do not at the present moment have the capability of flying in inclement weather very close to the ground—and this is the tactical requirement.

Even a casual consideration of a dispersed battle formation raises in the most obvious way the question as to how the enemy may be kept out of our area of defense.

In the Korean war the Communists developed to a high point of efficiency the tactic of infiltration. Our units were privileged (so far as the atomic threat was concerned) to concentrate as much as they wished; even so, they were unable to prevent enemy infiltration into and through the forward defensive area on a fairly regular basis. Apparently some of the snappiest hand-to-hand actions were fought in battalion and regimental command posts.

In a defensive formation gaps of several thousand yards will exist between our units. How to keep the enemy, in small numbers, from moving into those gaps is not susceptible of solution. In truth, we cannot keep him out. Reconnaissance aviation can contribute materially toward solution, but to establish an impenetrable screen will be quite impossible.

A similar situation exists when our forces are moving offensively, for again, as has been said before, the formation must be sufficiently dispersed as to not invite nuclear attack. Attacking units operating perforce at minimum density cannot hope to sweep all enemy from penetrated areas.

How, then, are the units in forward areas to be resupplied? Enemy infiltrating parties, or enemy elements bypassed by our attacking spearheads, represent the most serious sort of threat to our ground lines of supply—a threat so serous as to make resupply by ground means practically impossible.

I therefore suggest that we consider the resupply of isolated units (which in effect means the majority of units in the most forward areas) by air to be routinely necessary. Air resupply, indeed, appears to be the only solution to a problem which, left unsolved, will make impossible efficient operations by units deployed for combat.

Resupply by air will, of course, have its own hazards. It appears essential that it be conducted, as a normal thing, at night or in inclement weather by very low flying aircraft. A new possibility in this respect lies in the use of fairly small drone aircraft, which will presumably be capable of carrying larger payloads than similar manned aircraft and will be less hazardous to personnel. The drone will be equally efficient, day and night.

The use of light aircraft in the ground-reconnaissance role is not altogether new, but it does represent a possibility thus far only superficially explored. Until now reconnaissance by aircraft—whether high performance Air Force aircraft or Army observation airplanes—has been performed as an entirely separate task only remotely connected with the detailed type of reconnaissance habitually performed by the Army's armored reconnaissance forces.

In the vast majority of cases the aircraft were not organic to the ground reconnaissance units, and aircraft pilot and observer reports were made directly to major headquarters and usually reached the ears of the reconnaissance unit commander.

Without disturbing that process, it is time now that we proceeded rapidly in the true integration of aircraft in our reconnaissance units to allow those units to perform more efficiently their classic roles of reconnaissance, security, seizure of critical areas, and pursuit. I am not suggesting independent air reconnaissance battalions but rather the intimate combination or air and surface reconnaissance means.

Nowhere in any Army-approved table of organization and equipment at the present times does there exist a reconnaissance team composed of a light aircraft, a pilot, and a regularly designated observer. This, I think, is a startling state of affairs. We have not exploited the capability of the team, trained and regularly practiced in the art of reconnaissance.

I visualize the incorporation in our present ground-reconnaissance units —the division reconnaissance battalions and the armored cavalry regiments—of platoons of these reconnaissance teams riding for the most part in light reconnaissance helicopters, each of which will be armed with a single light machine gun. The techniques of operation of these small teams have yet to be developed, but we are working on it. In this development, however, we should rule out at the start of the process of flying the aircraft directly into the enemy, or directly over territory known or suspected to contain hostile elements.

MAR_APRIL 11 Section 2_June04.qxd 3/25/2011 2:13 PM Page 109



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MAR_APRIL 11 Section 2_June04.qxd 3/29/2011 2:29 PM Page 110



AAPI PHOTO

**Highlighting one day's exercise play in the early phases of Exercise Sabre Hawk, Army Choctaws engaged in an airlift operation , moving the 11th Airborne's 502nd Infantry across the Main River to seize a bridgehead and to isolate defending "Blue Forces."**

This idea is very difficult to put over, and when it is not fully grasped the whole concept is misunderstood.

The helicopters, operating in sections of two or three, will habitually fly over close to the ground. On a reconnaissance mission they will move laterally many more miles than frontally. Movement by bounds—one or two machines covering the movement of another—will be frequently practiced. In the course of an approach to a terrain feature suspected to be occupied by the enemy, the helicopters will move deliberately and according to the system from one point of cover to the next; they will hover rather frequently, but always within a few feet of cover, so that if engaged by fire they may drop quickly out of sight.

Occasionally one will land, permitting the observer to leave the machine to take up a ground point of observation. With their machine guns they can execute the battle-tested device of reconnaissance by fire; e.g. if they suspect enemy occupation of a group of buildings or a small ridge, they can shoot a few bursts into the suspected area to see if a reply is forth-coming. If the section is engaged by hostile fire, it will always avoid a shooting duel, for the discovery of the enemy is its function, not the enemy's destruction.

In the course of the reconnaissance of an area or of a route, the helicopters will not fly directly up roads but rather off to the side of them, for in moving situations the enemy is very apt to be on the roads. A dangerous-looking area is not flown into but is first inspected carefully at a distance, and then perhaps flown around in order to give the team the benefit of examination from several points of vantage.

Visibility from the air is generally excellent. Needless to say, one cannot see from a helicopter certain details visible to a ground vehicle; on the other hand, the reverse is also perfectly true.

In rapidly moving situations where this type of reconnaissance will be especially valuable, our armored ground reconnaissance units moving down roads are unable as of the present time to observe very large areas off roads where the enemy may lurk in force. The helicopter can discover this enemy; under many circumstances it can see beyond terrain features which totally block ground observation. While helicopters cannot see details through heavy tree growth, neither can ground vehicles see very far laterally in thick woods.

So while the ground-reconnaissance vehicle and the reconnaissance helicopter each have different limitations, on balance I believe the helicopter is considerably superior in what it can see. Certainly it will be an enormous valuable collaborator. Hastily laid mines, camouflaged road blocks, objects or personnel away from the roads, and all objects beyond terrain masks will, I believe, be more susceptible of detection from air than from the ground.

The platoons of reconnoitering helicopters should be backed up by other somewhat larger aircraft carrying riflemen. I do not visualize large units, but rather small quantities of riflemen especially trained for this type of operation, skilled in patrol and commando tactics, and regularly assigned to very light agile, troop-carrying helicopters. The Army is studying the development of helicopters very much smaller than the H-34 and H-21 for this role.

Backing up both the air-transported riflemen and the reconnaissance helicopters should be a small number of shooting helicopters—medium-sized machines each carrying multiple machine guns, possibly rockets, and fairly large quantities of ammunition. These are not to be used for the engagement of heavy enemy forces, and neither are they, by any stretch of the imagination, competitors with the fighter-bomber.

Unlike the fighter-bomber they will operate habitually on the tree tops, shooting generally from hovering positions close to cover behind which they may drop promptly when engaged by enemy fire, and shooting always from territory under friendly control into territory under enemy control. They will not fly over the enemy, and they will not indulge in fire duels. They will deliver heavy concentrations of fire for short periods of time, drop behind cover, reappear at a new spot and repeat the process.

The vulnerability of the helicopter is a matter which needs continuing exploration. Using the tactics and techniques which are possible to evolve, I do not believe the aircraft will be unacceptably vulnerable. Remember that these craft can shoot back; that they will know promptly when they are fired on; that they will operate very close to the ground and therefore close to cover. They move faster than one thinks, and will provide no background normally available to the ground machine gunner for adjustment of his fire. The estimate of range to these aircraft will be very difficult, and if inaccurate will render the fire against them ineffective.

Because a helicopter flying over a concentration of enemy troops not themselves under fire may be readily shot down does not mean that a reconnoitering helicopter in the hands of a clever pilot and observer, trained to their task, can be easily destroyed.

But of course some of these craft will be shot down. If anyone knows a really safe way to conduct effective reconnaissance of the enemy at the forefront of the battle area, he hasn't yet divulged it publicly. It can't be done with mirrors.

We are all acutely aware, painfully aware, in some quarters, of the new emphasis on missiles. On the several varieties of surface-to-surface missiles the Army is placing much of its hope for that part of the close support of ground troops heretofore performed by the fighter-bomber, and the Army is leaning heavily on the surface-to-air missile to control the airspace above it.

I do not believe that anyone is yet willing to predict

MAR_APRIL 11 Section 2_June04.qxd 3/30/2011 3:57 PM Page 111

when, or even whether, fighter aircraft will become altogether outmoded for these purposes, but on the other hand it is apparent that missiles can at least partially replace them. But how well missiles will do the job depends partly on how flexibly they may be employed.

When the ground-launched missile systems and supporting combat aircraft are conceptually compared, the aircraft win hands down as regards flexibility of employment. Perhaps this will remain true, for it appears that it will always be possible to concentrate in a given area a greater amount of air firepower than missile firepower. Every flyable fighter in Europe, for example, could be airborne over a single spot at the same time. But if the missile, despite its superiority on other counts, suffers in the field of flexibility, then we should make a strong try at improvement.

The missile in the correct place at the correct time, equipped with the correct warhead and provided with a proper target, can be very effective. The problem is to make all these conditions come about.

It would appear that light aviation is the best possible answer. While there have been a number of theoretical studies on the capacities of cargo helicopters and fixed-wing aircraft in moving missiles, and while new missile designs take, presumably, proper account of air transportability, the Army has not thus far gotten very far along toward a true integration of aircraft in missile operations. There are great advantages possible in the movement of missiles, component parts of missiles, missile launchers, and crews by air in building a concentration of firepower for a swift attack.

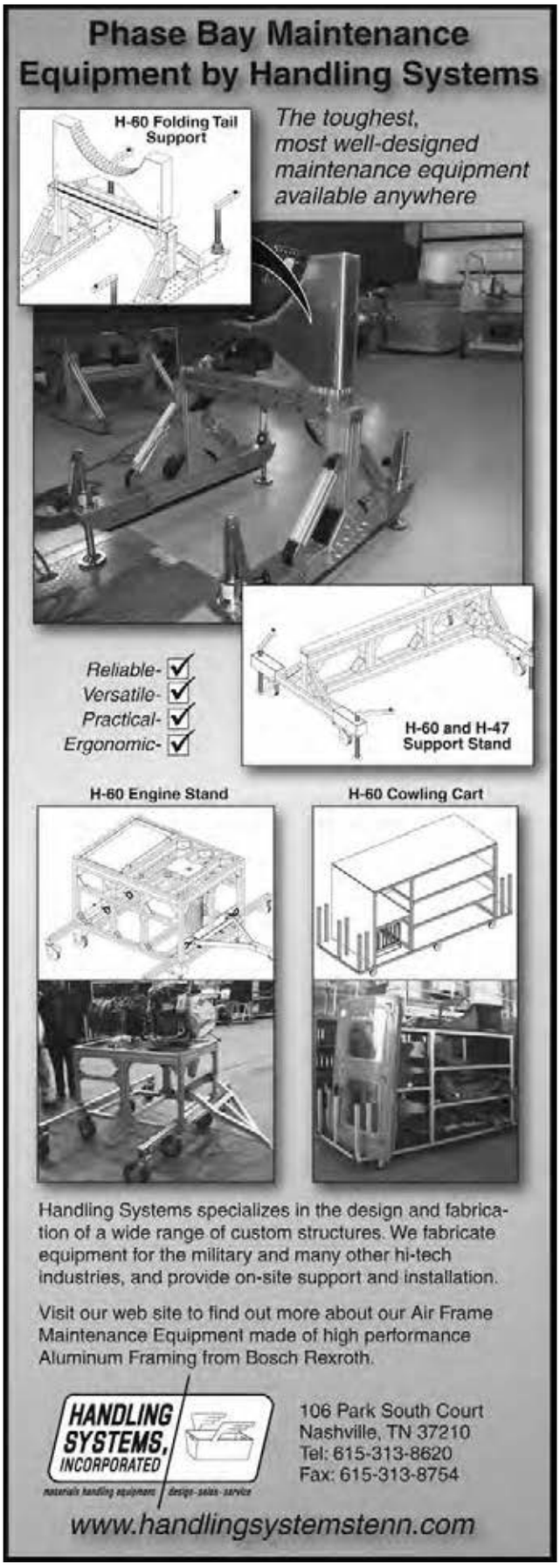
Moreover, a sufficient number of missiles to afford necessary coverage on a semipermanent, relatively immobile basis everywhere in an extensive battle area will be prohibitively expensive; large stockpiles cannot be maintained at battery sites. Economy of materiel and tactical necessity would appear to demand frequent use of aviation to distribute or redistribute missile firepower quickly according to need. The alternative is unacceptable inflexibility.

A man by the name of Clausewitz says this: "In any specific action, in any measure we may undertake, we always have the choice between the most audacious and the most careful solution. Some people think that the theory of war always advises the latter. That assumption is false. If the theory does advise anything, it is the nature of war to advise the most decisive, that is, the most audacious. Theory leaves it to the military leader, however, to act according to his own courage, according to his spirit of enterprise, and his self-confidence. Make your choice, therefore, according to this inner force; but never forget that no military leader has ever become great without audacity."

This means that we must see and we must move—it's hard to be audacious sitting at the bottom of a hole. In the air just above the treetops lies one of the great hopes for victory on the ground.

❖❖

*Maj. Gen. Hamilton H. Howze was the commanding general, 82nd Airborne Division at the time this article was published.*

MAR_APRIL 11 Section 3_June04.qxd 3/25/2011 2:43 PM Page 112

# 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.*

## Shadow Amasses 600,000 Hours



PEO A/N COURTESY PHOTO

In February, 2011 the Army's Tactical Unmanned Aircraft System (Shadow) surpassed 600,000 flight hours. Produced and sustained by AAI Corporation, the Shadow system is now fielded to 98 Army platoons and four Marine Corps squadrons. The Commonwealth of Australia will receive the first Foreign Military Sales (FMS) system this summer.

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

***Sikorsky Aircraft Corporation***, Stratford, CT, was awarded a $129,424,983 firm-fixed-price contract March 4, 2011 to provide for the procurement of UH-60M, HH-60M, MH-60S, and MH-60R helicopters. Work will be performed in Stratford, CT, with an estimated completion date of Dec. 31, 2012.

***General Atomics Aeronautical Systems, Inc.***, was awarded on March 3 a $64,285,000 cost-plus-fixed-fee, cost-plus-incentive-fee contract to provide for product support, logistical support and sustainment operations to the Extended Range/Multi-Purpose Quick Reaction Capability Unmanned Aircraft System. Work will be performed in Poway, CA; Adelanto, CA; Palmdale, CA; Salt Lake City, UT; and Hunt Valley, MD, with an estimated completion date of Nov. 7, 2011.

***Lockheed Martin Corp.***, Orlando, FL, was awarded on March 1 a $9,262,000 firm-fixed-price contract for reset support to include inspection, refurbishment, and removal of sand, dust and foreign material intrusion to the Apache modernized designation sight and pilot night vision sensor. Work will be performed in Orlando, FL, with an estimated completion date of Feb. 28, 2012.

***The Boeing Co.***, Ridley Park, PA, was awarded on March 1 a $13,582,919 firm-fixed-price contract to provide for infrared suppressor systems modification B-kits in support of the CH-47F program. Work will be performed in Ridley Park, PA, with an estimated completion date of May 31, 2013.

***Honeywell International, Inc.***, Tempe, AZ, was awarded on March 1 a $25,260,496 firm-fixed-price contract for support service and supplies to support all Corpus Christi Army Depot overhaul and repair activities for the entire T-55 family of engines and components. Work will be performed in Corpus Christi, TX, with an estimated completion date of Oct. 31, 2015.

***ARINC Engineering Services, LLC***, Annapolis, MD, was awarded on Feb. 28 a $41,722,209 cost-plus-fixed-fee contract to provide for one year of contractor logistics services option for the MI-17 aircraft. Work will be performed in Iraq, with an estimated completion date of March 31, 2012.

***General Atomics Aeronautical Systems, Inc.***, Poway, CA, was awarded on Feb. 28 a $335,504,000 fixed-price-incentive-fee contract for the purchase of system hardware applicable to the Extended Range Multi-Purpose Unmanned Aircraft System. Work will be performed in Poway, CA, with an estimated completion date of Dec. 31, 2012.

***Raytheon***, McKinney, TX, is being awarded a $48,000,000 maximum value, indefinite-delivery/indefinite-quantity contract to provide life cycle contractor support for sustainment of the Forward Looking Infrared Radar System (FLIR) and Electro-Optical Sensor System (EOSS) in support of U.S. Special Operations Command, Technology Applications Program Office. The resulting contract will provide life cycle contractor support to the 160th Special Operations Aviation Regiment (Airborne) as well as the Army, Air Force, Navy and Marine components, for FLIR and EOSS systems, and subsystems for ancillary equipment. The work will be performed in McKinney, TX, and El Segundo, CA and the contract performance period ends Feb. 28, 2015.

***Sikorsky Aircraft Corp.***, Stratford, CT, was awarded on Feb. 24 a $22,710,077 firm-fixed-price contract for the procurement of two UH-60M Black Hawk helicopters. Work will be performed in Redstone Arsenal, AL, with an estimated completion date of March 30, 2012.

## Advertisers Index


AAI Corporation . . . . . 101
AAR Mobility Corporation. . . . . 105
AAFMA Assoc. . . . . 109
Advanced Turine Engine Company . . . . . 2
AECOM . . . . . 75
Aero Dynamics. . . . . 42
Aerospace Filtration Systems . . . . . 103
Alkan . . . . . 54
Aranea . . . . . 36
Army Fleet Support LLC . . . . . 61
Astronics DME Corporation . . . . . 13
AeroVironment Inc. . . . . 77
Avenge Inc. . . . . 85
BAE Systems . . . . . 5
Bell Helicopter Textron Inc. . . . . 67
The Boeing Company . . . . . 1
Coastal Aircraft Parts, LLC . . . . . 85
Contract Fabrication Design . . . . . 79
DRS Defense Solutions . . . . . 33
DRS Technologies, Inc. . . . . 91
DynCorp International . . . . . 97
EADS. . . . . 10,11, 81
EMTEQ, Inc. . . . . 52
Esterline CMC Electronics Inc. . . . . 95
Fastening Systems International, Inc. . . . . 16
FlightSafety International . . . . . 55
FLIR Systems, Inc.. . . . . 7
General Atomics Aeronautical Systems, Inc.. . . . . 41
Global Aerospace Logistic . . . . . 54
Goodrich ISR Systems. . . . . 65
Goodrich Sensors Integrated Syst. . . . . 17
Greystone Ltd. . . . . 49
Gulfstream Aerospace Corporation . . . . . 73
Handling Systems Inc. . . . . 111
Hawker/Beechcraft. . . . . 53
Honteck Corporation . . . . . 83
Insitu. . . . . 15
Kaman Aerospace . . . . . 63
L3 Wescam . . . . . 99
Lockheed Martin IS&GS . . . . . 9
Meggitt Defense Systems . . . . . 21
Northrop Grumman Corporation . . . . . 69
Phantom Products Inc.. . . . . 107
PIC Wire & Cable. . . . . 71
Raytheon Company . . . . . 87
Roberston Fuel Systems LLC . . . . . 25
Rockwell Collins, Inc.. . . . . 27
Rolls-Royce North America Inc.. . . . . 47
Science Applications International Corporation . . 26
Secure Communications Systems, Inc.. . . . . 124
Science and Engineering Services, Inc. . . . . 29
S-3 . . . . . 19
Sierra Nevada . . . . . 28
Sikorsky Aircraft . . . . . 30, 31
Skedco, Inc. . . . . 106
Stark Aerospace. . . . . 39
SPX Precision . . . . . 23
Telephonics Corporation . . . . . 89
Thales . . . . . 93
Turbomeca USA. . . . . 43
USAA . . . . . 59
USATCO/U.S. Air Tool Co.. . . . . 45
Vector Aerospace. . . . . 35
VT Miltope Corporation . . . . . 51
Westwind Technologies Inc.. . . . . 37

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:03 PM Page 113

# POTM
# PEOPLE ON THE MOVE

## AVIATION GENERAL OFFICERS

The chief of staff, Army announced the following aviation general officer assignments:



U.S. ARMY PHOTO

***BG Jeffrey N. Colt***, commander, Joint Unmanned Aircraft Systems Center of Excellence, Indian Springs Airfield, Nellis Air Force Base, NV to deputy commanding general, 101st Airborne Division (Air Assault), Fort Campbell, KY.



U.S. ARMY PHOTO

***BG Donald M. MacWillie***, commanding general, U.S. Army Oper-ational Test Command, Fort Hood, TX, to deputy commanding general, 1st Infantry Division and Fort Riley, Fort Riley, KA.



U.S. ARMY PHOTO

***BG Robin L. Mealer***, chief, force generation, Iraq Training and Advisory Team, U.S. Forces-Iraq, to deputy director, J-5, U.S. Forces-Iraq, Operation New Dawn, Iraq; shown here being congratulated by Iraqi Staff Brigadier Shakir at her promotion on Feb. 4, 2011 at FOB Union III, Baghdad.

## TRANSFER OF AUTHORITY

### Screaming Eagles Swap CABs in Afghanistan

The 101st Combat Aviation Brigade, Task Force Destiny, handed over the reins of the aviation mission throughout Regional Command-South to the 159th CAB, TF Thunder in a transfer of authority ceremony Mar. 12, 2011 at Kandahar Airfield, Afghanistan. Both brigades belong to the 101st Airborne Division (Air Assault). MG James L. Terry, commanding general, Regional Command-South, sent-off the 101st CAB and welcomed the 159th CAB.



PHOTOS BY TASK FORCE DESTINY PAO SADIE BLEISTEN

***COL William K. Gayler*** (left), Task Force Destiny commander and ***CSM Lebert O. Beharie***, TF senior NCO, case the 101st CAB colors on Kandahar Afld., Afghanistan, Mar. 12, 2011.



***COL Kenneth T. Royar***, Task Force Thunder commander and senior NCO, ***CSM Eric C. Thom***, uncase the 159th CAB colors on Kandahar Afld., Afghanistan, Mar. 12, 2011

### Flying Tigers Take Over In Iraq



U.S. ARMY COURTESY PHOTO

***LTC James O. Posey, Jr.*** (left), battalion commander and ***CSM Sammy C. Sablan*** of 8th Battalion, 229th Aviation Regiment, the Flying Tigers, are pictured here uncasing the battalion colors at the Mar. 1 transfer of authority ceremony in Taji, Iraq. The Flying Tiger battalion is the largest aviation battalion in the Iraqi theater of operations in support of Operation New Dawn with more than 600 Soldiers and 3 platoons of unmanned aircraft systems, one platoon of infantry, and one command aviation company (UH-60) in addition to their organic AH-64D Longbow structure with associated support elements. The Flying Tigers took over from the Gunfighters of 1st Bn., 1st Cbt. Avn. Bde.

## AWARDS

### eCAB Soldiers Receive End of Tour Awards



U.S. ARMY PHOTO BY SPC ROLAND HALE, ECAB, 1ST INF. DIV. PAO

LTC Kenneth Chase, commander of the 1st Squadron, 6th Cavalry Regiment, Enhanced Combat Aviation Brigade, 1st Infantry Division, pins an Air Medal on ***CW3 William Kearns*** during an end of tour award ceremony on Camp Taji, Iraq, Feb. 1. Soldiers with the Enhanced Combat Aviation Brigade, 1st Infantry Division received the awards in recognition of their service during the brigade's year-long deployment.

### Two 4th CAB Leaders Receive German Awards



PHOTO BY U.S. NAVY 1ST CLASS ERIC S. DIEHM

German Army Lt. Gen. Rainer Glatz, commander of German Operations Command, congratulates U.S. Army ***COL Daniel E. Williams***, commander of the 4th Combat Aviation Brigade, 4th Infantry Division, International Security Assistance Force, Feb. 26 at Camp Marmal, Afghanistan – after awarding him the Silver Bundeswehr Cross of Honor for his outstanding meritorious service, as U.S. Army BG Sean Mulholland, deputy commander of Regional Command (North), also a recipient, looks on. Williams, who has led the 4th CAB from the front lines, flying his first mission within one week of arriving in country, accepted the award, Germany's second highest military decoration for merit, on behalf of the Soldiers of the 4th CAB, Army aviation and III Corps.

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 114

# POTM
## PEOPLE ON THE MOVE

### AWARDS



PHOTO BY U.S. ARMY SPC. JEANITA C. PISACHUBBE, 4TH CAB PA

U.S. Army ***MAJ Robert P. Federigan***, medical operations officer, Headquarters and Headquarters Company, 4th Combat Aviation Brigade, 4th Infantry Divison, International Security Assistance Force, is congratulated by the commander of the German Medical Task Force, Feb. 27 during a ceremony at Camp Marmal, Afghanistan, after receiving the gold German Military Skill Badge for medical personnel, which represents the highest level of military medical proficiency in the Bundeswehr (German Military).

### eCAB Soldiers Take Citizenship Oath



U.S. ARMY PHOTO BY SFC. JEFF TROTH, ECAB PAO, 1ID

***SGT Jennifer Estrella*** (center), Headquarters Company, Enhanced Combat Aviation Brigade, 1st Infantry Division, recites the Oath of Citizenship of the United States of America during a President's Day naturalization ceremony at one of Saddam Hussein's former Baghdad palaces. Fifty-three Soldiers received certificates of U.S. citizenship and American flags after taking the Oath during the Feb. 21, 2011 ceremony.

### 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.

**30 Officers, Feb. 10**

**IERW UH-60 Track**
LT Joseph R. Snoke * - DG
LT Timothy G. Evans - HG
WO1 Zachary. Georgia - HG
WO1 Ryan C. Rooks - HG
LT Chase C. Ross - HG
WO1 Jeffery J. Bear
LT Cassie Bonadeo
WO1 Ryan A. Edens
LT Damion M. Graham
WO1 Steven J. Hanna
LT Adam J. Kemp
WO1 Anthony T. Mazzucola
WO1 Aaron M. McFarland
LT Steven B. Metzger
LT Stacey W. Neabore
LT Timothy J. Newlin *
LT Paul A. Proios *
CPT Tyler J. Ranney
LT Kyle C. Schaad
LT Kristopher R. Schmautz
LT Stephen T. Sexton
LT Holly N. Vance
WO1 Justin D. Willard

**IERW UH-60M Track**
LT Darlene P. Carter
LT Jordan A. Dilena
WO1 Matthew A. Ingalls
LT David A. Johnston
WO1 Cory D. Joslin
WO1 Robert A. Landers
WO1 Anthony E. Reibly

**21 Officers, Feb. 24**

**IERW OH-58D/R Track**
WO1 Aaron J. Kellum - DG
WO1 Sebastian Rivas - HG
WO1 Sarah E. Bain
WO1 Trevor B. Baxter
WO1 Julian A. Caicedo
WO1 Francis R. Caputo
WO1 Thomas S. Ewers
WO1 Krzystof Landowski
WO1 David R. McCullough
WO1 Jacob R. McGinley
WO1 Wesley B. Rinehart
WO1 Brody W. Smith

**IERW UH-60 Track**
WO1 Jan E. Stevens - DG
LT Sarah E. Fazio
LT Robbie L. Flowers
LT Humberto Hernandez
LT Jesus Maldonado
LT George B. Oliver
LT Sarah Paul
LT Brandon L. Richmond
WO1 Chadbourne Williams

**61 Officers, Mar. 10**

**IERW AH-64D Track**
LT Matthew Conner - DG
WO1 Jason Kliewer - DG
WO1 Eric J. Echeverria - HG
WO1 Jose C. Garcia - HG
WO1 Jon C. Atkins
LT Christopher T. Benjumea
WO1 Kenneth C. Bouldin
WO1 Joshua G. Buchanan
WO1 John P. Cornetto
WO1 Christopher Cornine
LT Stephen Gumpf
WO1 Cyril M. Homerding
LT Nathan W. Houston
WO1 Christopher M. Lee *
LT Daniel T. Liebetreu
WO1 Michael A. Loeb
WO1 Miguel T. Miranda
WO1 Ryan J. Reeser *
WO1 Kourtney R. Roundtree
LT Brandon G. Skelly
WO1 Charles E. Spencer

**IERW OH-58D/R Track**
WO1 Brandon Lancaster - DG
WO1 Michael Maquet - HG
LT Aaron Green *
WO1 James T. Burkhalter *
WO1 Corey H. Creighton
WO1 Eric B. Hibbs
WO1 Gregory A. Lancaster
WO1 Carrie S. Mitchell *
WO1 Gary H. Mitchell
WO1 Evelyn C. Salmon
WO1 Matthew K. Salmon
WO1 Jason J. Sargent
WO1 Devan G. Williams

**IERW UH-60 Track**
LT Freddie E. Hill - DG
LT Jason Burton * - HG
LT Devin Holbrook - HG
LT Eric R. Smith - HG
LT Vincent Atsitty
WO1 Brennan D. Avants
LT Joshua R. Bennett
WO1 Werther Bentine-Torres
LT Amy L. Breguet
LT Ryan G. Brown *
WO1 Tristan D. Brown
LT Brian K. Burgi
LT Haydn H. Campbell *
LT Davidson K. Fisher *
CPT Miranda L. Gahn
LT Matthew W. Gibbs
LT Michael J. Gonzalez
WO1 Grant S. Hutcheson
WO1 Shaylen R. Knickrehm
LT Clint X. Lowe *
LT Justin B. Mace
LT Scott D. Moncrief
LT Sharil K. Richards
LT Victor Rodriguez
WO1 Jason W. Weinberg
WO1 James T. Weipert *

**IERW UH-60M Track**
LT Marshall R. Titch

DG = Distinguished Graduate
HG = Honor Graduate
DL = Dean's List
* = AAAA Member
\+ = Life Member

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MAR_APRIL 11 Section 3_June04.qxd 3/30/2011 3:59 PM Page 115



## NEW MEMBERS

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CW4 Jason A Fauth
CW4 Charles Haseltine
CW4 Jeffrey T Kimm
CW4 Timothy Ray LeMaster, USAR Ret.
CPT Anthony B. Pankuch
LTC Neil Allen Reilly Jr.
**Aloha Chapter**
Emily Catherine Harrison
SFC Grady D Kyle III
1LT Hayden Piscal
SGT Kristopher Souza
MAJ Joseph O.Tolentino
SFC Gary Jeffrey Williams
CPT William Wesley Wood
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MAJ William E. Temple V
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Scott R Rudy
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**Armadillo Chapter**
SPC Travis Bonham Darnell
LTC Fred D. Hryhorchuk
CW2 Crystal Olier
CW4 Paul Kyle Paradis
**Aviation Center Chapter**
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WO1 David W. Berry
WO1 Brittney E. Bogart
Jerry A Clarke
1SG Michael Collins
WO1 Trevor J. Cooper
WO1 Zach W. Cooper
CW3 David B. Cox
WO1 Brenton B. Davis
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WO1 Jonathon J. Flores
WO1 Joseph T. Ford
WO1 Justin D. Francois
WO1 Dallas M. Garcia
CW4 Douglas Ray Goins
WO1 Emilio R. Green
WO1 Robert E. Hodgson
CW4 Don Holland
SFC Jody Dale Homan
WO1 Shawn C. Huebner
MAJ Jason James
WO1 Aimee S. Jansen
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CPT Guillermo E. Martinez
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CW2 Robert Todd McVickar
1LT Derek Merkler
WO1 Matthew J. Moss
WO1 Dominick V. Oliveri
WO1 Matthew L. Overton
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WO1 Jonathon M. Shallow
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CW3 Gregory K. Bates
SPC Matthew M. Boarts
SSG James T. Bryant
SPC Brandon J. Casey
SPC Jonathan D. Collins
SPC Eusebio A. Faura
SGT Anthony C. Ferido
SGT Robert Fertig
SPC Sean N. Hillery
CW3 Adam L. Hunt
SGT Justin R. Jackson
CW3 Mark A. Jernigan
CW2 Jeremiah M. Johnson
SPC Santiago G. Loetz
LTC Rene Martinez
PFC Dustin D. Miller
SGT Nathan A. Miller
SGT Trevor A. Pack
SFC James A. Perkins
SPC Matthew F. Porter
CW4 Ronald Porter
SPC Marquez Eric R.
SGT Thomas E. Reddick
SSG Martin Rojas, Jr.
PFC Justin J. Schreiner
SPC Derrek B. Schwab
CW2 Jeffrey V. Spahn
CPT Patrick J. Taylor
SFC Jesse Vielma
**Black Knights Chapter**
CDT Omar M. Alens
CDT Mark A. Anderson
CDT Michael Arcangelo
CDT James O. Bailey
CDT Kevin R. Bennett
CDT Scott E. Betancourt
CDT Sean E. Boniface
CDT Robert M. Brooks
CDT Stacie M. Burak
CDT Sam R. Calvert
CDT Robert J. Caraccilo
CDT Jake J. Chaput
CDT Michael J. Chiaia
CDT Kasandra A. Clark
CDT Reese H. Conrow
CDT Steven J. Convery
CDT Travis W. Corker
CDT Zachary D. Daker
CDT Jessica E. Davis
CDT Timothy J. Davis
CDT Angela M. Deger
CDT Kyle P. Ditonto
CDT Zachary T. Dugger
CDT Taylor S. Durling
CDT Ronald J. Edwards
CDT Michael D. Eoute
CDT Colin J. Farmer
CDT Spencer Feliciano-Lyons
CDT Chloe M. Flores
CDT Marcus E. Fowler
CDT Thomas G. Fowler
CDT Kenneth A. Friede
CDT Marc D. Fryt
CDT Daniel L. Garcia
CDT Rafael Garcia-Menocal
CDT David E. Geib
CDT James A. Gleason
CDT Tyler J. Guest
CDT Thomas M. Hagan
CDT Renner H. Hall
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CDT Kenneth R. Hettler
CDT Emeline A. Hood
CDT Charles M. Houk
CDT Craig J. Hunninghake
CDT Kyle R. Jensen
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CDT Michelle M. Kane
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CDT Tyler T. Kim
CDT Benjamin S. King
CDT Robert A. Kirkwood
CDT Jay A. Laing
CDT Manuel Ledezma-Vera
CDT Kristin M. Lemieux
CDT Edward J. Leo
CDT Megan J. Liesenfelt
CDT Maren H. Lowrey
CDT Andrew M. MacKenzie
CDT John A. MacLean
CDT Ryan C. Martin
CDT Michael I. McAlister
CDT Christopher T. McMahon
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CDT Guice R. Moore
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CDT Christopher Nickelson
CDT Cody M. Omilusik
CDT Derek T. Overmyer
CDT Andrew J. Parker
CDT Ami T. Patel
CDT Corrine R. Payne
CDT Nathaniel Pendleton
CDT Paul M. Peterson
CDT Eric M. Pietrasz
CDT Sean G. Plotner
CDT Karyn M. Powell
CDT Jacob D. Reddington
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CDT Dustin M. Yates
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Marvin Carlson
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**Cedar Rapids Chapter**
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Sam M Gillispie
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LTC john francis sheehan
PV2 Joshua P. Walden
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**Connecticut Chapter**
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Anthony Joseph Gentile
Greg Monahan
Patricia Anne O'Keefe
F. Scott Tuck
Richard G. Williams
**Corpus Christi Chapter**
Manuel Garcia III
David A. Nawara
Mark A. Velazquez
**Delaware Valley Chapter**
MAJ Gregory Lee Coffield
Keith Carl Kodalen
Rosemary Ormsby
**Empire Chapter**
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SGT Barbara Ann Morgan
SPC Joseph Paul Morici
CW3 christopher panarese
CW5 Michael L. Zanghi
**Flying Tigers Chapter**
2LT Alex George Koroll
CW4 Michael D. Sheley
**Frontier Army Chapter**
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MAJ Trent Jay Lythgoe
**Greater Atlanta Chapter**
LTC Morris Anderson, Ret.
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**Greater Chicago Chapter**
SSG William A. Jacobs
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**Griffin Chapter**
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CW4 James R. Dowdy
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SSG Jose Miguel Sanchez
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SPC Jacob B. Sam
**Iron Mike Chapter**
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**Jack H. Dibrell/Alamo Chpt.**
SFC Michael R. Faulk
CW3 Edward Greer, Ret.
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Roger S Paugh
CPT Angel Anthony Perez
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**Jimmy Doolittle Chapter**
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2LT Daniel F. Huckaby
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SSG Melinda E. Sims
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Joseph Cerreta
COL Lorelei Coplen
CW4 Joseph Witmer
**Land of Lincoln Chapter**
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**Lindbergh Chapter**
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**Magnolia Chapter**
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SPC Delvan N. Anderson
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LTC Brent Finemore
SPC Roger A. Imhoff
**Morning Calm Chapter**
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CSM Randall D. Brewster
MAJ Richard D. Frank
CW3 Joshua Wayne Howe
LTC Mark Schiller Levine
1SG Ivan A. Ortiz-Figueroa
CPT Travis H. Owen
1LT Daniel Seamus Spratt
CW4 Steven Sund
MG Michael S. Tucker
MG Michael S. Tucker
**Mount Rainier Chapter**
CW2 Edward D. Ewing
SSG Melinda E Heikkinen
1SG Mark D. Logan
SFC Greg Sullivan
**Narragansett Bay Chapter**
CDT John A. Gomber
**North Country Chapter**
SPC Justin D. Cook
WO1 Robert G. Erlandson
CW2 John L. Hermanson
SSG adam leopoldo loera
SGT Armando Saria
CW3 Russell K. Stegemoller
**North Texas Chapter**
SGT Christopher D. Curry
SSG William S. Gilbreath
MAJ Eric T. Phillips
Mary M. Tucker
**Northern Lights Chapter**
CSM Scott Allen Bailey
MAJ Michael S. Mendenhall
1LT Travis James Payne
CPT Nathan Stahl
MAJ William Taylor
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CW3 Nathan A. Reeb
**Oregon Trail Chapter**
Jennifer Henry
**Phantom Corps Chapter**
CPT Ryan Atkins
James Cooney
CW5 Kevin Andrew Etter
CPT Richard Gieck
Larry Hood
CW3 Robert L.Seybold Sr.
COL Kevin B. Smith
MSG JD Weber
**Pikes Peak Chapter**
MAJ George J Hart
**Ragin' Cajun Chapter**
SSG Sean Powers
SFC Jose M. Soto
**Rio Grande Chapter**
CW2 John W. Sowers
Mark Young
**Rising Sun Chapter**
1SG Billy Maloney
**Savannah Chapter**
CW3 Gregory A. Laurence
SSG david charles leonard
2LT Joseph Randall Newton
SFC Christian Noel
CW3 Craig Root
CW4 Brian R. Seligson
SGT Joshua Landon Still
CPT Jeremy Vogel
CPT Erik Wright
**ShowMe Chapter**
WO1 tim wesley storey
**Southern California Chapt.**
CPT Marco Acevedo
Kevin Brabec
CPT Angelica Christensen
Elizabeth D. Iversen
Bill McCune
**Stonewall Jackson Chapt.**
CPT Denn Alaric
SGT John B. MacCormick
**Tarheel Chapter**
CPT Mark VanVeldhuizen
**Tennessee Valley Chapt.**
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Gary Birchfield
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Jason Gilchrist Blaxton
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SFC Daniel Campbell
Vicky B. Cerniglia
SFC Anthony Cervizzi
2LT Jason Charlton
COL Michael Nevin
Edward Claybourne, USAR
Karen R Cole
Ronald Dalton
Rick Davis
Jose A. DeJesus
Paul D. Dunbar
Trey Dyer
Tammy L. Ellis
Kaitlyn G. Erickson
Keith Harbin
Chad Andrew Hellums
Mark Hillgartner
LTC Jason Horne
Michael A Horrocks
Leslie Ann Hyatt
So Ihara
Stephanie Johnson
Patrick A. Lewis
MAJ Virginia C. McDougall
Amanda Medley
LTC Earl C. Myers II, Ret.
CW4 Nick Nickles, Ret.
Joshua Ernest Noriega
Joseph E. North
Michael C. O'Reilly
TSgt Eddie Ortiz Sr.
David J. Otterson
CW5 Tim A. Parker, Ret.
COL Steve Pelley
CPT Matthew O. Peterson
David Quinn
MSG Chris Redd
Jason Rios
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SSG James T. Sanford
MSG Marty Shelton
Dennis G. Sparks
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CW5 Achille J. Tartaglia Jr.
MAJ Johnny Taylor II
Roger E Triplett
CW3 Kevin L. Utterback
LTC Mark M. Vaughn
Donald Wilbourn
Mike Wiley
Ferne Wlodarski
Troy Zeidman
**Thunder Mountain Chapt.**
SFC Michael Diets
MAJ Adam P Reynolds
**Utah Chapter**
Robert J Brantley
Thomas Nied
**VMI/VWIL Chapter**
CDT James Hunter Colt
**Volunteer Chapter**
SGT Jason Patrick Banta
SSG Tracy A Banta
SGM Billy D Batson
MAJ Leonard Brannom III
SSG Nathaniel R. Collins
WO1 Andrew Cordray

*Continued on page 117*

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 116





# Legislative Report

COL Curtis J. Herrick (Ret.)
AAAA Representative to The Military Coalition (TMC)

### "It's Democracy In Action"

In finding a way among the rocks and hard spots in the ongoing budget situation, the new 112th Congress Speaker of the House, Rep. John A. Boehner (R-OH), said, "It's democracy in action." Issues include passing a 2011 Defense appropriation act to allow DoD to operate efficiently in this time of war, approving a 2011 Continuing Resolution for the remaining appropriations to finish the year and working concurrently the 2012 President's Budget. Forcing factors are extending the CR before Mar. 5th, raising of the nation's debt ceiling in the late Mar. period, and meeting new Congress member's demands for budget cuts that will lead to reducing the national debt.

On Mar. 20 at 4:40 AM, after a more than 60-hour hearing on the House floor of almost 600 amendments, the House voted on 100 amendments and approved a budget, 235-189, with $61 billion in cuts. The combination of these cuts with the $41B in reductions in President Barack Obama's earlier unapproved 2011 budget allowed the House to reach their goal of trimming $100B to reach 2008 spending levels.

From this point the House and the Senate are to reach an accommodation on the cuts, which are very unpopular to some, that is acceptable to the president and within the time constraints to sustain government operations during Mar.

### White House Military Family Plan

In response to a request from troops during a Dec. Afghanistan visit, "Sir, take care of our families...," President Barack Obama had an interagency policy group prepare a plan. On Jan. 24, the President, alongside First Lady Michelle Obama and Dr. Jill Biden, presented the "Strengthening Our Military Families: Meeting America's Commitment" plan.

Strategic priorities included enhancing the well-being of the military family, ensuring the excellence in the military children's education, developing career and educational opportunities for military spouses, and increasing child care availability and quality.

Cabinet secretaries pledged their commitment to support the priorities and partnerships described in the report. In all, the president said his administration made nearly 50 commitments in support of military families.

### Young Vet Jobless Rate Up

The Labor Department's Jan. figures revealed that the jobless rate for young veterans, 20 to 24 years, is on a rising trend to 31 percent, almost twice that of nonveterans. For Iraq and Afghanistan veterans the rate is 15.2 percent, estimated to be almost 300,000, against the U.S. unemployment rate of 9 percent.

Rep. Jeff Miller (R-FL), chairman of the House Veterans Affairs Committee, wants to work with the VA, Labor and employers to retool existing jobs programs.

Sen. Patty Murray (D-WA) is not convinced retooling the existing programs will be enough and that quick action is needed. She observed that veterans have the skills to succeed in the work place but have difficulty transferring those skills and that there might be an employer bias against hiring recent combat veterans.

Mr. Paul Rieckhoff, a director of the Iran and Afghanistan Veterans of America, a TMC organization, remarked that the military's Transition Assistance Program used in training and counseling separating and retiring troops was reported as not satisfactory in a hearing last year and still needs to be improved.

### Pressure For Defense Appropriation Act

Secretary of Defense Robert M. Gates' efforts to relate the need to Congress for a 2011 defense appropriation act to permit the department to operate efficiently this year seem to have started appropriation activities. For Army aviation this will allow the production start of 4 CH-47Fs for the 13th Combat Aviation Brigade.

### Caregiver Benefits Progress Inadequate

After Pres. Obama approved the caregiver benefits program in May, 2010, the Department of Veterans Affairs has missed the Jan. 31 start of the program due to the complexity of establishing eligibility criteria and setting up the program. Under the act those caring for the most severely wounded veterans of the Iraq and Afghanistan Wars may qualify for counseling, health-care training, respite and a monthly stipend. Initial stringent VA application of the law may reduce the size of the program from the anticipated 3,500 to about 850 families.

Many await the delayed start of the program in the spring to learn if their veteran will qualify.

### SCRA Abuse Hearing

On Feb. 9 servicemembers, spouses and attorneys testified before the House Veterans Affairs Committee concerning Servicemem-bers Civil Relief Act violations alleged to have been perpetrated by banks against mobilized reserve component members. The SCRA also applies to loans taken out by active duty members before joining the military. JPMorgan Chase is reported to be issuing checks totaling $2 million to 4,000 service members after discovering overcharges and errors in their mortgages.

Rep. Jeff Miller (R-FL) observed that DOD should review the services' programs to educate troops and families about the SCRA protections. An attorney representing a service member recommended a class action suit against violators and changes in the law to impose civil fines and to reclaim attorney fees.

Sen. Jack Reed (D-RI) has asked the Justice Department to examine the issue of J.P. Morgan violating the law. Sen. John Kerry (D-MA) sent a letter to the Chairman of the Federal Reserve asking for an investigation.

Service members should learn their rights, seek assistance from legal and financial assistance officers as needed to enjoy their SCRA rights, and be reimbursed for previous errors.

### TRICARE Young Adult Program

The Department of Defense has announced that the TYAP, formerly known as the TRICARE 26 Program, is to be implemented this spring as of Jan. 1, 2011, when the prices are determined. Sponsors planning to enroll should keep their bills for submission after the actual program start. TYAP will extend medical coverage to as many as several hundred thousand eligible military family members through the age of 25 with a full premium-based plan.

Unfortunately, this TRICARE Standard monthly benefit, which is in response to the Patient Protection and Affordable Care Act of 2010, is required by the 2011 National Defense Authorization Act to be fully paid for by the receiving families. The TRICARE Command is expected to announce the fees later this spring that may be as much as $200 per child per month.

Meanwhile many large health insurance companies implemented the program last summer without charging the families an additional premium and the Federal Employees Health Benefits Program began on Jan. 1. TMC is working with Congress seeking to remove this disparity in TYAP.

### Women Vets May Be Missing Benefits

A recent study concluded that although a higher percentage of women veterans from Iraq and Afghanistan are diagnosed with Post Traumatic Stress Disorder and Traumatic Brain Injury than men, fewer women are receiving VA benefits. One cause, a regulation that required servicemembers to have earned a combat badge or ribbon to receive a disability, has been removed. Women veterans who were previously denied claims may reapply for service connected PTSD and other combat stress claims.

*Continued on page 117*

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 117



## ARMY AVIATION MAILBOX

When I received the most recent copy of the Army Aviation magazine there was a notice of the death of Col (R) A.T. Pumphrey. Even though I never met the man it seemed as though I have known him forever. If you don't mind a little chatter about his significance in my military life.

When I finished both F/W and R/W training and reported to my first duty station, Combat Command A, 2d Armored Division at Coleman Barracks, Sandhofen, Germany near Manheim, I became the helicopter pilot for the CO, a Colonel Maxwell M. Rogers. He was a rough, tough Armor Officer that had served in WW II and Korea, but for some reason or other, he really took a liking to me and we became fast friends forever. He and his wife had no children and I think they took Liz and me under their wings as their own. We maintained this relationship up until his passing, I believe in 1985 or so. Backing up to the beginning of the story, while serving in Korea Col Rogers had a pilot named A.T. Pumphrey. He never ceased to talk about "Pumphrey" the whole time I knew Gen Rogers. I heard of so many of his exploits in the little Piper Cub they flew in Korea that I felt like I earned some of those air medals Pumphrey earned. But, I have to admit I did learn a lot transferred to me through Col Rogers,especially what a Commander wants from his Aviators. I had hoped someday to meet Col Pumphrey but that never happened.

Now, back to 2d Armored Div. I actually had no intentions of making the Army a career and was never pushed by anyone to do so. However, after about a year and a half in the 2d Armored Div, Col Rogers nominated me to be the Aide to the Asst Div Cmdr, Gen Bethune. That came about and then the Division gyro scoped to Fort Hood. As a reserve officer when my time was up General Bethune and Col Rogers, who by this time had become Chief of Staff of the Division, insisted I apply for Indefinite Status and apply for Regular Army. My record was not strong enough to be accepted and since a RIF program was in being, the Army said goodbye. Col Rogers submitted one of the strongest endorsements to General Bethune's recommendation on a second application that it burned a hole in the paper, but it was successful. It took a few years for the Army to write me a letter suggesting I apply for RA.

Bottom line here is that Col Rogers and his stories of "Pumphrey" are a major reason I turned directions, stayed in the Army and a decision I am very happy to have made.

Don Bliss, Colonel, US Army, Retired

## Legislative Report *continued*

### Military Pay Raise Requested

A 1.6 percent pay raise for the military based on the Employment Cost Index for 2010 was requested in the 2012 President's Budget while the rest of the federal government is to have a 5-year pay freeze. In the current national deficit-sensitive environment, some members of Congress even in time of war have said the military should have their pay frozen.

## IN MEMORIAM



DYNCORP COURTESY PHOTO

### AAAA Scholarship Foundation Governor and Industry Icon Passes

We are saddened to announce the passing of Mr. Dan Bannister March 12 after a long illness.

A longtime AAAA Scholarship Foundation Governor and leader in the government contracting market, he is best known as the former chairman, president and CEO of DynCorp, where he had a 52-year career growing the company beginning in the early 1950s to a $2.4 billion enterprise in 2003, when it was sold to Computer Sciences Corp. He served as president and CEO from 1985 to 1997 and was chairman from 1997 to 2003.

Noted for his great generosity and philanthropy across the nation, he was a member and leader within countless professional associations and served as an active Governor of the AAAA Scholarship Foundation continuously over the past twenty years. Both CSC and his individual company, Bannister Enterprises, participate in the Scholarship Foundation Corporate Matching Fund program.

Those who knew him remember him to be slow to anger, quick to correct, and faster yet to forgive; a man of great faith, humility, courage and fortitude – friend to all and enemy of none.

May he rest in peace.

**NEW MEMBERS**

*Continued from page 115*

Troy Zeidman
**Thunder Mountain Chapt.**
SFC Michael Diets
MAJ Adam P Reynolds
**Utah Chapter**
Robert J Brantley
Thomas Nied
**VMI/VWIL Chapter**
CDT James Hunter Colt
**Volunteer Chapter**
SGT Jason Patrick Banta
SSG Tracy A Banta
SGM Billy D Batson
MAJ Leonard Brannom III
SSG Nathaniel R. Collins
WO1 Andrew Cordray
SFC Billy D Davenport
MSG Curtis E. Garner
SSG Marty Ray Gillahan
SFC Jeffrey L. Gregory
1LT Mandi Inglsbee
CW2 Matthew G. Pasco
SFC Randy Scott
SSG Edward Lee Smith
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PFC Douglas J. Lecompte
SSG Aaron Mahnke
SSG John F. Nottingham
SGT Darrel Lee Plants
SSG Edward J Thorn III
**Washington-Potomac Chapt.**
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CPT Bridget Byrnes
Owen Cheney
COL Paul John Cisar
SFC Chrissy M. Cooper
SFC Marla D. Darby
WO1 Trey M. Davis
SSG Joseph P. Garland Jr.
SFC Arthur W.Johnson II
Francis W Lauer
LTC Avery M. Leider
MAJ Orest Luciw
SPC Jose R. Mendoza Jr.
David Myers
SSG Duane Lee Prather
Janel E. Shatzer
Andrey L.Stetsyuk
Galen A. Stetsyuk
John E Suttle
SGT Frank K. Whitehead
SGT Daniel A. Williams
**Wright Brothers Chapter**
COL Alfred C. Faber Jr.
**Zia Chapter**
MAJ Daniel Ryan Bartlett
**No Chapter Affiliation**
Abdulla Murad Albalooshi
SGT Paul J. Alonge, USAF
Ralph Arnold, USAR Ret.
CW4 Michael D. Ballagh
1SG David Biester
SFC Rusty Lee Borders
Grant Broom
Jason Brown
William Culberson
Glenn Ronald Currie Sr.
CW4 Timothy David Delong, USAR Ret.
COL Edwin J. Den Beste
Donald Detiveaux
Ashley Devroy
CW5 Brian Ellis
SSG Jose Martin Esquivel
1LT Brad Fickett
COL John S. Finlay IV
Leisa S Finley
CPT James R.Fischer
Joseph Lee Galloway
CPT Phil Ryan Hemmert
CW2 Thomas D. Johnson
MAJ Matt Jonkey
SPC Joseph Paul Kahrs
TSgt Trevor Kegl
Col. James Kellogg, USAF
COL Neil Keohane
WO1 Michael T. Lewis
CW3 Jason M. Lonergan
SGT Zachary M. Lotto
SPC Ralph L. Lunsford V
Harold Malone
LTC Tommy L. Marks, Ret.
Barry Mask
SPC Chase McAlister
CDT Michael T. McCullough
CW2 Darrick L McGill
CW3 Dustin L. McNeely
SPC Ray Miestchovich Jr.
Richard A. Miles
SGT Zachariah Monasmith
PFC Constance Morrison
Alexandra L. Murdough
CW4 Theodore H. Nelson
SGT Joshua Pace
SFC Julio Cesar Peralta
Kenneth Ribble
LTC Robin Ray Smith
Richard F Spivey
SGT Patrick Blake Strahan
John Sturrock
Robyn K Sweitzer
Debra Taylor
SSG Derrall Tilson Sr.
Zachary C. Turman
MAJ Thomas Lewis Tuttle
Conwell Judson Voight
1LT Trevor Weaver
Matt Weitz

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 118



## ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

### America's 1st Coastal Chapter



PHOTO BY DEBBIE COX

***COL Perry Hagaman***, commander 83rd Troop Command and Joint Force Headquarters Chief of Staff, (pictured center) was awarded the Bronze Order of Saint Michael for his critical support to Florida National Guard aviation by Maj.Gen. Emmett R. Titshaw, Jr., Florida TAG (not pictured) on Jan. 27 at St. Francis Barracks, Saint Augustine, FL. Hagaman was honored on the occasion of his change of duty from staff aviation officer to his present position. Also pictured are MAJ William Temple (left) and LTC Ben Lacy.

### Griffin Chapter



PHOTO BY 1SG JON MARTIN

***CW4 Kevin D. Huggins*** (second from right), standardization instructor pilot (SIP) with 3rd Battalion, 158th Aviation Regiment, is awarded the Bronze Order of St. Michael on the occasion of his permanent change of station during a ceremony Dec. 11, 2010 at Garmish, Germany. The award was presented by COL Robert C. Doerer (center), 12th Combat Aviation Brigade commander, and read by 3-158th Avn commander, LTC Michael K. Bentley (left) while Huggins wife, Monica, looked on. Huggins was recognized for his outstanding aviation expertise and performance during 3 deployments as both SIP and instrument examiner. His new assignment is with the Department of Evaluation and Standardization (DES), U.S. Army Center of Excellence, Ft. Rucker, AL.

### Mount Rainier Chapter



U.S. ARMY PHOTO BY SPC DAVID VAIL

***SSG Fady Sinno,*** Future Operations NCOIC, I Corps G3 Air, is awarded the Bronze Order of Saint Michael during a ceremony on Feb. 16, at Joint Base Lewis-McChord, WA, by (left) LTC Arlis Hummel, G3 Air Director, I Corps and MAJ Ricky Thomas, Mt. Rainier Chapter Treasurer. Sinno was recognized for outstanding achievement while deployed in the C-3 Air where he was responsible for processing, coordinating, and de-conflicting all air movements within the Iraqi Theatre of Operations.

### Savannah Chapter



SAVANNAH CHAPTER COURTESY PHOTO

***MAJ Geoffrey A. McLaughlin***, S-3, and ***MAJ Daniel L. Rice***, executive officer, both with 2nd Battalion, 3rd Combat Aviation Brigade, were awarded the Bronze Order of St. Michael by their battalion commander, LTC Thomas J. Smedley, during a Feb. 16 ceremony at Hunter Army Airfield, Savannah, GA. Both individuals were recognized for outstanding service to the 2-3rd GSAB. Rice will be moving to West Virginia to serve as a professor of military science while McLaughlin remains in his current position.

### Savannah Chapter



SAVANNAH CHAPTER COURTESY PHOTO

Mrs. Amy Smedley receives the Order of Our Lady of Loreto from 3d Combat Aviation Brigade commander, COL Donald N. Galli, at her husband's change of command ceremony on Feb. 17 at Hunter Army Airfield, Savannah, GA. She was recognized for her continued outstanding support of the battalion and brigade family support groups and Army Aviation. Pictured are her husband, LTC Thomas J. Smedley (far left), 2-3rd GSAB, and their son, Connor, and daughter, Rylie.

### Utah Chapter



PHOTO BY CW5 MARK GRAPIN

***COL Rodney S. (Scott) Robinson***, outgoing State Army Aviation Officer (SAAO) for Utah, is awarded the Silver Order of Saint Michael by LTC James M. Bledsoe, incoming SAAO and Utah Chapter President during the Annual Utah State Aviation Safety Standown, Feb. 11 at the UTARNG State Headquarters auditorium in Draper, Utah. Robinson was recognized on the occasion of his impending retirement after nearly three decades of service, the highlight of which was his deployment during some of the most difficult operations of Operation Enduring Freedom, as commander of a task force comprised of nearly every type of aircraft in the Army inventory. He will transition to retirement spending time with his family and continuing to support Utah Army aviation in planning and hosting regularly scheduled support events.

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MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 119



### Voodoo Chapter



PHOTO BY MAJ (CHAPLIN) ORLANDO MADRID

***COL Thomas Zabasky*** and ***MSG Jason Debusk,*** Army Aviation Support Facility #2, Pineville, LA, commander and senior aircraft maintenance NCO, respectively, were awarded the Bronze Order of St. Michael by COL Steven Todd, 204th Theater Aviation Operations Group (TAOG) commander and Voodoo Chapter president, and CSM Don Everett, the State Aviation command sergeant major and chapter treasurer during a Dec. 5, 2010 ceremony at Esler Air Field, Pineville, LA. Both were recognized for their long-standing outstanding service to Army Aviation. Zabasky has deployed twice with 204th TOAG and served as AASF#2 facility commander for over 10 years and has been an officer of the Voodoo Chapter since 2005; he will continue in his current position. Debusk has served 20 years with the Counter Drug Task Force and supported many functions of the Voodoo Chapter; he is deployed with the 204th TAOG and will retire upon his return.





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ARMY AVIATION ASSOCIATION


## AAAA Chapter News

### Flying Tiger Chapter



CHAPTER PHOTO BY CW4 BEN MOMENT

(from left) ***MAJ Ryan Forshee, Mrs Ashley Bean, MAJ Charlie Wilson*** have plenty to smile about as Forshee buys a raffle ticket for a prize of $50 at the first monthly Flying Tigers Chapter social on Feb. 11. The ticket was a winner and Forshee donated the proceeds to the Chapter – in return, the chapter paid to extend his membership for a year.

### Greater Atlanta Chapter



CHAPTER PHOTO BY MR. STU CINK

On Mar. 3, FORSCOM Aviation and the Greater Atlanta Chapter AAAA members were invited as guests of the Tournament Players Club, Sugarloaf to participate in an Aviation and Wounded Warrior Fund Raiser team building event. It was also to earmark a final round for FORSCOM personnel, as they begin to move under the 2005 Defense Base Closure and Realignment (BRAC) Commission's requirements to Fort Bragg, NC. Mr. Vic Aliprando (front center), and the TPC Sugarloaf annually donates time and efforts to Wounded Warrior Programs and Birdie for the Braves Charity Golf Events and Tournaments and has annually invited members of the Greater Atlanta Chapter and Forces Command to participate. He was awarded a FORSCOM Aviation Certificate of Appreciation and Sponsorship Award. Pictured are (left to right) front: ***Mr. Vic Aliprando*** and ***CW5 (Ret.) Cliff Evans***; second row: ***CW5 (Ret.) Dave Hallett, LTC (Ret.) Mike Knippel, Mr. John Hunter,*** and ***COL (Ret.) Charlie Dove***; third row: ***Mr. Jack Sondag, MAJ Brian Blake, MSG (Ret.) Matt Finn, CW3 (Ret.) Brian Hammell,*** and ***Mr. Josh Chang***; and fourth row: ***COL (Ret.) Will Harrison, LTC (Ret.) Dan Haveman,*** and ***Mr. Joseph Knippel***.

### Jack H. Dibrell Alamo Chapter



CHAPTER COURTESY PHOTO

Chapter Soldiers of the Month (from left), ***SSG William Gilbreath***, January 2011, ***SGT Christopher Curry***, December 2010, receive their AAAA Certificates from LTC Jim Nugent (2nd Bn., 149th Avn. Regt. commander and chapter vice president for membership), and CSM-Select Michael Garcia (bn. CSM) at the "Rough Riders" Annual Dining Out held Feb. 12 in Arlington, TX. Both NCOs serve with the 36th Combat Aviation Brigade's General Support Aviation Battalion, and were recognized for their exceptional contributions to the unit during OIF 08-10, through multiple civil support operations, the 2010 Aerial Gunnery and Annual Training Exercises, and their efforts in helping the unit attain its best-ever scores on the 2010 FORSCOM ARMS Inspection.

### Mid-Atlantic Chapter

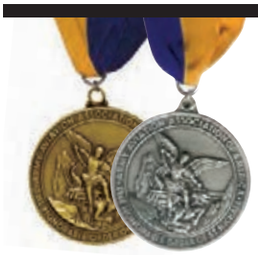


CHAPTER COURTESY PHOTO

***Mike Hilgartner*** (center) is a former Army SGT who lost his leg below the knee in a motorcycle accident and now works at Naval Weapons Station Earle (NWSE), Colts Neck, NJ. At the recent chapter fundraising golf outing for Wounded Warrior, SPC Brendan Marrocco, Hilgartner stood by a presidential humidor donated to the event by Peter Martin from AmeriPack matching bids until the bidding went beyond his means. Seeing how disappointed Mike was, Peter Martin later donated another humidor to the chapter to be presented to Hilgartner. On Feb. 4, chapter president, LTC (Ret.) Ed Carnes (left), joined with NSWE executive officer, CDR Edward Hogan, and presented the humidor to Mike. As Carnes was leaving, Hilgartner handed him a $500 check for the Brendan Marrocco Trust Fund with a simple note in the comment section – "Stay Strong."

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 120





## New Order of St. Michael Recipients

**Silver**
COL Rodney S. Robinson

**Bronze**
CW4 Andrew Toussaint, Ret.
Michael J. Crapanzano
BG Thomas M. Cole
SGM Thomas Shores, Ret.
1SG Joseph J. Dick, Ret.
MAJ L. Michael Lapoint
LTC Robert F. Vicci
CW5 John Nailor
CW4 William Sands
Daniel Baxter
CW3 Michael O'Conner
CPT Cameron Albert
MSG Eric Hagan
John Buchanan
1SG William Self
CW3 Joseph Stoney
MSG Jay Shearer
LTC James Persson
Col Stephen Bernstein
CW4 Roger Howard
CW4 Ahmad Upshaw
SFC Nicholas Beauchamp
Robert Hanson
MAJ Roderic Pauletto
CPT Joseph Alexander
CW3 Michael E. Baujan
CPT Nicholas K. Pianalto
CW4 Stephen L. Allen
CSM Randall R. Perkins
CW5 Andrew I. Gregory
MAJ Chris Moenster
MAJ Travis Young
CPT Jack Windes
SPC Brian Woods
COL Perry Hagaman
CW5 Lonnie Melton
COL William Thurmond
MG Douglas Burnett
1SG Gwendolyn Bartley
1SG Phillip Paniagua
MAJ Michael Hughes
MSG Brenda Thomas
CW4 Ron Rogers
1SG Athur Schreiner
MAJ Daniel Isabell
CW4 David Ware

## New Chapter Officers

**Aloha Chapter**
CW4 Joe Roland; VP Asst Membership

**Armadillo Chapter**
COL Robert Poland, President
CW4 Bobby Deiss, Treasurer

**Aviation Center Chapter**
MAJ Clay Duncan,VP Scholarships

**Bavarian Chapter**
CSM John Sunderman, VP Enlisted Affairs

**Corpus Christi Chapter**
Annette Cross, VP Activities

**Lindbergh Chapter**
Rebecca Lehr, Secretary

**Morning Calm chapter**
CW5 James Massey, VP Warrant Officer Affairs

**Northern Lights Chapter**
CPT Vance Whitt, Secretary

**North Star Chapter**
CPT Jed Gadient, VP Membership

**Pikes Peak Chapter**
CPT Nathan Peper, VP Scholarships

**Prairie Soldier Chapter**
LTC Richard Gray, President

**Ragin' Cajun Chapter**
CW4 Mark Mestre, Secretary

**Rising Sun Chapter**
CW2 Joseph Mattos, Secretary

**Savannah Chapter**
MAJ Geoffrey Whittenberg, VP Programs
COL(R) Rich Noel, Senior Vice President
LTC Mike Demirjian, Treasurer
1SG Mark Carl, 1-3 Representative
MAJ Noma Martini, 2-3 Representative
MAJ George Eyster, 3-17 Representative
MAJ Micheal Stull, 4-3 Representative
LTC Woodard Hopkins, 603d Representative

**ShowMe Chapter**
LTC David Dippold, President
CW2 Zachary Barnes, VP Membership
CPT Brian Hoelscher, Treasurer

**VMI/VWIL Chapter**
CDT Victoria Barrett, VP Membership
CDT Tesla Goodrich, VP Programs

**Volunteer Chapter**
MAJ Steven Todd, Senior Vice President
CPT Mark Jordan, VP West
LTC Joseph Spivey, VP Middle
MAJ Melvin Clawson, VP East
MAJ Jay Deason, Secretary

## Soldier of the Month

SGT Shaine M. Minton
Feb 2011
*Jack H. Dibrel/Alamo Chapter*

SPC Robert A. Ranson Jr.
March 2011
*Jack H. Dibrel/Alamo Chapter*

SSG Melinda E. Simms
January 2011
*Jimmy Doolittle Chapter*

PFC Erica G. Caceres
February 2011
*Jimmy Doolittle Chapter*

SPC Justin D. Cook
December 2010
*North Country Chapter*

SGT Aaron Zigler
March 2011
*North Country Chapter*

## NCO of the Quarter

SGT Micahel A. Roberts
2nd Quarter
*Aviation Center*

## ACES

William J. Cannon
*Aviation Center Chapter*

MAJ Aaron D. Ashley
*Black Knights Chapter*

Stanley M. Aronberg
*Central Florida Chapter*

CPT Guillermo Ernesto Martinez
*Aviation Center Chapter*

MAJ Matthew C. Schell
*Midnight Sun Chapter*

1LT Michael C. Chase
*Morning Calm Chapter*

LTC David E. Cooper
*Washington-Potomac Chapter*

## New Lifetime Members

COL Rene I. Beauchamp, Ret.
COL George Bilafer
SSG Michael P. Bumbar, Ret.
CPT Peter F. Cartmell
SPC Travis B. Darnell
CW4 David R. Draper
SSG Sterling R. Dunaway
SFC Jeffrey V. Endslay
MAJ Gerard R. Gout, Ret.
CW5 Jerry A. Heck, Ret.
Sean A. Heileman
Michael Hodges
Daneil Thomas Lorimor
CW5 Charles McAllister, Ret.
CPT Joseph A. McCarthy
Fernado Pitre
1LT Stan R. Skaw
CW4 Edward B. Trexler, Ret.
MAJ Thomas L. Tuttle
CPT Jeremy Vogel
CSM Keith D. Wilbur Jr., Ret.
LTC Carl D. Wiley, Ret.
LTC William R. Wygal

## New Industry Members

AAA Cooper Transportation
Aerospace Maintenance Solutions
ADEPT Technologies
Aitech Defense Systems, Inc.
Aviatech Corporation
AVROVER
BLEY LLC
Columbus Jack Corporation
Esterline-Palomar Products
Filconn Inc.
Gichner Systems Group Inc.
Icore International, Inc.
Laselec Inc.
Metalite Aviation Lighting
Miro Technologies
NMC-Wollard
Physical Optics Corporation
Pilatus Business Aircraft, Ltd.
Potomac Aviation Technology Corp.-Super AWOS
The Skydyne Company
Spydercrane
Starline Inc.
Tactical Lighting Solutions
Vaisala Inc.
WichiTech Industries, Inc.

## In Memoriam

CW5 David A. Coates, Ret.
SGM Richard L. Jackson, Ret.
COL Dean R. Paquette, Ret.
LTC Mark L. Sherman
LTC John F. Stacy, Ret.

MAR_APRIL 11 Section 3_June04.qxd 3/23/2011 12:20 PM Page 121



## UPCOMING EVENTS

**MAY 2011**
May 3-5 **AHS Annual Forum & Technology Display,** Virginia Beach, VA

**JUNE 2011**
June 20-22 **AAAA 1st Annual Fixed Wing Professional Forum,** Huntsville, AL

**JULY 2011**
July 5-10 **VHPA National Annual 28th Reunion,** Orlando, FL
July 30 **AAAA Scholarship Selection Cmte.,** Arlingotn,VA

**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
Oct 25-27 **9th Annual Luther G. Jones Aviation Summit,** Corpus Christi, TX

**NOVEMBER 2011**
Nov 14-17 **AAAA Aircraft Survivability Professional Forum,** Huntsville, AL

**DECEMBER 2011**
Dec 14-16 **AAAA UAS Professional Forum,** Arlington, VA


ARMYAVIATION

UPCOMING SPECIAL FOCUS:




MAY
- Reserve/Guard Aviation Update
- Annual Forum and Exposition Recap




JUNE
- Special Operations Aviation
- Safety

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Address Date Birth (mmddyyyy)

City State ZIP+4 Home Tel

Unit of Assignment Work Tel * (*DSN for OCONUS work phones otherwise commercial)

Spouse (First Name) FAX Tel:

E-Mail Addresses *
(*AKO – us.army.mil preferred)(If both military and civilian are used, place preferred one first)

**RELEASE OF INFORMATION** Place "X" in appropriate box: ☐ I DO ☐ I DO NOT want the above information released if requested by other members and/or to be provided to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.

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☐ Active Army ☐ ARNG* ☐ USAR* ☐ Retired ☐ Former Warrant Officer
☐ Associate (all others) *AGR please check ARNG or USAR ☐ Male ☐ Female

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☐ I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO check Associate above)
☐ I AM ☐ I AM NOT entitled to wear several National Defense Medals

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Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)

Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)

# 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

*MARCH/APRIL 1986*

### Convention Issue

The 1986 AAAA National Convention will convene in Atlanta, April 9-12. Thousands of AAAA members representing dozens of chapters worldwide and their supporters will descend upon the capital of the Peach State. They will gather to extol the value and virtues of Army Aviation. There will be meetings, seminars, briefings and symposiums, in addition to luncheons, dinners and awards ceremonies. 102 commercial and military exhibits will occupy 100,000 square feet of floor space in Hall E of the Georgia World Congress Center.







A total of ninety-six hours of functions are planned; all intended to foster a greater public awareness of the Aviation Branch of the United States Army.

### Aviation Testing

The Army is testing the External Store Support System for use on the UH-60 Black Hawk. In development for the ESSS System are crashworthy fuel tanks of 230 gallons capacity. The 230 gallon tanks, when used in conjunction with a pair of 450 gallon tanks, will extend the range of the Black Hawk, allowing for self-deployment beyond the confines of continental United States. However self-deployment trials are not possible until the 450 gallon tanks have been refurbished.

Tests involving both tank types will be held later this year. Meanwhile ESSS will be utilized with the 230 gallon fuel tanks, offering extended operational capability.






## 50 Years Ago

*MARCH/APRIL 1961*

### Presidential Pilot



In January, LTC William A. Howell was reassigned to Ft. Rucker. Since 1957, LTC Howell was commander of the Executive Flight Detachment out of Ft. Belvoir, VA. In addition to these duties, LTC Howell was the personal helicopter pilot for President Dwight D. Eisenhower.

### New Cleaners

If cleanliness is next to Godliness, then the Air Force has a leg up on its sister services. The Air Force recently ordered 180 vacuum cleaners. These cleaners are hardly the handy-dandy housewife helper. Each machine weighs in at nine tons. They will be used to clear harmful debris from AF runways. They have a roughage diet which includes bars, bolts, tools, dead birds and rocks the size of baseballs. Manufacturer is the International Fermont Machinery Company.



### Accident Looking for a Place to Happen?

The adjoining photo shows what appears to be an accident looking for a place to happen. In actuality it is a still shot taken moments before a controlled crash. Stunt pilot Cliff Winters, at the controls of a Messerschmitt 109 mock up, is about to slam into a movie prop during the recent filming for an upcoming motion picture.

*Addendum:* Willi Messerschmitt's famous 109 fighter is commonly referred to as the Me-109. Correct nomenclature is Bf-109, after *Bayerische Flugzeugwerke,* which Willi Messerschmitt joined in 1927. Messerschmitt eventually became the company's director in 1938 and the firm became Messerschmitt A.G.



MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:01 PM Page 123

# 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 Norman M. Bissell, Retired

### Army Aviation Hall of Fame 2007 Induction

Retired Colonel Norman M. "Mike" Bissell made unique contributions to Army Aviation during his military career and after retirement in the service of his country. Graduating from the Virginia Military Institute, he became a parachutist, Ranger and an Army aviator before serving two combat tours in Vietnam as a helicopter pilot. He later graduated from the Command and General Staff College, the Army War College, and was selected as a Senior Army Fellow at Harvard University.

As the director of Flight Training at Fort Rucker, he organized the directorate into a brigade to enhance the career opportunities of the instructor pilots. While commanding the 17th Aviation Brigade in Korea, he redesigned the buffer zone flight procedures along the demilitarized zone, and created and commanded the U.S. Army and Korean Army Combined Aviation Command. He was also an executive officer to the Assistant Secretary of the Army and the J3 for the Joint Chiefs of Staff.



In 1968, he was nominated for the Medal of Honor for rescuing a severely wounded American advisor, extracting him from a landing zone after three attempts. During his second approach to the LZ, his aircraft received heavy enemy machine gun fire, killing his door gunner, and wounding him in the neck. For his heroism, Bissell received the Distinguished Service Cross.

His other awards include the Distinguished Service Medal, the Defense Superior Service Medal, and three Legions of Merit.

In 1987, he became the program manager for joint Boeing/Sikorsky Team vying for the future RAH-66 Comanche helicopter. When his team won the contract, he returned to VMI to serve as the commandant.

Later he became the commandant of the Virginia Women's Institute for Leadership, the only all female cadet corps in the world.

In 2004, he received the Gold award of the Order of St. Michael for his distinguished Aviation service.

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MAR_APRIL 11 Section 1_June04.qxd 3/29/2011 2:55 PM Page 3




# Contents

March/April 2011, Vol. 60 No. 3&4

## SPECIAL FOCUS

### Aviation Leadership Update


**8** **Full Spectrum Army Aviation – A Year in Review**
*By MG Anthony G. Crutchfield*

**14** **A Year of Change for the Aviation Warrant Officer**
*By CW5 Michael L. Reese*

**18** **From the Branch CSM's Perspective**
*By CSM Tod L. Glidewell*

**22** **Set The Right Example**
*By BG William T. Wolf*

**24** **Army Aviation Logistics: Yesterday, Today and Tomorrow**
*By COL Terence W. Reeves*

**32** **Army Aviation: Reaching the High Watermark for Deployed Capability**
*By COL William H. Morris*

**38** **AMCOM Update: Transformation with a Purpose**
*By MG James E. Rogers*

**44** **Program Executive Office, Aviation: Staying Ahead of the Evolving Mission**
*By MG William T. Crosby*


## AAAA FORUM & EXPOSITION


**50** **AAAA Annual Professional Forum & Exposition Schedule of Events**

**54** **National Executive Board**

**56** **Exhibit Hall Floor Plan**

**58** **Yellow Pages Listing of Exhibitors and Booth Locations**

**64** **National Award Winners**

**72** **Hall of Fame Inductees**


## FEATURES


**76** **Army Aviation Magazine's Photo Contest 2010 Winners**

**84** **2010 Parker Awards Honor Best Aviation Units**

**86** **2010 AAAA Functional Awards**

**90** **Ask the Flight Surgeon**
*Dr. (MAJ) Nicole Powell-Dunford*

**92** **Membership Update**
*By CW5 Mark W. Grapin*

**96** **Spouses' Corner**
*By Judy Konitzer*

**100** **Joseph P. Cribbins Aviation Product Symposium** *By Gary Nenninger & CW4 Dave Kather, Ret.*

**104** **From the Archives: "Army Aviation: New Uses"**
*By Maj. Gen. Hamilton H. Howze*


## DEPARTMENTS


AAAA News . . . . . 118
AAAA Spotlight . . . . . 69
Advertisers Index . . . . . 112
Art's Attic . . . . . 122
Briefings . . . . . 4
Calendar . . . . . 121
Hall of Fame . . . . . 123
Industry News . . . . . 112
In Memoriam . . . . . 117
Legislative Report . . . . . 116
Letter to the Editor . . . . . 117
Membership Application . . . . . 121
New Members . . . . . 115
People on the Move . . . . . 113
President's Cockpit . . . . . 6


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*Caption provided by the advertiser.*

# Briefings ...

**LATE-BREAKING NEWS ANNOUNCEMENTS NOTES**

## Thurman Nominated for Top Korean Command



U.S. ARMY PHOTO

**GEN Thurman**

Defense Secretary Robert M. Gates is recommending that President Barack Obama nominate GEN James D. Thurman to serve as commander, U.S. Forces Korea. Gates made the recommendations during a Pentagon press briefing on Mar. 1. If confirmed by the Senate, Thurman would succeed Army GEN Walter "Skip" Sharp in Korea.

## Chandler Takes Over as SMA



U.S. ARMY PHOTO

**CSM Chandler**

CSM Raymond F. Chandler III was sworn in as the 14th Sergeant Major of the Army by Army Chief of Staff, GEN George W. Casey Jr., during a March 1 standing-room-only ceremony in the Pentagon. The 30-year veteran comes to the Pentagon from his previous assignment as commandant of the U.S. Army Sergeants Major Academy. He succeeds Kenneth Preston, who has served since January 2004.

## Crosby Promoted at Alma Mater



COURTESY PHOTO

Then BG William T. "Tim" Crosby, program executive officer for aviation, receives the insignia for his new rank of major general in a ceremony Feb. 5 in Summerall Chapel at the Citadel. Pinning on the insignia are retired GEN Tom Schwartz and Janice Crosby. The South Carolina venue enabled attendance by Crosby's family, particularly his mother who cannot travel long distances.



**AAAA Hall of Fame Nominations**

June 1– Suspense for nominations for the 2012 induction into the Army Aviation Hall of Fame.

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

## Myles Named DynCorp VP



DYNCORP COURTESY PHOTO

**Myles**

DynCorp International announced on Feb. 10, that MG (Retired) James R. Myles joined the company as Vice President of Aviation Operations, within the company's Aviation business area; he is based in Huntsville, AL. He has extensive experience in aviation maintenance, life-cycle management, and the acquisition and contracting process having retired after three years as commanding general of the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) at Redstone Arsenal. His 36 year career included numerous command billets such as the Army Test and Evaluation Command, aviation brigade and battalion command, and multiple assignments in the 160th Special Operations Aviation Regiment (Airborne).

## Edens Pins On



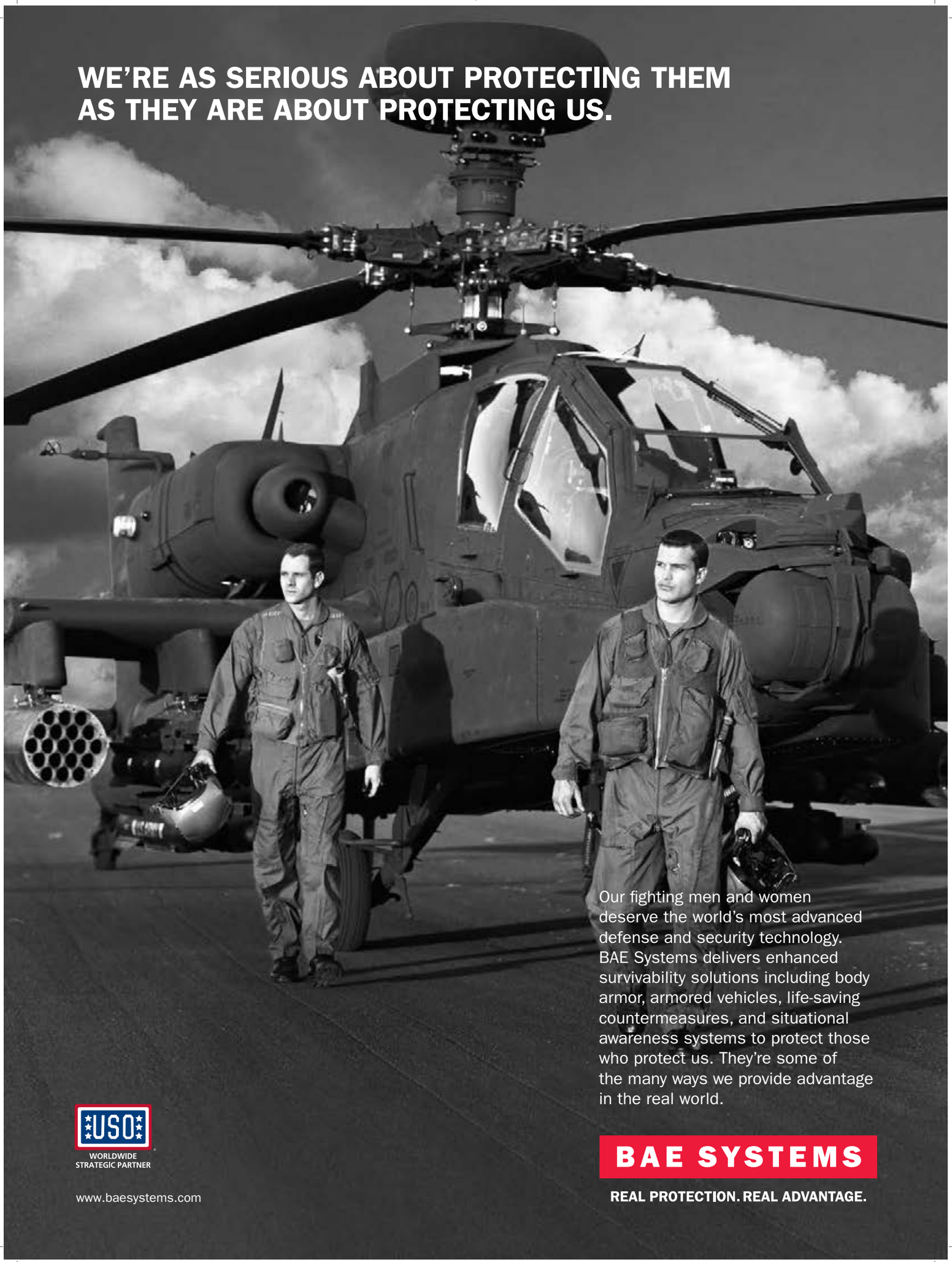
PHOTO BY BREANNA WALTON, ARMY FLIER STAFF

Mia Edens and Liam Edens, children of BG Timothy J. Edens, USAACE and Fort Rucker deputy commanding general, present him with his General Officer Pistol during an Honor Eagle promotion ceremony, Mar. 18 on Howze Field at Ft. Rucker, AL. With Edens are (from left): MG Anthony G. Crutchfield, USAACE and Fort Rucker commanding general, Edens, wife, Leslie, sons 2LT Brandon and Marshall, and daughter Maggie, a West Point cadet.

## CORRECTIONS:

In the February 2011 Fixed Wing article on page 34, the last paragraph at the bottom of the first column should read:

*"Finally, in late 2010, we began coordinating the T-34 Replacement Program for the four T-34 aircraft currently being used by the Army Test and Evaluation Command. One of the materiel solutions under consideration is the Navy/Air Force T-6 program. Other qualified aircraft will be considered in the process which may result in an open competition source selection evaluation board. We anticipate procurement of these replacement aircraft in FYs 12 and 13."*


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MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:29 PM Page 6





# On Final Approach... A Look Back

As a former Cavalryman I have been on a few great rides, but leading the Army Aviation Association of America (AAAA) has been one of the most rewarding experiences of my military, industry, and retired careers. It has been a great honor to represent you and your families' concerns to the highest levels of our military and civilian leadership.

When I say, "you," I mean all of you: Active Duty, National Guard, Reserve, Department of Army Civilian, Industry, and retired. "You" also means all ranks; AAAA is not an "officers only" or retired general officer club.

I wish you all could have been with us at the recent AAAA forums on Unmanned Aircraft Systems, Aircraft Survivability, and Depot Maintenance held this past fall at various venues across the country. Our professional enlisted, NCOs, and warrant officers engaged vigorously in the question and answer periods and were truly inspiring.Tough back and forth exchanges between them and our acquisition, training and doctrine, and operational Army leaders are resulting in real-world solutions for our soldiers in combat.

I could not be prouder of AAAA for providing the platforms necessary for lateral information exchanges that succeed in breaking down our institutional barriers.

All of this professional development support from AAAA has been part of the reason, I believe, for our continued record-setting total membership, size of our Annual Forum and Exposition, and financial strength in the face of the toughest economic times since the 1930s. By year's end, we broke through 18,000 members, our largest ever. Over 7,800 attended our Convention in Fort Worth and over 350,000 square feet of exhibit floor space, again, our largest ever.



PHOTO BY RENE BIDEZ

**AAAA President, BG (Ret.) Rod Wolfe, together with the national officers and executive director, addressing the Annual Meeting in Fort Worth, TX, Apr. 14, 2010.**

As we ended 2010, we were able to add over $600,000 to our general fund AFTER we gave over $150,000 to our Scholarship Foundation, $12,000 to the Hall of Fame, over $17,500 to the Army Aviation Museum Foundation at Fort Rucker, and nearly $80,000 to our AAAA chapters to support local events to make them more affordable for our soldiers.

The Scholarship Foundation, a separate entity from AAAA with a separate board, gave out a record $279,500 to 187 of you and your family members this past year. AAAA takes a great deal of pride in the success of this institution which is arguably the single biggest AAAA membership benefit.

In addition to monetary support, AAAA recognizes excellence in your ranks with 40 national awards including: Soldier and Aviator of the Year, individual unit awards and special functional area awards like Army Aviation Medicine and Trainer of the Year. In fact, we even instituted a new award this last year, the Donald Luce Depot Artisan Award which means even our awards program is at a record-setting level.

The credit for our successes is quite simple; AAAA really works as a team from each individual member, to our AAAA Chapter leaderships, to our national board and committees.

In particular, I want to thank our National Executive Group team: Senior VP and incoming AAAA President, LTG Dan Petrosky; Secretary, BG Howard Yellen; Treasurer, BG E.J. Sinclair; Vice President for Membership, CW5 Mark Grapin; and VP for Chapters, Mr. Bill Weaver. Thank you all.

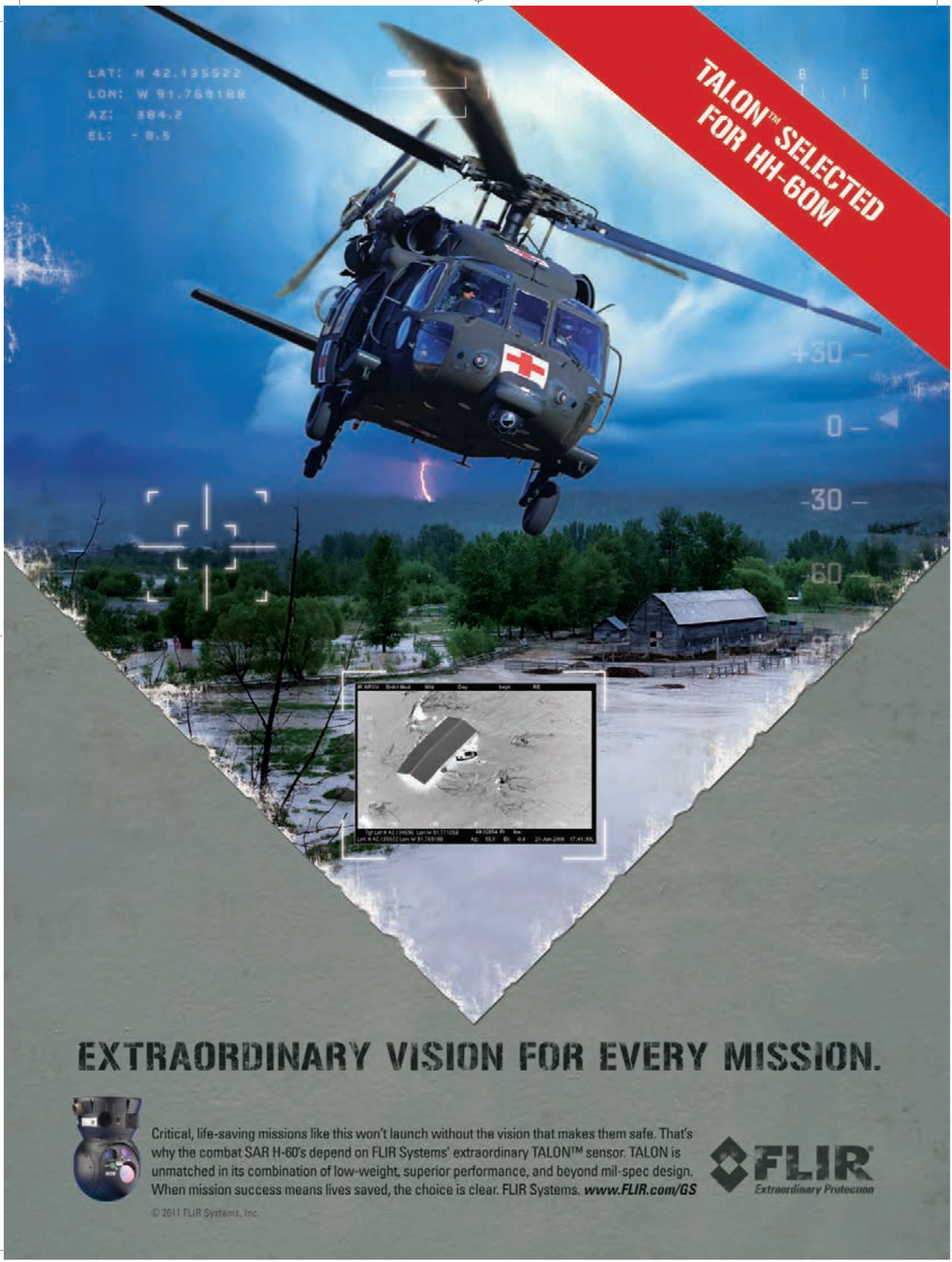
So the bottom line, unlike virtually every other not-for-profit membership association out there, military or civilian, AAAA is financially and structurally stable. Heading into 2011, AAAA will be able to continue serving you and your families in unprecedented ways. I thank you again for the opportunity to lead you in these challenging times.

I look forward to supporting LTG Dan Petrosky and his incoming leadership team, and still look forward daily to living AAAA's mission statement: "Supporting the U.S. Army Aviation Soldier and Family."

❖❖

BG (Ret.) Rod Wolfe
29th AAAA National President

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MAR_APRIL 11 Section 1_June04.qxd 3/23/2011 11:20 AM Page 8





# Full Spectrum Army Aviation– A Year in Review

By MG Anthony G. Crutchfield



U.S. ARMY PHOTOGRAPH

**SHINDAND AIR BASE, Afghanistan – A cloud of dust erupts around a CH-47F Chinook assigned to Task Force Comanche, 4th Combat Aviation Brigade, 4th Infantry Division as it lands near an inoperable UH-64A Black Hawk August 2010. The CH-47F towed the UH-64A Black Hawk to a nearby friendly location so that it could have its engines, transmission, main rotor, and tail rotor removed to lessen its weight.**

As in past years, the March/April issue of AAAA magazine gives the Aviation Branch Chief the opportunity to provide a "state of the Aviation Branch" perspective and let those who make up our branch and others see Army Aviation through the leader's lens. Nearly eight months ago I assumed the duties as the Chief of the Aviation Branch. It is a responsibility that gives me great honor yet still humbles me.

Let me explain why.

Since August 2010, I've spent a great deal of my days assessing our branch's organizations and their leaders and ensuring effective lines of communication exist between the training institution at the U.S. Army Aviation Center of Excellence (USAACE) and aviation units in the operating force. I've managed to visit six of the Army's 12 active component combat aviation brigades (CAB) to include three that are currently deployed to Afghanistan.

I've also had the opportunity to meet with a number of our Army's senior leaders, many of whom are not affiliated with the Aviation branch. I did this to get their perspectives and insights on the quality of the professionals we produce, the effectiveness and responsiveness of the support we provide our ground commanders, and the challenges that lie ahead as our Army enters its tenth year of conflict in Afghanistan.

The feedback I've received has been incredibly insightful and supports much of what I've seen and felt about our branch and the professionals who fill its ranks.

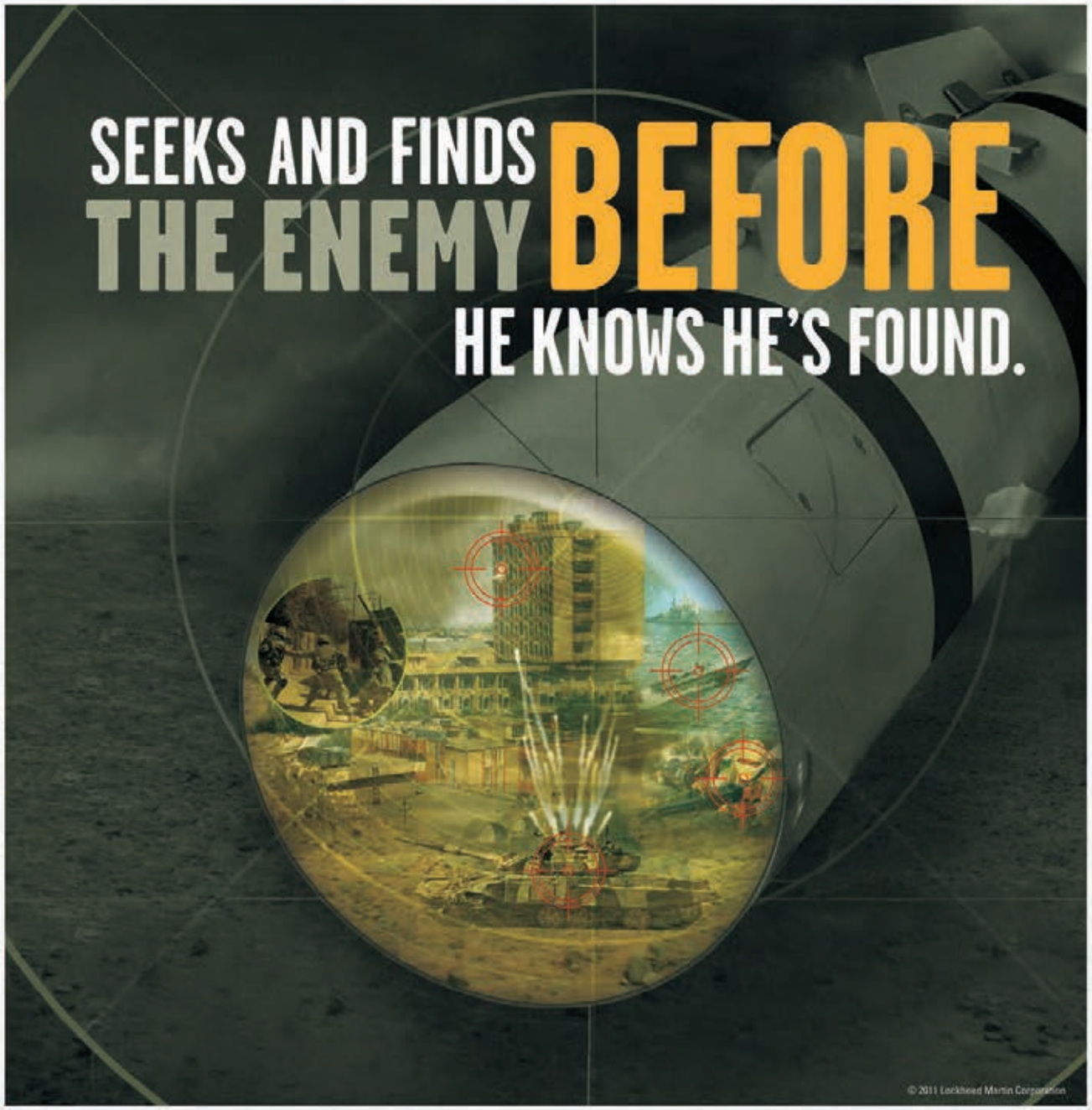
Here are my impressions.

Without question, Army Aviation is meeting the demands of commanders worldwide. In fact, given today's operational tempo, many would argue that we're exceeding the demands.

I see no signs that this insatiable appetite for Army Aviation will decrease in the foreseeable future and the stress on the force and our systems will require a "gut check" to get us through the next few years.

## Stress on the Force

To the credit of our junior and mid-grade leaders, we are getting things done by sheer commitment and deter-






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MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 12

mination to accomplishing the mission. Many Aviation Soldiers are in their third or fourth deployment and some are even in their fifth.

As our Army continues to move to a goal of a 1:2 "boots on the ground"/dwell time, our Aviation Soldiers are and will continue to experience a home-station dwell of 1.1 years between deployments. For example, prior to their deployments, the three CABs now in Afghanistan had an 11 to 14-month dwell. This compressed amount of time is not sufficient time for our aviation formations to reset.

Although we are rapidly moving ahead to man and equip our active component with a twelfth CAB, which has been designated the 16th CAB, it will not be ready to deploy in its entirety until late 2015.

Additionally, the Army is moving ahead with the building of a thirteenth active component CAB but unfortunately, it too will not alleviate the current stress on the force.

### Family Resiliency

We cannot forget that while our sons and daughters who wear the Army Combat Uniform are the ones who take the fight to our adversaries, their families are equally as courageous and committed. They too pay a price and their sacrifices run deep.

It is true that while the strength of our nation is our Soldiers, the strength of our Soldiers comes from the strength of their families and we cannot talk about Soldier resiliency without talking about Army Family resiliency. It is one in the same.

### Fleet Stresses

Our aircraft fleet is also being stressed with nearly 17 percent of our rotary wing fleet and nearly 19 percent of our fixed wing fleet deployed to Iraq or Afghanistan. That equates to more Army aircraft deployed today than we had deployed at the height of the surge in Iraq in 2008.

Our aviation maintainers are working feverishly to keep the more than 700 aircraft flying that have been committed to the U.S. Central Command (CENTOM) area of responsibility. Depending on the type, some aircraft are flying up to six times their peacetime mission hours.

### Other Stresses on the Force

The demand for Army Aviation and the compressed dwell time are also stressing the force in different ways.

Our warrant officer and NCO corps are experiencing a larger than normal professional military education (PME) backlog. Many of our experienced warrant officers and NCOs simply defer their required senior leader, advance course or staff course rather than spend the additional time away from their families while they are in the reset phase.

While USAACE has worked hard to send mobile training teams to conduct some of the required PME at home stations, the backlog continues to grow and continues to place our middle and senior grade professionals at career risk.

I've asked CSM Tod Glidewell, our Aviation Branch Senior NCO, and CW5 Mike Reese, our Chief Warrant Officer of the Branch, to develop innovative solutions to our current PME challenge, and they are delivering on that directive.

### VCSA Lauds Accomplishments

So while I know our Aviation force is stressed, have no doubt that our great men and women across our branch, those who wear the uniform along with our civilian and contractor professionals, remain focused on meeting the incredible demands that have been placed on them and their organizations. Their accomplishments are phenomenal.

During last year's annual AAAA professional forum and exposition, GEN Peter Chiarelli, our Army's Vice Chief of Staff, lauded our aviation professionals. "There is not a branch in our Army that is run any better than Army Aviation," he said. "The functional alignment you have, the synergy you have between the building and Rucker and the units is absolutely amazing. And if we were not organized this way, there is absolutely no way we would be able to meet the demands of today, because what you are doing, what your team is doing, every single day, is a miracle."

### Providing Full-Spectrum Support

Consider the fact that since the beginning of Operation Enduring Freedom in late 2001, Army Aviation has logged more than 4.2 million manned and unmanned flight hours in support of operations around the world and across the full spectrum of conflict. It is no coincidence that our CABs are converting to full-spectrum CABs to provide our ground commanders with the most lethal, effective and responsive aviation capabilities needed to exploit the vertical dimension of land power.

The capabilities of the AH-64D attack battalion and OH-58D attack reconnaissance squadron that includes two platoons of RQ-7B Shadow unmanned aircraft systems (UAS) gives our CAB commanders an unmatched reconnaissance, surveillance and target acquisition (RSTA) and precision fire capability.

### Expanding UAS Roles/Missions

The ever-evolving and expanding missions and roles of our UAS over the past year alone has helped our ground commanders achieve information dominance by providing the capability to quickly collect, process and disseminate relevant information to reduce the sensor-to-shooter timeline. In 2010, our Army had more than 1,600 UAS supporting combat operations and humanitarian assistance around the world as well as homeland security efforts stateside.

Having surpassed the one million UAS flight hour mark is indicative that UAS have altered, if not changed the nature of combat.

### Fielding, Recap and Modernizing the Fleet

The ongoing fielding of the UH-72 Lakota, our Army's light utility helicopter, and recapitalization and modernization of the UH-60L/M Black Hawk, the CH-47F Chinook, UAS and ongoing AH-64D Apache Block III and OH-58D upgrades, all while supporting operations in Iraq and Afghanistan, have challenged our leadership but are paying dividends in the warfight.

### Disaster Relief/Humanitarian Support

While our deployed Aviation formations were focused on supporting operations in Iraq and Afghanistan, our disaster relief and humanitarian support efforts in the wake of floods that saturated parts of Pakistan were nothing short of spectacular.

The 16th CAB, while only partially manned and equipped, deployed from Fort Wainwright, Alaska to Pakistan with ten CH-47s, eight UH-60s and approximately 325 personnel.

From early September to the end of

MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 13

November 2010, Task Force Denali transported more than 40,000 displaced civilians and more than 26 million pounds of relief material and equipment.

While deployed, the task force completed nine CH-47 and five UH-60 phase maintenance inspections.

The commitment and devotion of the men and women of Task Force Denali are indicative of the level of professionalism our aviation Soldiers bring to our Army and Nation.

### A Collaborative Effort

As we continue to build, modernize and train to our end-state of a healthy Aviation Branch, postured for full-spectrum operations, in defense of our national interests and our Nation, we will always keep our eyes on the future.

As the U.S. Army Training and Doctrine Command (TRADOC) Army Capabilities Integration Center (ARCIC) prides itself on being the architect of the Army and "thinking for the Army" to meet the demands of a nation at war while anticipating solutions to the challenges of tomorrow, I am surrounded by a team of professionals at USAACE whose sole purpose is to "think for Army Aviation."

With our Capabilities Development and Integration Directorate in the lead, and in collaboration with TRADOC and the ARCIC, we are aggressively looking at the future to find the "aim point" where we will apply a doctrine, organization, training, materiel, leadership and education, personnel and facilities (DOTMLPF) solution for our future efforts. Our current assessment tells us that our aim point lies in the 2030 timeframe.

### A New Technology Fleet by 2030

While we don't know what the solution looks like today and whether it's a lift, attack or utility platform, we know that the current fleet of DoD rotorcraft cannot continue to be incrementally improved to meet future operational requirements. Significant increases in range, speed, payload, survivability, reliability, and reduced logistical footprint are all required.

We can only meet this requirement through the application of new technologies. Knowing that we may not get all that we want, we must ensure the final solution is what the Army and our branch need. It's far from an easy task and the assumptions abound regarding what the 2030 environment will look like.

### Above All – The People

Our branch's saving grace is the quality of professionals I'm honored to lead. I remain humbled by their commitment, dedication and sacrifice. It is they who will determine our branch's future and there is no formation in the Army that is better suited to meet that challenge.

While stressed and tired, their commitment and dedication help to provide context to this year's Army Aviation theme: *Army Aviation: Resilient and Adaptive in the Future Security Environment.*

Above the Best!

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*MG 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.*



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 14





# A Year of Change for the Aviation Warrant Officer

By CW5 Michael L. Reese

This has been a year of transition from Operation Iraqi Freedom evolving into Operation New Dawn; Operation Enduring Freedom increasing requirements; the Korean peninsula garnering attention, again; and Army Aviation deployed at the highest level since the onset of combat operations.

With all of the operational requirements at hand the Army is seeing renewed focus and increased competiveness for promotion, changes to selective continuation, and changes to time in grade policies. In this article I will address issues that are of most concern to the Aviation Warrant Officer, and why some of the changes have been implemented.

## Deployments

The Army has been making great strides in attaining two year dwell per one year deployed (2:1). Most ground brigades are now able to efficiently reset, train, and stand ready to redeploy in this (2:1) Army Force Generating Model. That is not the case for active duty combat aviation brigades (CAB) where the norm is closer to (1:1).

The limited dwell puts a large burden on the unit in respects to reset and training, not to mention the individual professional military development (PMD) requirements.

Since operational requirements for CAB's are not expected to ease in the foreseeable future, commanders will be forced to make difficult decisions on when to send their key and essential personnel to their career developmental schools.

Some units have been successful sending officers out of theater to school, others during dwell, and many a combination of both. Either way, order of merit lists must be developed to ensure warrant officers are able to attend the appropriate schools in order to meet the regulatory requirements for promotion.

## Promotions

Earlier this year two major announcements were made regarding promotions and professional military education (PME). The first was in the form of an all Army activities (ALARACT) message announcing a change to AR 350-1 defining PME backlogs and listing requirements for promotion. The new change states: the Advanced Course is required prior to promotion to CW3; the Staff Course prior to CW4; and the Senior Staff Course prior to CW5.

For this year, officers will not be disqualified for consideration and will not be prevented from pinning if promoted. However, in the future PME will likely be a requirement and is certainly a discriminator for promotion now.

The second significant announcement was shifting the convening of this year's promotion board from January to April; this will likely be a permanent shift realigning Warrant Officer Promotion Boards as they were prior to 2005.

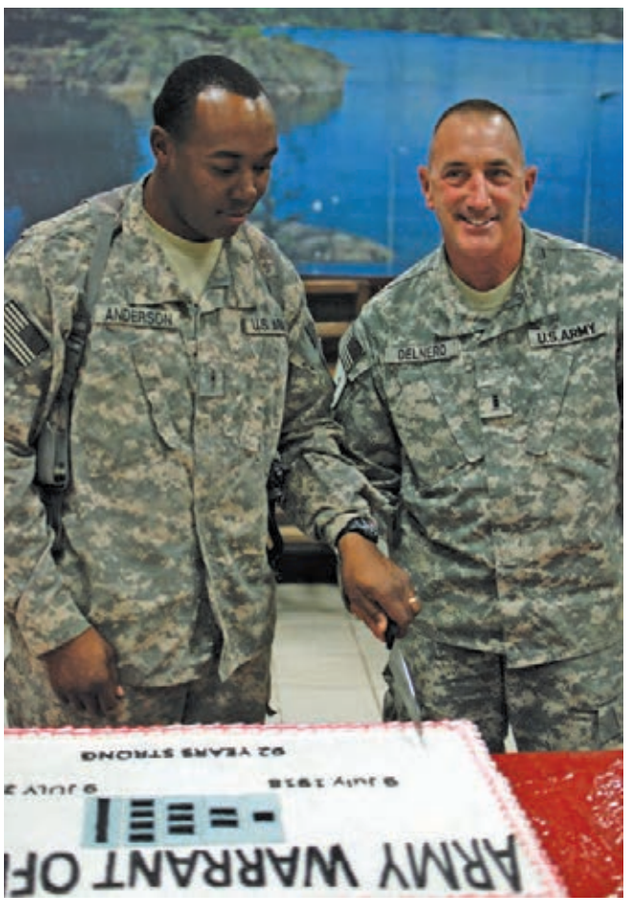


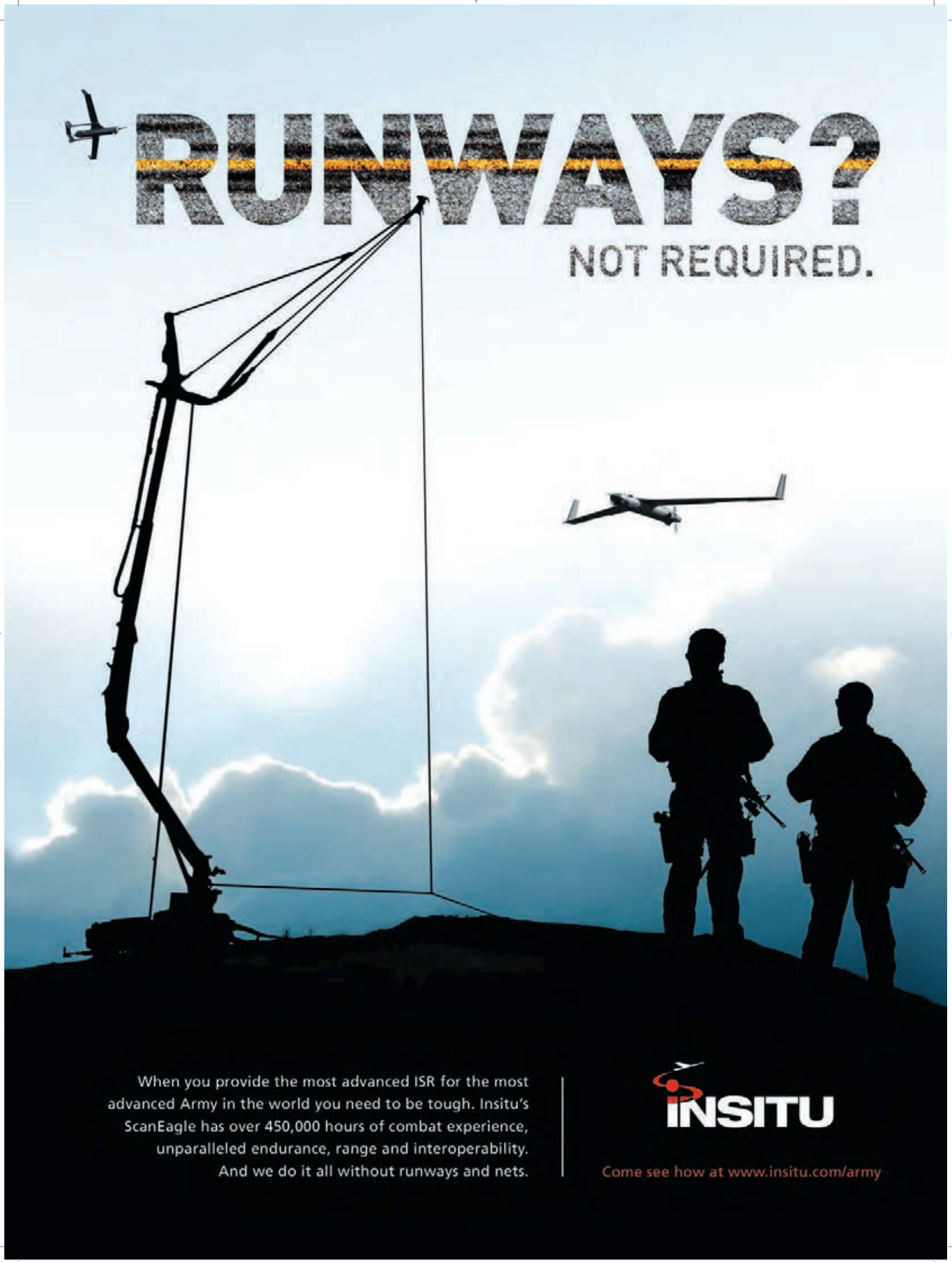

PHOTO BY SPC ROLAND HALE, 1ST CAB PAO

**WO1 Jahmal A. Anderson (left) and CW3 Nicholas J. Delnero, both assigned to the 1st Combat Aviation Brigade and respectively the youngest and oldest warrant officers attending a luncheon celebrating the 92nd birthday of the Army Warrant Officer Corps on Camp Taji, Iraq, July 9, cut a celebratory "warrant-cake."**

Another major change eliminates automatic selective continuation of two time non-selects for CW5 unless the individual is in a critically short MOS and possesses a solid file.

## The Numbers

As of January, 2011, there are 6,448 active duty Aviation Warrant Officers (368 CW5's, 1127 CW4's, 1732 CW3's, and 3221 CW2/WO1's).


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MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 16

The aggregate strength of warrant officers is between 107%-109% in the WO1 thru CW4 ranks and 122.5% in the CW5 grade.

The overall strength in personnel by airframe is strong but some mission design series (MDS)-tracked warrant officers are low, specifically AH-64D trainers (IP/IE/SP) where we are at 85%. All of these numbers directly affect accessions, retention, and the promotion system.

Although some of the statistics may look favorable, like 107% in the CW3 grade, this over strength number may not be enough. With the amount of CABs deployed and each deploying near 100% of its authorized tracked warrant officers, many units, organizations, and directorates will operate at far less than 100%.

Many important positions requiring subject matter expertise such as writing doctrine and instructors with the appropriate level of experience are either unfilled or filled with less qualified personnel.

The Human Resources Command (HRS) does an outstanding job managing personnel in a very complicated resource demanding environment to ensure personnel strengths are met under specific prioritization guidelines.

Our CABs deserve to have first priority when in a deployable status and when HRC is working with a number like 107% (CW3) and with competing requirements such as PME, tracking schools, and TRADOC assignments, the management process is difficult.

### Time in Grade Extensions

Another revision affecting the Aviation Warrant Officer is the time in grade extension for CW2s and CW3s. The extension in reality is going back to the original timeline prior to 2005; that is, an officer will be considered in the primary zone for CW3 and CW4 at the five year mark as opposed to the current four year.

The previous change was required to quickly fill senior warrant officer grades that were being lost faster than the promotion system could fill.

The status is now at an acceptable level and in some grades slightly over strength. That and the need to provide our warrant officers adequate time to professionally develop through PME and tracking commensurate with their rank makes the adjustment necessary.

This policy will commence in FY12 and be phased in over the course of two years; next year's promotion military personnel (MILPER) message announcing time in grade and zones for consideration will provide appropriate guidance for affected officers.

### Future

This year will continue to strain the force in terms of deployments and requirements for promotions. It is critical that commanders, senior warrant officers, and junior warrant officers understand the implications of how PME/PMD will affect the sustainment of our force.

I continue to be amazed at not only how effective our Aviation force is but more so how resilient those are who continue to contribute so much for their family, unit, Army, and Country. I sincerely thank each of you for your continued service.

Above The Best!

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*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.*





# From the Branch CSM's Perspective

By CSM Tod L. Glidewell

Over the last year our branch has been busy to say the least. Whether in ARFORGEN, the eCAB in Operation New Dawn or the three CABs in Operation Enduring Freedom, the Soldiers of this branch continue to provide world class aviation support to our ground brethren, day in and day out.

Rest assured that no matter if we are deployed or in garrison, Army Aviation will continue to be the commanders' choice to answer the call as long as we can continue to do so as a professional force and at an affordable cost. I am confident that the disciplined and professional force that we have built will prevail and that we are prepared for whatever the future may bring.

Your branch is listening; MG Crutchfield, CW5 Reese and I are attempting to visit all of our CABs. The U.S. Army Aviation Center of Excellence (USAACE) staff is also striving to collect data from throughout the aviation enterprise, deployed commander's video teleconferences, After Action Reviews, and the Aviation Training Exercise to provide the best training, personnel and equipment possible.

It seems that no matter where I travel I am asked a couple recurring questions.

■ *Why can't we stay in task force configuration?* There are a couple of reasons: first, no two task forces are the same so it would require the movement of personnel and equipment. Second, since there is not a standard formation, manning and equipping would be nearly impossible since there would not be a standard Modified Table of Organizational Equipment (MTOE).

The good news is that our modular formations are enabling aviation to tailor our force to meet the mission.

Also, aviation leaders and Soldiers are gaining a wealth of aviation knowledge on multifunctional aviation operations that will produce better leaders more capable of mitigating operation risk.



U.S. ARMY PHOTO BY SPC. ROLAND HALE, ECAB, 1ST INF. DIV. PAO

**SSG Christopher Gilliland, a small group leader and instructor at the Demon Academy on Camp Taji, Iraq, mentors a group of students. Gilliland and other enlisted leaders from the Enhanced Combat Aviation Brigade, 1st Infantry Division created the Demon Academy to mentor young and future leaders, as well as prepare them for future professional development courses.**

■ *Personnel*. Retention remains strong and that, coupled with low attrition rates, has several military occupational specialties (MOS) well over-strength. In fact, currently we have only three MOSs that are below 100 percent. Those MOSs are 15Q Air Traffic Control, 15W UAS Operator and 15E UAS Repair.

So, why are we over-strength? Over the last couple years we have worked to retain every possible Soldier and over the last two years the economy has slowed. As a result, we have had low attrition, below ten percent in almost every MOS.

Now we as a branch have a more difficult mission, to retain the quality and not quantity forcing leaders to make tough choices on who can stay in our ranks. In many cases Soldiers are not being given a choice on whether they want to stay as they are being forced to reclassify.

We have worked to reclassify Soldiers into other aviation MOSs where possible; however, those electing reclassify often face a long wait on school dates to arrive.

■ *Unmanned Aircraft Systems* – effective 1 January of this year, 15W Soldiers were moved to the 15P career path for promotions.

Human Resources Command is identifying those previously selected and promoted personnel to move them to the new career path.

Newly fielded Gray Eagle units will also have 15P First Sergeant positions as a result of the change.

■ *What changes are in store for the NCO Academies?* The 15E Sergeant First Class positions will be intro-

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:32 PM Page 19



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 20

## ASK THE BRANCH CSM

**Q:** CSM, I am SSG Shafer and I have just gotten to UASSD (USAREUR Aviation Safety and Standardization Detachment) as the ALSE Evaluator within the last 3 months. I was wondering if you would be able to tell me anything about the ALSE MOS and what happened to it.

**CSM:**
SSG Shafer – Above the Best – great to hear from you.

At present the ALSE MOS cannot move forward to become an MOS due to the fact of Aviation Branch not having a bill payer. Bottom line, when CAB leaders were asked if they would help pay the ALSE bill they overwhelmingly responded with no, due to lack of people already. As a result, between this response and the effort to build the 13th CAB I don't see a short term solution.

We will continue to look at it and viable courses of action to resolve the issue.

Again, appreciate the question.

Above the Best

CSM G

duced on FY12 MTOE and the Rucker NCO Academy Campus will begin conducting the Advanced and Senior Leaders Courses.

As I wrote earlier in the year, we are working to merge the Rucker and Eustis Academies under one leadership here at Rucker. The commandant here at Rucker will represent our branch at all Institute for Non-Commissioned Officer Professional Development functions. As we talk about NCOES, we need your help in reducing the backlog.

Lastly, we are training all students in the new Physical Readiness Training regiment so that they begin to institute in their units upon their return.

■ *How is the Command Slate List going to work?* The first Brigade Command Slate board convened last October and the Battalion Command board convened in January.

The board reviewed the records of all active duty sergeants major and command sergeants major with projected change of responsibility dates (PCORDs) of February 2011 and later unless individuals were within the window of their mandatory retirement date (MRD).

The Command Slate List results will be announced in April of this year and individuals will be scheduled to take their selected position beginning on Oct. 1, 2011.

Human Resources Command also announced that those selected individuals will conduct their Change of Responsibilities 90 days prior to the units Commander changing command.

We have already begun to conduct Changes of Responsibility for those command sergeants major whose PCORDs have come due. PCORDs are set and adjusted through the major commands and branch has no control over them.

There are two major items that seem to have already surfaced concerning the board. First, only four tactical brigades and the associated battalions were open this year, the remaining eight will be open next year as well as several non-tactical units. Second, many of our sergeants major elected to compete for garrison and non-tactical assignments.

Assignments to garrison are limited to the size of the branch and therefore there will be limited Aviation CSMs selected.

■ *What are we doing to improve aviation maintenance*? There are several initiatives that we are working.

After forty years of very little change and nine years of combat, it is time that we take a look at ourselves.

The Concepts Requirements Directorate, soon to be TRADOC Capability Manager-Combat Aviation Brigade (TCM-CAB) is in the process of conducting manpower studies on each airframe to support future MTOE development. They have completed all but the AH-64 as we are awaiting the release of the Block III aircraft. As changes become available we will provide updates.

SGM Puckett, USAALS (Attack Helicopter Division) is working with units in the field to improve the technical inspector portion of the 15S Advanced Leaders Course (ALC).

SGM Puckett's crew has canvassed units through the use of questionnaires to find out what the field would like technical inspectors to be taught at USAALS. If the program shows promising results, expect changes to other ALCs.

Another recent change is the establishment of a sergeant major position under the Deputy Commanding General as an advisor on enlisted training. The sergeant major will oversee all initial military training courses and the continuity that has long been overdue in this area.

The future is bright for Army Aviation and we will continue to work to supply the warfighter with personnel and equipment they need to support the mission.

Soon, we will begin to convert medium CABs into full spectrum brigades that will include a UAS Shadow Troop within the cavalry squadron. This new capability will provide more situational awareness to the CAB as well as to those with whom we share the battle space.

As you can see our branch is moving fast with little time to rest; however, as the opportunities present themselves, I urge you to take the time to care and train a resilient force.

We have one of the most trained and ready forces that we have had in decades and as we work to build the dwell in our units, balance will be key. That balance will require us to maintain the edge that we have forged over eight plus years of deployments.

However, we cannot forget our equipment for if we start to treat it like a rental car fleet and lose pride in ownership it will most surely fail us, or worse we could lose confidence in it.

In closing, I would like to congratulate the individuals and units that will be recognized as this year's awardees by Quad-A.

Although individuals take the stage to receive these accolades, behind them there is a mentor, a formation and a Branch that has had a hand in their success.

Above the Best!

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*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.*

MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 22





# Set The Right Example

By BG William T. Wolf

This month marks the midway point in fiscal year 2011 and our Army is poised to continue our ongoing downward trend in fatal accidents for yet another year. We opened the second quarter 15 percent below last year's total fatality numbers for the same timeframe, and statistics in our key privately owned vehicle (POV) category were even better, down 26 percent for the year. This great news story reflects the commitment and dedication of all our leaders, soldiers, families and civilians to the safety of our force and to each other. Thank you for all your hard work!

This trend is certainly welcome, and it appears we're headed in the right direction in countering the number 1 accidental killer of our Soldiers.

However, we can't become complacent and think our problems with POVs are at a point of solution. The improved numbers we're seeing are actually masking a devastating issue with Soldiers not using seat belts and a majority of our POV fatalities to date have been attributed at least in part to a neglect to buckle up.

The circumstances behind most of these fatalities is remarkably similar: a loss of control, the vehicle striking another vehicle or stationary object and sometimes rolling over, with the Soldier driver and/or passengers ejected during the accident sequence.

At least two of these fatal accidents occurred on post, and a third occurred during the Soldier's drive to work for his regular duty day. Five of the six fatalities were 24 years old or younger, meaning they grew up in an age of mandatory seat belt laws well before they assumed the military obligation of always buckling up.

Willful disregard for standards is a leader, Soldier and family issue, and it will take a concerted effort by all three groups to curb this growing and disturbing trend.



USACRSC PHOTO BY KAMI LISENBY (QNETQ)

**Soldiers from the US Army Combat Readiness/Safety Center model the proper Personal Protective Equipment (PPE) for motorcycle riders.**

For Leaders, off-duty standards enforcement has always been among the most difficult of all responsibilities. First-line supervisors can't be with their Soldiers all the time, but they can engage with them during the duty day about the risks of driving and other off-duty activities.

Since the drive to and from work will be the most dangerous part of the day for many of our Soldiers, it's only logical that leaders spend the time and effort required to ensure their subordinates are informed and empowered to make smart decisions after the duty day ends.

It's also important for leaders to get to know their Soldiers personally so they can learn what interventions work for a given individual. Safety isn't a "one-size-fits-all" pursuit, and an approach that works with one Soldier won't necessarily work for another.

As the weather begins to gradually warm up, many Soldiers will want to bring their motorcycles out of cold weather storage and prepare them for the approaching spring and summer riding season. This is a great time to take the opportunity to have the bike serviced, check the serviceability of personal protective equipment (PPE) and get motorcycle refresher training completed.

Some of the basic riding skills are quickly perishable over the fall/winter months, and now is the time to get some much needed refresher training before taking those long rides later in the season. Our Army continues to lose Soldiers due to acts of indiscipline. The acts of excessive speed, reckless riding, a lack of properly approved motorcycle training and failure to wear proper PPE continue to show up in accident findings.

Leaders, the ruthless enforcement of standards for our motorcycle riders is the only way to stop these senseless losses. Leaders can and should conduct on-the-spot checks for licensing and

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 3:46 PM Page 23

approved motorcycle riding training for their riders, as well as inspecting their Soldiers' motorcycles periodically. Tools and checklists for the inspection of motorcycles and PPE can be found on the U.S. Army Combat Readiness/Safety Center website under the POV/Motorcycle Safety tab.

Another great source of information that also promotes safe riding through experienced rider mentorship is the Motorcycle Mentorship Program (MMP). This installation-based program promotes an environment that can create positive conduct and behavior while riding and serves as a force multiplier that supports a commander's motorcycle accident prevention program.

Because every Soldier has his or her own unique needs, Soldier-to-Soldier and Family engagement is critical in this fight. Friends and family members generally know their Soldiers better than anyone else and have more access to them during their off-duty time. And, because of their close relationships, peers, spouses, parents and siblings can often make an impact even when others have tried unsuccessfully.

Never allow the Soldiers in your life to operate a vehicle unbelted, and let them know your concerns about their unsafe driving habits. You might be met with resistance at first, but, when it comes to a Soldier's life, it's an argument worth having.

Ultimately, the decision to wear a seat belt is a personal choice, but it's one that can be effected through positive interaction with others.

If you're in a leadership position, set the right example by doing the right thing all the time. The same standard applies for Soldier peers and family members.

Make the smart decisions and watch how your behavior affects your friends and loved ones. The simple click of a seat belt is one of the sweetest sounds any driver or passenger will hear before an accident, and there's no better way to save lives on the road than by buckling up.

Each of you is doing a great job every day for our Army and our nation. Thank you for what you do, and let's get the last half of fiscal 2011 off to a great start today by staying engaged in Soldier safety.

There's no better reward than watching your Soldiers thrive in both their on- and off-duty lives, so, do your part by giving them the tools for success!

Army Safe is Army Strong!



U.S. ARMY PHOTO BY SPC ROLAND HALE, ECAB, 1ST INF. DIV. PAO

**BG William T. Wolf, director of Army Safety and commanding general of the U.S. Army Combat Readiness/Safety Center, tours the Taji Warrior Resiliency Campus on Camp Taji, Iraq, Jan. 7, during a visit to the Enhanced Combat Aviation Brigade, 1st Infantry Division.**

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



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:55 PM Page 24





COL Reeves
Commander



CSM Morant
School SGM

# Army Aviation Logistics: Yesterday, Today and Tomorrow

By COL Terence W. Reeves

The Wright Brothers flight in 1903 set the stage for Army Aviation. Aviation logistical support has evolved from a couple of bicycle mechanics to highly skilled aircraft technicians and maintenance test pilots trained in the latest systems, methods and materiel to keep Aviation relevant and agile in the new battle space of the 21st Century.

Nearly 30 years ago when I began my career in Army aviation we were not at war. The norm for a two week field exercise once a quarter went something like this: go fly for a couple of weeks, come back to home station, turn in weapons, throw the keys to the crew chief and head to the club.

It didn't take me long to learn the lesson that the crew chief and maintenance team would keep working to restore the fleet back to a flyable status. The passion that the early maintainers displayed inspires me today as we train new classes of Army Aviation Logisticians at the US Army Aviation Logistics School (USAALS), Fort Eustis, VA.

Aviation logistics, defined as what sustains Army aviation operations, enables commanders to press the fight on a continuous basis and relies on the maintainers to restore the fleet.

## The World of Army Aviation Logistics

Today, we are an Army at war and deployments have replaced the peacetime field training exercises. Today's Army aviation operations span two theaters of war, several CONUS and OCONUS areas of operations.

Aviation logistics is sometimes complex with its multiple systems, layers of supply and maintenance, and unique jargon; in reality it is pretty basic. It begins in the line company with the crew chief who performs the repair task, the technical inspector who verifies the task is performed to standard, and the test pilot who validates the fault is repaired.



USAALS COURTESY PHOTO

That is what most of us understand about aviation logistics, but peel it back, when there is a problem there are parts, people, training and tools to be factored in.

Research, development and acquisition logisticians in PEO Aviation program management offices, the Aviation and Missile Life Cycle Management Command (AMCOM), Defense Logistics Agency (DLA) and the Training and Doctrine Command (TRADOC) all play into aviation logistics.

The TRADOC logisticians from the U.S. Army Aviation Center of Excellence (USAACE) Capabilities Development Integrations Directorate look into the future and design the doctrine and tables of organization and equipment (TO&E) driving the people and tools for the logistics units.

The Aviation Branch Personnel Proponency Office guides the design of duties for military occupational specialties (MOS) and ensures the right numbers of the right kind are in the right place.

AMCOM works to ensure logistically sound procedures and processes are in place while the DLA buys and manages everything from soup to nuts.

The Human Resources Command reserves the training seats in the Structure Manning Decision Review (SMDR) that enables the Recruiting Command to bring the right quality and quantity of Soldiers into USAALS to be trained to become that crew chief/logistician that identifies the maintenance repair task.

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:34 PM Page 26

**Training the Soldier**

I am often asked how and where a Soldier gets training in Aviation logistics. Today's journey to become a crew chief starts at USAALS learning basic skills and tasks to become an aircraft mechanic.

The graduate leaves USAALS with a 10-level MOS and the first assignment will probably be to a combat aviation brigade maintenance team in a line company, the aviation support company (AVUM level) or the aviation support battalion (AVIM level).

The Soldier's skills are basic, immersed in a safety culture with the knowledge to navigate through interactive electronic technical manuals (IETM) and perform basic hands-on tasks and warrior tasks expected of an entry-level Soldier.

They will require mentorship, guidance and training under the steady hand of seasoned aviation maintenance NCOs to build their skill sets. With a few years experience, the apprentice is ready to become a journeyman and make the transformation to Sergeant.

As an NCO, they return to USAALS and attend the Advanced Leadership Course learning more about leadership and the skills to become an aircraft technical inspector. Once a Soldier makes SFC/E7 from MOSs 15B, 15D, 15G or 15H, they receive MOS 15K.

Covering a myriad of technical tasks from the feeder MOSs, the NCO Senior Leaders Course requires a complex matrix utilizing all the assets at USAALS.

The USAALS develops and delivers the 10-level programs of instruction for all 13 aviation logistical MOSs. The aircraft systems mechanics are 15T, UH-60; 15U, CH-47; 15R, AH-64; 15Y, Apache armament; 15S, OH-58D; 15J, Kiowa armament; and 15E, Unmanned Aircraft System maintainer.

The back shop MOSs include 15N, avionics technicians; 15F, aircraft electrician; 15B, turbine engine mechanic; 15D, powertrain repairer; and 15G, airframe repairer.

The 15H10 pneudraulics repair technician training is at Fort Rucker, AL. The officer side of Aviation logistics has the Aviation Maintenance Technician 151A. The USAALS trains the 151A in the relevant skills necessary to perform as a production control officer and to manage aviation logistics operations in emerging systems such as Condition Based Maintenance and automated systems necessary for their first assignment.

This technician brings to the fight NCO experience as well as unique technical training making them ideal for PC Officer or support operations of an aviation support battalion (ASB). New skills are being added to the 151A Warrant Officer Advance Course like Contracting Officer Representative training and Lean Six Sigma analytical techniques.

Aviation commissioned and warrant officers in aviation logistics may attend the Aviation Maintenance Officer Course and the test pilot courses at Fort Rucker where they are taught the tactical maintenance skills to balance operations and maintenance while maintaining bank time and phase flows.

The ASB commanders will attend a Pre-Command Course at Fort Rucker. The challenges are also com-





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MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:35 PM Page 28

plex; joint maintenance operations, working with coalition partners as well as split based operations, the capacity to manage and move retrograde and push repair parts forward to the operating bases must be learned through a career of experience in aviation logistics.

Courses for officers at the Army Logistics University at Fort Lee, VA are highly recommended for those inclined to broaden their scope and knowledge of logistics.

The Aviation Logisticians who continue to gain a working understanding and knowledge of the Aviation Supply Chain at the retail and wholesale levels including sources of supply, part forecasting, Performance Based Logistics, depot level repairables and the National Maintenance Program are better able to advise the operational commanders.

Understanding acquisition and program management is helpful to keep abreast of new technology and systems that are being updated and fielded.

Contracting knowledge is necessary to integrate contractors into operations while ensuring the continued training and development of Soldier technical skills.

An understanding of all levels of aviation maintenance from the crew chief through the aviation classification repair activity depot and Corpus Christi Army Depot, even what the original equipment manufacturer can and cannot do, is required to understand aviation logistics.

This knowledge can be gained on line at the Defense Acquisition University and DLA.

## The Road Ahead

Aviation logistics provides the Aviation Branch the ability to control and shape its combat power.

We have touched on some of the tools available for Soldiers, at all levels, to use to advance their skills and knowledge.

As we develop new systems and move into analysis, interpretation and management of CBM data, we will alter maintenance routines, reporting and support concepts.

While we need to understand and participate within the larger logistics systems, the realities of austere budgets in a cost culture atmosphere may cause some to apply a one size fits all approach to logistics and roll Army Aviation into that construct.

But we have unique requirements which cannot be satisfied by these systems and we need to develop leaders who have the experience, training and credibility to present the reasons why and the way ahead.

To produce these Aviation logistics leaders and technical experts will require development of a clear path that will put aviation logistics leaders in the right assignments, schooling and promotions to work at the levels of increased responsibility while remaining in the Aviation Branch.

Our aviation Soldiers will not fail us if we invest the time and resources to train and prepare them for the future challenges.

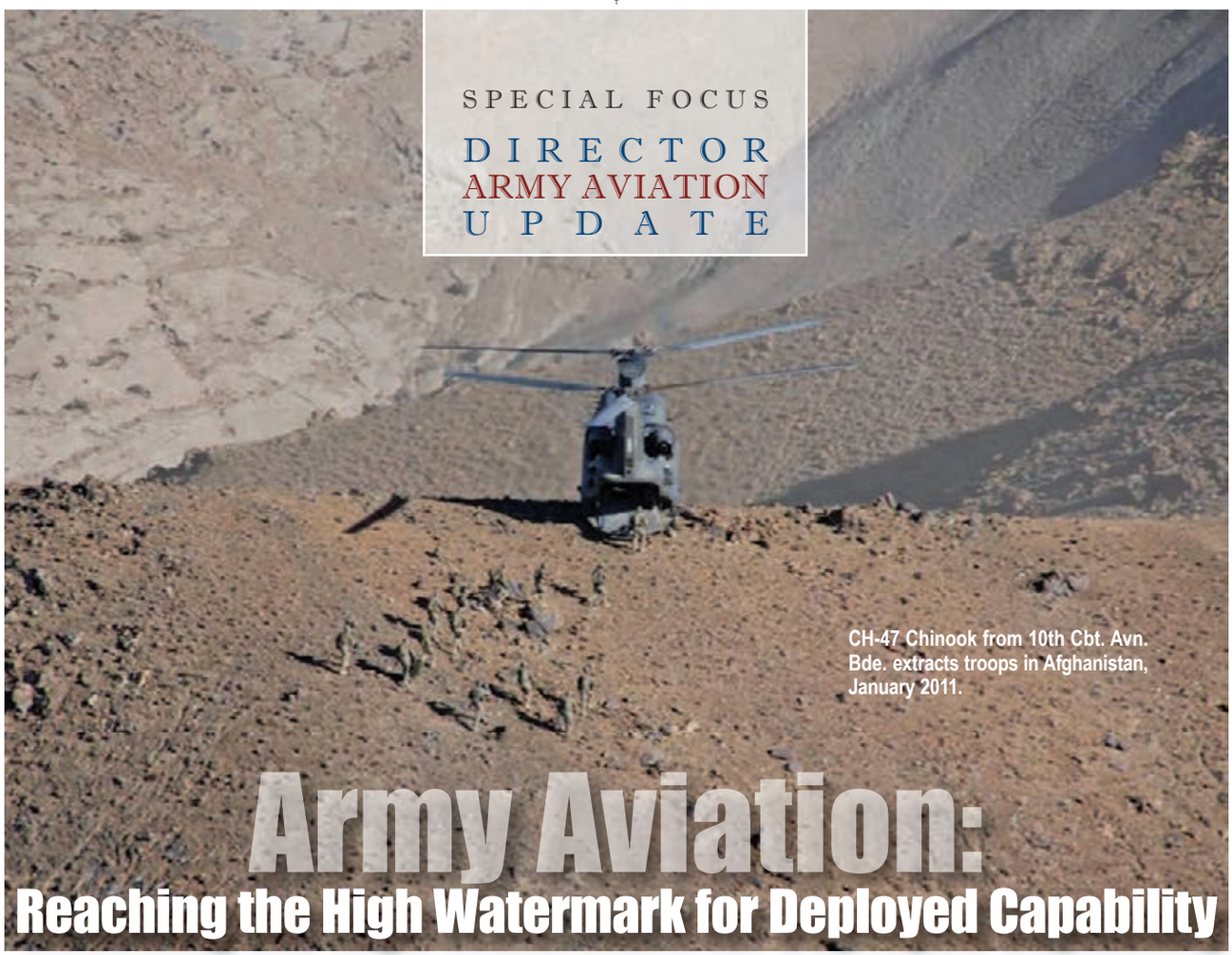
Support and Sustain! Above the Best!

❖❖

*COL Terence W. Reeves is commander of the U.S. Army Aviation Logistics School, Fort Eustis, VA.*



MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 3:36 PM Page 32



SPECIAL FOCUS

DIRECTOR ARMY AVIATION UPDATE

CH-47 Chinook from 10th Cbt. Avn. Bde. extracts troops in Afghanistan, January 2011.

U.S. ARMY PHOTO 10THCAB PAO

# Army Aviation:
## Reaching the High Watermark for Deployed Capability

By COL William H. Morris

There is more Army Aviation deployed in 2011 than at any time since the beginning of 2003; a force at an all-time high watermark for deployed capability. Regardless of the metric used, Army Aviation has a greater presence on the battlefield now than even during the surge of forces in Iraq from 2007 to 2009.

That Army Aviation has been able to meet this unparalleled demand for forces is a credit to our great Aviation leaders, from the junior-most Soldiers in our formations to our noncommissioned, commissioned, and warrant officer leadership at the highest levels of command in the Aviation force.

These leaders are providing the impetus for new organizational constructs and emerging doctrine as they infuse the force with their collective battlefield experience, all of which is helping to form the basis for how today's Army prepares to fight the future threat.

There is no doubt our Nation is in an era of persistent conflict that can best be characterized as a synthesis of irregular warfare and asymmetric tactics, enhanced by an infusion of cheap and highly sophisticated technology available to even our least well resourced adversaries. The combat environment is complex, confusing, and especially challenging to the aviation force.

At the same time, we are only barely able to meet the total demand for Army Aviation from joint force commanders. In fact, some argue that there is an unmet or "suppressed" demand for Army Aviation forces.

Consider the case of a single combat aviation brigade (CAB) in Afghanistan supporting seven brigade combat teams while executing nearly half its missions in support of Special Operations Forces – what might once have seemed implausible or extraordinary has become almost commonplace.

### Meeting the Challenges

Army Aviation's reach, lethality, and versatility have made it the single-most demanded combat multiplier on today's dynamic, modern battlefield where we relentlessly pursue an adaptive adversary in some of the most demanding terrain and environmental conditions in the world.

Although our CABs continue to meet this challenge, we must remain vigilant at identifying and remedying the adverse effects that persistent conflict has had on the force. These effects have been especially acute in the areas of equipment readiness, force generation, and chronic stress and strain on both individual Soldiers and families from repeated combat tours.

Due to the increased frequency of complex missions and multiple deployments we, as Aviation leaders, must be ever-watchful to combat the impacts that these stresses and strains have on the force. We must also continually evaluate our performance on the battlefield to determine whether our organizational designs, doctrine, tactics, and equipment are best-suited for this fight and the next.

We must be quick to make changes where necessary and we must refuse to accept lethargic and bureaucratic systems that prevent us from infusing changes rapidly into the force.

### The Army Aviation Enterprise

To meet these demands, the Army Aviation Enterprise provides an underlying structure that keeps Army Aviation healthy and ensures the


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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:23 PM Page 34



U.S. ARMY PHOTO 10TH CAB PAO

**Pathfinders from the 2nd Bn., 10th Cbt. Avn. Bde., TF Knighthawk on the move in Afghanistan, January 2011.**

future aviation force can meet operational requirements today, tomorrow, and well into the future.

Comprised of elements of the Army Staff, Army Forces Command (FORSCOM), Training and Doctrine Command (TRADOC), the U.S. Army Aviation Center of Excellence (USAACE), Program Executive Office-Aviation (PEO AVN), Army Aviation and Missile Life Cycle Management Command (AMCOM), the Army National Guard Aviation and Safety Office, and the Office of the Chief of the Army Reserve G-3 Aviation Office – among many other disparate organizations across the Army – the Aviation Enterprise seeks to rapidly identify issues of importance to Army Aviation, develop solutions, and rapidly implement changes across the force in order to adapt Army Aviation for future requirements.

Army Aviation's enterprise approach to problem solving has become a hallmark of the Aviation force and is the envy of the Army at large. As demonstrated during the Army Vice Chief of Staff's 2010 portfolio reviews of the aviation fleet and structure, the Aviation Enterprise has developed a well-regarded and highly effective enterprise model for managing change and meeting the demands of current operations.

As the Aviation Enterprise works to manage and improve the Aviation force, our preeminent consideration is minimizing the force's time deployed (boots on the ground or 'BOG') versus time at home station (dwell time), a metric better known as BOG:Dwell.

## Meeting the Demand

It is difficult to imagine that ten years ago anyone could predict the Army would have nearly six full CABs worth of aviation force deployed to combat or forward-deployed to Korea in 2011.

Yet after a decade of combat operations, the active component (AC) aviation brigade force has a BOG:Dwell ratio of approximately 1:1.2 years and the reserve component (RC) aviation brigade force at 1:3.3 years, with some reserve component aviation units, such a CH-47, HH-60 MEDEVAC and fixed wing, at closer to 1:2 years.

These metrics are force-wide averages, with some particular units cycling through combat tours at an even faster rate. For example, the 10th CAB and 4th CAB deployed to combat on their most recent tours with only 12 months between deployments, a BOG:Dwell of 1:1.

While Army Aviation in the AC has been at about 1:1.2 BOG:Dwell, the Army Chief of Staff's near-term goal for the force is 1:2, a rate which has generally been met for most ground forces. For example, brigade combat team BOG:Dwell is at 1:2.

But, as outlined in Aviation Study II, the only way to achieve an Aviation force BOG:Dwell of 1:2 while meeting current and projected demands is to expand the force.

As a result, the Army will grow two additional AC CABs: the 16th CAB and a thirteenth CAB which should be designated later this year. The 16th CAB is being formed from mostly existing, non-aligned aviation units while the thirteenth AC CAB will be activated from the ground up beginning in 2014. We expect the 16th CAB will be deployed in 2012 and that the thirteenth AC CAB should be ready for the fight in 2015.

The Army has not yet decided where to station these new CABs, but an ongoing stationing analysis and environmental impact study should enable the stationing decisions by April of 2011.

## A Continuing Review of Force Structure and Design

Among the most recent changes to the force are: the creation of the Army Special Operations Aviation Command; the addition of one cargo helicopter company to the 160th Special Operations Aviation Regiment; an approved increase of aircraft in the aeromedical evacuation companies from 12 to 15; the creation and activation of Gray Eagle MQ-1C unmanned aircraft systems (UAS) companies (with a basis of issue of one per division headquarters); and a pending effort to develop six standardized theater aviation brigades (TABs) from the current theater aviation command structures.

However, the most significant pending modification to Army Aviation will be the transformation of the 101st CAB to the full spectrum (FS) CAB design. This new CAB design teams the OH-58D aircraft with organic UAS in the CAB's armed reconnaissance squadron to provide improved surveillance and reconnaissance.

The FS CAB uses the current organizational building blocks to provide full-spectrum capability and adds manned/unmanned operations (MUM-O) capability to enhance intelligence, surveillance, and reconnaissance operations. The 101st CAB will begin reorganizing into the FS CAB construct in August 2011 and deploy in support of overseas contingency operations (OCO) in Fiscal Year 2012. Eventually, the Army could convert as many as 15 CABs to the full spectrum design, keeping the remaining six CABs in the heavy design.

## Preparing to Meet Future Needs

The Aviation Enterprise continues to work with the aviation science and technology community to develop enabling technologies that will pro-

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:23 PM Page 36



U.S. ARMY PHOTO BY CW4 DANIEL MCCLINTON

**Two AH-64D Apaches from the 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div., come in for a landing at Camp Taji, Iraq, after completing a reconnaissance mission over Baghdad Nov. 6, 2009.**

vide leap-ahead, revolutionary future aircraft to support the war fighter in the 2025-2030 timeframe.

It is critical that the Army embark now on developing future technologies considering that this process can take years, if not decades; and it is significant that the Army work with its joint partners in developing future systems.

Through the Office of the Secretary of Defense's Future Vertical Lift (OSD/FVL) Working Group, the Army remains committed to developing a technology demonstrator to experiment, test, and integrate various technologies that will ensure mature technologies for future multi-role aircraft that will benefit all the Services.




The OSD/FVL effort is truly a joint effort with participation from all the services, industry (Vertical Lift Consortium), academia, Special Operations Command (SOCOM), NASA, and various other supporting agencies.

This commitment to the future by the Army also included decisions like those made this past year during the Aviation Portfolio Review where the Senior Army Leadership approved the continued science and technology efforts to develop increased capability through the Improved Turbine Engine Program (ITEP). Additionally the Army is currently proceeding as the lead agency for many of these programs and began the foundational analysis on aircraft concepts.

This analysis will greatly assist the aviation community in developing aircraft requirements and informing the future development of Joint Capabilities Integration and Development System (JCIDS) requirements documents.

## Developing Partner Nations Capabilities

Department of Defense (DoD) past efforts to help develop partner nations has largely been limited to foreign military sales and technical assistance fielding teams. Today, DoD is expanding its support for building partner nations' vertical lift capabilities by expanding Security Forces Assistance (SFA) programs. As DoD's largest rotary-wing operator, the Army has the lead for vertical lift assistance and will play an increasing role in future SFA programs.

Most recently, the Army established a Non-Standard Rotary-Wing Project Management Office within the PEO AVN in order to improve materiel risks associated with our use of non-standard aircraft. The Secretary of Defense directed the Army to consider developing a standing capability to provide rotary wing SFA in support of our partners. The Army is also regenerating a capability to provide individual aircraft training and qualification on the Mi-17 helicopter at USAACE, a capability that should be ready in FY12.

Expect non-standard rotary wing training and SFA to be a growing part of our mission and lexicon in the not too distant future.

## Summary

Today's high demand for Army Aviation in our combat theaters is unprecedented. It is a testament to our collective success on the battlefield over the past 10 years that our fellow-warriors on the ground do not want to go into a fight for any length of time without the support of Army Aviation across the breadth and depth of the battlefield.

It is also the same high degree of professionalism that enables and empowers aviation leaders across the force to implement a successful Aviation Enterprise approach to achieve successful change across the force.

As we look to the future of the Aviation Force, whether in continuing to modernize, field the future vertical lift platform, or change the way we support our partner national helicopter forces, Army Aviation will continue to be the model for the rest of the Army.

Above the Best!

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*COL William H. Morris is the director of Army Aviation, G-3/5/7, Headquarters, Department of the Army, Washington, DC.*

MAR_APRIL 11 Section 2_June04.qxd 3/29/2011 2:27 PM Page 38





Aviation Center Logistics Command (ACLC) processes approximately 2,000 separate supply requisitions per day in support of the Aviation Center's aviation repair parts requirements.

ACLC COURTESY PHOTO

# AMCOM Update: Transformation with a Purpose

By MG James E. Rogers

Now and as always, our teams of professionals at the Aviation and Missile Life Cycle Management Command (AMCOM) and across Redstone Arsenal face a host of challenges in executing our missions.

Army aviation OPTEMPO remains extremely high, money is tight, and modernization efforts must continue – under increasingly tight regulatory restrictions. Executing our daily "hot priorities" seemingly consumes all of our time, even as we realize that we have to attack long term goals while we put out the fires.

We are implementing a strategy and actual processes that will allow us to maintain and execute this dual focus, which is necessary to support our Warfighting customers. Transforming both our organizations and processes is key to this strategy.

It's fair to ask "why" when discussing transformation, and all stakeholders want to know how the "what" part will affect and benefit them. The "why" part has several components, some of which I've already mentioned.

*Budget challenges:* We simply have to drive ourselves to greater cost efficiencies, in every area, to stretch the available dollars and deliver maximum benefit to our customers.

*Modernization*: It has to happen!

Funding for research and procurement has to be protected. We are helping in this area by implementing process improvements and organizational changes that reduce the cost of sustaining current operations.

New processes, such as the Army Force Generation Model (ARFORGEN), and other Army initiatives, also mandate that we adapt to accommodate new ways of doing business.

And to answer the "what's in it for me" question – continued relevance to the Army, and improved mission performance come to mind.

There is no doubt in my mind that we have to do this – the only question is, what are the best ways?

## Adapting for Improved Mission Performance

We have begun by verifying our mission statement, and defining a set of short and long term goals for the organization. We are also synchronizing our goals with our higher headquarters, and with our strategic partners in the Aviation Materiel Enterprise (PEO Aviation, the Army Contracting Command - Redstone, and the Aviation & Missile Research, Development, and Engineering Center).

Next, we're developing a "roadmap" of process improvements that lead from our present baseline, to

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:24 PM Page 40



PHOTO BY ED MICKLEY, CGAD PAO

One of Corpus Christi Army Depot's electronics artisans checks a myriad of wiring connections on a UH-60 Black Hawk using a DITMCO test fixture. This device can check and verify more than 20,000 test points on the aircraft.



CORPUS CHRISTI ARMY DEPOT PHOTO

Workers wear safety harnesses and other required Personal Protective Equipment (PPE) while working an OH-58A cabin Phase II structural preparation at Corpus Christi Army Depot, TX.

our short and long term goals. To achieve these, we are already launching initiatives, using *Lean Six Sigma* methods, which attack inefficiencies and identified weaknesses in our processes or organizational structure.

## Priorities

Of our many missions, the following priority tasks will remain our focus as we execute our transformative processes.

First and foremost, support to our Warfighters: maintaining readiness, supporting pre-deployment and post-deployment requirements, responding to the needs of our Soldiers and civilians downrange – will be our number one priority. We will not compromise any of our ongoing efforts that keep us in close touch with the needs of the community, and we are in fact looking for ways to expand these.

For example, we are sending our Aviation Resources Assessment & Analysis (ARAA) Team to Afghanistan, at the request of U.S. Forces Afghanistan, to assist them in improving the effectiveness and efficiency of their entire aviation readiness support structure.

*Reset* of our Aviation equipment has been extraordinarily successful and we will maintain that while we continue to implement process improvements and quality control procedures to reduce time, costs, and errors.

We will continue to work with our PEO partners to embed equipment upgrades and required modifications during the reset periods only, to maximize the availability of aircraft for training. We must also grow these partnerships to accommodate the expansion of *foreign military sales (FMS)* missions, and to address requirements to increase our technology protection efforts

Implementation and refinement of the *Logistics Modernization Program (LMP)* will continue.

Both of our depots reorganized internally to accommodate LMP and exploit its capabilities; HQs AMCOM will soon do the same.

Thanks to LMP, we now "see" over 167 million dollars of assets that were previously hidden; couple this with better visibility of maintenance actions and movement of items, and we are able to satisfy customer requests more rapidly and reduce backorders.

Our investment in *Condition Based Maintenance (CBM)* is generating a savings in repair parts expenditures, of over 200 million dollars in 2010, by reducing CBM-equipped units' parts consumption.

Aligning all installation aviation maintenance activities into a single *Aviation Maintenance Enterprise (AME)* will result in a more efficient distribution of work, application of common standards, and implementation of best practices at all facilities, with the end result being better support to our customers.

Instituting the Fleet Management Expanded (FMX) initiative at TRADOC maintenance activities will demonstrate similar positive results for those installations.

## Adaptability

In the past, we have demonstrated the ability to adapt our organization and processes to accommodate change; our assumption of the supply and maintenance mission in support of the training fleet at Fort Rucker is a great example. Today, AMCOM's Aviation Center Logistics Command (ACLC) sets the pace for adopting continuous organizational and process changes needed to ensure success and gain efficiencies.

Using Lean principles, ACLC has generated six additional aircraft for training by reducing work in process times; they've also freed up huge amounts of hangar space, and recorded cost avoidances in excess of 300 million dollars.

Our depots at Corpus Christi and Letterkenny are similarly embracing continuous improvement initiatives designed to make them even more cost competitive in the future. They are also seeking to expand and improve our partnering opportunities with industry, as these have proven to be "win-win" agreements. And initiatives designed to better train our workforce and recruit top-quality people (including veterans and wounded warriors) will remain a priority as we seek constant regeneration of our world-class workforce.

## The Biggest Challenge

Our biggest challenge – across the Army – will be maintaining our present level of support as contingency funds are reduced or eliminated.

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:25 PM Page 41

# Combat Deployed



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

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

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

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MAR_APRIL 11 Section 2_June04.qxd 3/30/2011 3:51 PM Page 42



ACLC COURTESY PHOTO

**ACLC workers have manufactured movable storage containers to secure aircraft equipment and components during phased maintenance, allowing a more efficient process to populate and de-populate aircraft. This step, and others developed using Lean Six Sigma methods, have allowed ACLC to greatly reduce the time required to execute aircraft phases.**

For AMCOM, and undoubtedly most Army organizations, we can expect funding in the next few years to be flat or decline. Under these circumstances, it will not be easy to continue our present level of support, but reducing our effort is not an option.

There are more Army aircraft deployed in theater now than at any other time since the start of combat operations in 2001, and the number will not decline any time soon.

We must find efficiencies across our supply chain, literally from the factories and depots to the flight lines.

To accomplish this, the entire team: industry partners, program managers, contracting specialists, AMCOM, and even our customers – will have to work together to achieve every saving and efficiency possible in this complex system.

## Maintaining Focus

Our challenge as leaders is to maintain a focus and collective energy on implementing continuous improvement. We must articulate achievable goals and objectives to the workforce, and then set the right priorities that will allow our employees to achieve a balance between current mission and transformation.

If we do that, our world class team of Soldiers, Army civilians, and contractors will rise to every challenge and excel. We are already on this path, and we will continue to push and grow in this direction.

I am looking forward to the dialogue we must have as a community to achieve our mutual goals. Continuing to sustain the most capable aviation and missile force in the world is a challenge I'm proud to be a part of!

❖❖

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



MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 3:40 PM Page 44

SPECIAL FOCUS

PEO AVIATION UPDATE

# Program Executive Office, Aviation:
## Staying Ahead of the Evolving Mission

By MG William T. Crosby

Army Aviation platforms continue to exceed expectations and excel in performance in support of Operation New Dawn and Operation Enduring Freedom, flying over 4.3 million hours while operating at four to six times the peacetime operational flight rate. The credit for such continued success goes to the Soldiers on the ground and the aviation crews who do an outstanding job of keeping our aircraft viable in the fight. Whether conducting scouting missions, resupply, air assaults, or reconnaissance, surveillance, and target acquisition, Army aviation remains a critical enabler in these types of environments and in this type of war.

As we continue to improve Army aviation, the PEO Aviation workforce continues to earn the ground commander's confidence and respect through hard work, devotion, and intelligent application of strategies. My metric for success is the feedback we obtain from these combat commanders.

Our top priority in PEO Aviation is to reduce the burden on the Soldiers so that they can continue to execute the challenging missions they perform every day.



The CH-47F Chinook continues to support the warfighters on the ground and has recently been modernized to integrate the Garmin 696, an improved gun mount, and the electronic control unit.

PEO AVN COURTESY PHOTO

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:25 PM Page 45

### Life Cycle Management

Increased usage places a greater burden on maintainers, shortens aircraft lifespan, and increases support costs. Aviation is in a continual process of transformation, RESET, and projection of combat power. As the life cycle manager for all aviation platforms, my project managers are charged with cradle-to-grave execution of aviation platforms.

The next few years will prove to be the most challenging in the execution of life cycle management in the history of Army Aviation.

Our job lies in improving the integration of acquisition and sustainment into the LCM process in order to increase system readiness for the warfighter and identify ways to reduce total ownership costs through the use of Life Cycle Sustainment Metrics including reliability, maintainability, total ownership cost, and mean down time of aviation platforms.

### PEO Aviation G-3

In an effort to ease the acquisition workload of brigade commanders and to allow them to focus more on training for combat missions, we have a new, fully established G-3 office charged with interfacing between the acquisition community and brigade commanders and coordinating with PEOs responsible for equipment used in combat aviation brigades.

The G-3's mission is to synchronize execution of the PEO mission, which is to ensure unity of effort in support of the warfighter.

Included in this set of responsibilities is the development of PEO-wide priorities, the direction of PEO operations, and the provision of policies and strategies for developing and sustaining training and leadership systems.

The G-3 will identify PEO, CAB, and project manager's requirements and resource adjustments to ensure mission success and improve CAB readiness, sustainment, safety, and flight operations.

The G-3 will also maintain a PEO "War Room" Center with an Action Tracking System that will provide fleet management visibility concerning aviation maintenance and logistics issues affecting the CABs, while applying Lean Six Sigma techniques to improve PM/Assistant PM business practices.

### Mission Growth, Modernization and Efficiencies Within the Project Offices

We continue to modernize our airframes and tackle obsolescence and sustainment challenges. All project managers must address obsolescence throughout the life cycle of any program. Long term sustainment is key to the logistical support of our aviation platforms.

PM Apache has developed a long-term obsolescence mitigation and product support strategy that, when combined with the evolving modernization effort, will ensure the Apache remains relevant and ready for as long as it flies in support of the ground Soldier.

The Block III Program has entered Low Rate Initial Production and will improve performance, situational awareness, and sustainability while filling the capability gaps that commanders have on the battlefield, including the latest technology in Manned Unmanned Teaming Level 4 capability. The first inductions have occurred with the first Block III airframe rolling off the assembly line by the end of FY11.

PM Armed Scout Helicopter (ASH) has undergone significant mission growth with recent additions





PEO AVN COURTESY PHOTOS

The OH-58D Kiowa Warrior will soon receive an upgrade to its design.



An AH-64D Apache Longbow Block III flies over Yuma Proving Grounds during the Limited User Test in November 2009.



The MQ-1C Gray Eagle is the Army's newest and largest UAS; shown is the QRC2 version, weaponized with four HELLFIRE missiles.

such as the OH-58 A/C and TH-67 training helicopter fleets, which includes sustainment and program management requirements to support the institutional training base.

The OH-58F Kiowa Warrior Cockpit and Sensor Upgrade Program is on schedule and includes the Control Display Subsystem CDS5 cockpit enhancement and the installation of a modern sensor combating obsolescence and sustainment issues.

The emerging Armed Aerial Scout Helicopter mission is currently in the final stages of analysis with the final report expected during the second quarter of 2011.

The Analysis of Alternatives (AoA) is ongoing and will likely result in a requirement for a new manned, armed reconnaissance helicopter, an additional upgrade to the Kiowa Warrior design, or requirements for more unmanned aircraft systems (UAS).

Demands for increased UAS support have created a groundswell of requests. The most recent are for additional small UAS in Afghanistan which the PM has answered by acquiring, fielding, and training operators as well as by employing the Puma UAS to OEF. They have also initiated doubling the number of Raven systems fielded to deployed brigade combat teams.

PM UAS is making initial preparations to deploy a quick reaction capability (QRC) Vertical Take-Off and Landing UAS capability in support of increased intelligence, surveillance, and reconnaissance requirements in theater, resetting a DARPA-owned YMQ-18A (Hummingbird), and conducting fit checks of the DARPA advanced remote ground unattended sensor (ARGUS) payload.

Upon successful completion of integration test flights, the YMQ-18A and appropriate payloads will fly operational missions in Afghanistan by the end of FY11. Additionally, two Special Operations Command (SOCOM)-owned Hummingbirds, the first of the Block II configuration, will be upgraded for possible deployment to OEF in 2QFY12 to join the QRC aircraft deployed there in FY11.

While the arrival of the CH-47F marks a major milestone, Soldier Focused Logistics, which consolidated and integrated key Chinook support organizations and personnel into one centralized location, has proven to be an effective army transformation program by improving communications and providing quicker response times to support the CH-47 fleet.

Modernization efforts continue to be integrated into the Chinook fleet, including the development/incorporation/addition of: (1) the Garmin 696, (2) the improved gun mount, and (3) the Electronic Control Unit.

To maximize dwell time and improve the Soldier's quality of life, PM Cargo developed and executed the CH-47F Chinook Helicopter New Equipment Training Team (NETT) as a new model for Aviation. The program took over two years to develop and provides Soldiers comprehensive training at the unit's duty location.

Army senior leadership has recognized the value of the CH-47F NET program and is now the preferred method to train deploying units.

PM Utility fielded 172 brand new Black Hawk/Lakota aircraft as well as 48 recapitalized Black Hawks last year. They are on track to field another 169 new Black Hawks/Lakota aircraft, and an additional 48 recapitalized Black Hawks this year. Black Hawk assembly lines now feature the "M" series aircraft, with both HH-60Ms and UH-60Ms in full production.

The PM continues to support the production of Navy, other government agencies (OGA), and foreign military sales (FMS) aircraft as well.

New mission equipment packages (MEPs) and sub-systems have been well received in the field.

The UH-72A Lakota program continues its rapid progress with 214 aircraft on contract, 148 delivered, and 141 flying with the Active Army and Army National Guard. In the upcoming year, the aircraft will begin receiving the security and support (S&S) battalion MEP and will significantly improve the capability of the Lakota in Homeland Security, border

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 48



PEO AVN COURTESY PHOTOS

148 UH-72A Lakota aircraft have been delivered and 141 flying with the Active Army and Army National Guard.



Mi-17

patrol, and counter drug missions.

The Aviation Systems Project Management Office touches virtually every aspect of Army Aviation. With five product offices managing over 90 products, their mission is far reaching and critical to aviation operations.

The PM AS team is working diligently to develop and integrate new and improved products and systems for Army aircraft and maintainers around the world.

The Army senior leadership has recognized the magnitude of work required to acquire, field, sustain, and modernize the Army's fixed wing (FW) fleet and also recently approved the creation of a new Project Office for Fixed Wing.

Approximately 100 additional FW aircraft will be integrated into the PM which will remain at Redstone Arsenal as part of the PEO Aviation.

PM AS continues to move forward, bringing together the power of interoperability and networking, and linking new and legacy systems for increased combat capability.

PEO Aviation's newest project office for Non-Standard Rotary Wing Aircraft (NSRWA) continues to work closely with industry partners to improve support to the warfighter. Safety, airworthiness, and responsive support to all the non-standard platforms will remain the core function of all non-standard PMO operations.

The new NSRWA PM is responsible for executing all procurement, sustainment, and technical support to meet the requirements for aircraft and crews in support of DoD and partner nations.

In December 2010, the Acquisition Decision Memorandum authorized transfer procurement authority for 21 Mi-17 aircraft for the Combined Security Transition Command - Afghanistan (CSTC-A) to the Department of the Army.

Since its inception, the NSRWA PMO has grown to over 100 personnel, assumed responsibilities for other non-standard aircraft procurement, and delivered new Mi-17s to Iraq and Afghanistan. The Project Office is applying lessons learned and will orchestrate a comprehensive assimilation plan that will allow the Project Office to remain responsive to the new non-standard customers without compromising support to the Mi-17 community.

## An Eye Towards the Future

As budgets come down, it is going to be more difficult to resource Army Aviation at the same level in the future. However we will continue to successfully modify, upgrade, and remanufacture current, existing platforms to increase the life of our aircraft's survivability. Even with all of the great work we are doing in upgrading and supporting the current fleet, we recognize that now is the time to invest in the science and technology required to develop the future fleet.

Our current fleet will not last forever, and there are limits to our ability to upgrade current designs to meet future needs. Acquiring the amount that we need to invest in science and technology programs to effectively replace our continuously aging systems is going to be a challenge.

With no significant funding set aside or development programs approved, we have to accept risks in some areas, make trades in others, and agree on where our major investments need to be focused. At the same time, we must also fight to sustain our current resources.

Teams within the Army and OSD are working diligently to define the future Aviation environment and force, leading to the definition of capabilities that must be realized to be successful on the future battlefield.

As PEO Aviation cares for the aging fleet, our organization will continue to support the development and execution of a new investment strategy that will provide for new platforms ready to field in the 2025 timeframe and beyond.

❖❖

*MG William T. (Tim) Crosby is the U.S. Army program executive officer for aviation, Redstone Arsenal, AL.*

ACHIEVE WITH HONOR
GROW THROUGH KNOWLEDGE

Making a Difference for Army Aviation Soldiers and Their Families

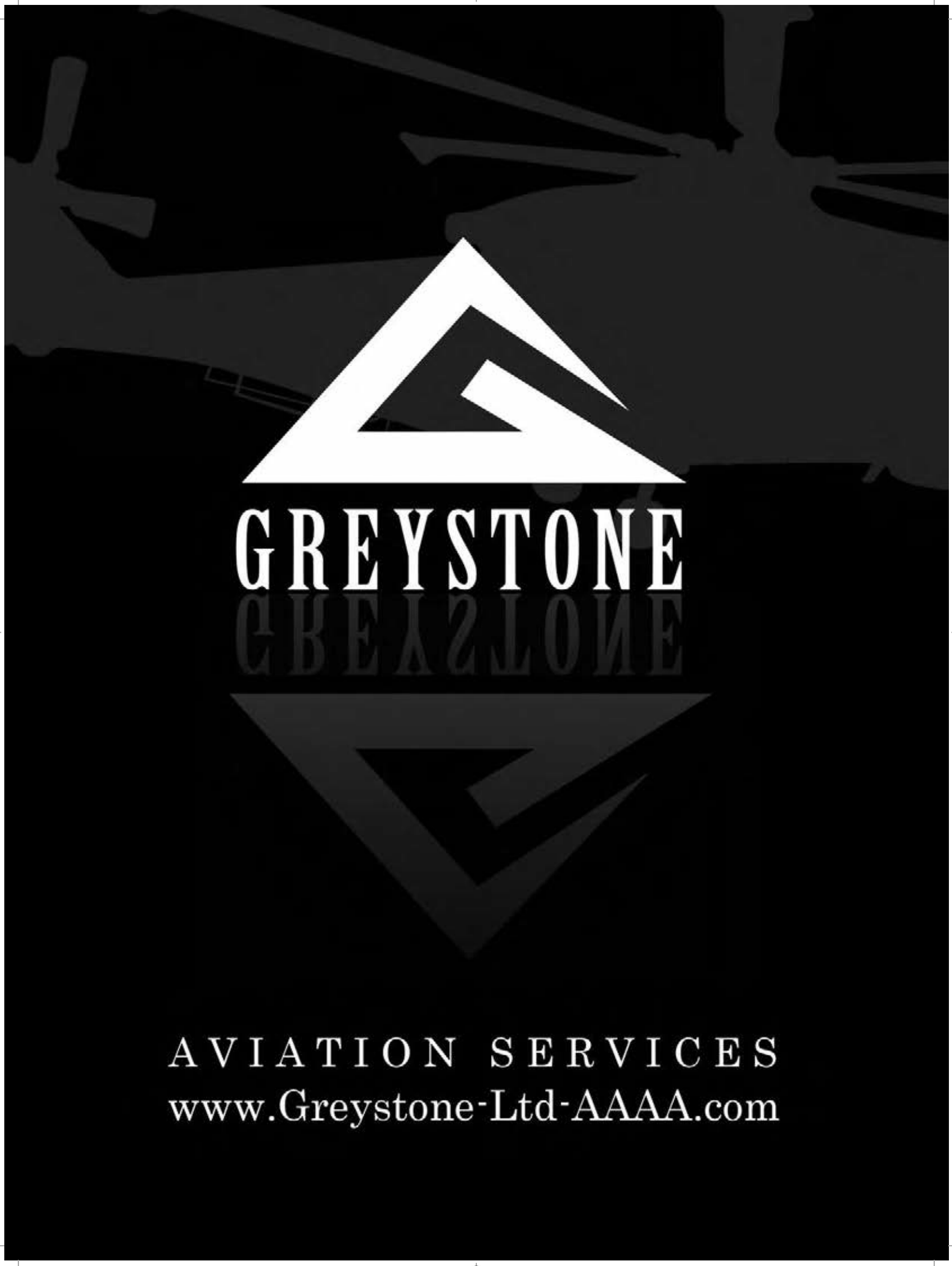
AAAA SCHOLARSHIP FOUNDATION

AAAA SCHOLARSHIP FOUNDATION supports the personal development of AAAA members and their families with annual education scholarships and interest-free loans. The FOUNDATION thrives on the generosity of private donors, industry, honorary and memorial donations.

Help us at Army Aviation to continue our mission towards higher education.

For more information on donations and scholarship applications call 203.268.2450 or visit www.quad-a.org

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 49



MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 9:32 AM Page 50

# AAAA Professional Forum and Exposition
# 2011 Schedule of Events

## Saturday April 16, 2011

**0700-1800** **Air Assault Chapter Golf Tournament**
Gaylord Springs Golf Links Course
**1300-1700** **AAAA Registration Center Open** Governor's A
**1700-1800** **National Awardees Briefing** Governor's C

## Sunday April 17, 2011

**0900-1900** **AAAA Registration Center Open** Governor's A
**0930-1130** **AAAA National Executive Board Meeting**
Governor's C
**1130-1300** **NEB Luncheon (Invitation Only)** Governor's D
**1300-1600** **Press Room Open** Ryman Studio AB
**1300-1430** **Annual Meeting: Discussion of AAAA Initiatives and Membership Awards presented.** Delta B
(Chapter leadership and all AAAA Members are encouraged to attend. Refreshments served – Open Bar & Snacks).
**1600-1900** **Early Bird Reception & Opening of Exhibits**
Exhibit Hall

## Monday April 18, 2011

**0715-1600** **AAAA Registration Center Open** Governor's A
**0715-0815** **Eye Opener Coffee** Delta A
**0715-0815** **Speakers Breakfast** (Invitation Only)
Governor's Chamber E
**0715-1600** **Press Room Open** Ryman Studio AB
**0815-1030** **Professional Sessions Opening** Delta A
0815-0845 **Welcome, Presentation of Colors**
**BG Rod Wolfe, Ret.,** AAAA President
0845-0900 **Host Command Welcome**
**BG Jeffrey N. Colt,** Deputy Commanding General (Rear), 101st Airborne Division (Air Assault)
0900-0930 **Aviation Branch Opening Remarks**
**MG Anthony G. Crutchfield,** CG U.S. Army Aviation Center of Excellence (USAACE) and Fort Rucker
0930-1030 **Keynote Address & AAAA Awards**
**GEN James D. Thurman,** CG U.S. Army Forces Command (FORSCOM)
**1030-1600** **Exhibit Hall and Two Briefing Areas Open**
(AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC)
PM Briefing Area Alpha # 3433
(Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMF-JTRS)
PM Briefing Area Bravo #2329
**1100-1600** **U.S. Army HRC Career Guidance** Exhibit Hall, Bth 1500
**1130-1300** **AAAA Scholarship Lunch** (Ticketed Event) Delta B
**COL Robert P. Birmingham, Ret,** President of AAASFI Board of Governors
Presentation of Scholarship Donations
U.S. Army Aviation Museum Donations
**1300-1430** **Professional Session Breakouts**
1300-1345 **Warrant Officer Update:** Bayou C
**CW5 Michael L. Reese,** Aviation Branch Chief Warrant Officer
1300-1345 **Enlisted Update:** Bayou D
**CSM Tod L. Glidewell,** Aviation Branch Command Sergeant Major
1345-1430 **U.S. Army HRC Officer Mgmt Update:** Bayou C
**LTC Charles Dalcourt**
1345-1430 **U.S. Army HRC Enlisted Mgmt Update:** Bayou D
**LTC Randall Haws,** Avn. Branch Chief, Enlisted
**1400-1630** **AAAA Scholarship Foundation Board Meeting**
Governor's C

## Tuesday April 19, 2011

**0700-1600** **AAAA Registration Center Open** Governor's A
**0700-0800** **Speakers Breakfast** (Invitation Only)
Governor's Chamber E
**0700-0800** **Eye Opener Coffee** Delta A
**0700-1600** **Press Room Open** Ryman Studio AB
**0830-1130** **Prof. Sessions: Resilient and Adaptive** Delta A
0830-0900 **Aviation Safety**
**BG William T. Wolf,** Commanding General, Combat Readiness and Safety Center (USACSC)
0900-0930 **Special Operations Aviation**
**BG Kevin W. Mangum,** Commanding General, U.S. Army Special Operations Aviation Command (ARSOAC)
0930-1045 **Integrated Warfighting Forum**
**Host: MG Anthony G. Crutchfield,** CG, U.S. Army Aviation COE and Fort Rucker
**MG David D. Halverson,** CG, U.S. Army Fires COE and Fort Sill
**BG Theodore D. Martin,** Commandant, U.S. Army Armor School, Fort Benning
**Mr. William Moore,** SES, Deputy to the CG, U.S. Army Sustainment COE and Fort Lee.
**Mr. Jerry Proctor, SES,** Deputy to the CG U.S. Army Intel COE and Fort Huachuca
1045-1130 **Resilient and Adaptive**
**GEN Hugh H. Shelton, (Ret.),** former Chairman JCS
**1130-1600** **Exhibit Hall and Two Briefing Areas Open**
(AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC)
PM Briefing Area Alpha # 3433
(Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMFJTRS)
PM Briefing Area Bravo #2329
**1130-1600** **U.S. Army HRC Career Guidance** Exhibit Hall, Bth 1500
**1200-1330** **Spouse Working Luncheon** (Ticketed Event) Delta C
**Ms. Nicolette Maroulis,** Wounded Veteran Athlete
**1230-1400** **Breakout Session 1: CAB Commander Panel**
Bayou CD
**Chair:** **COL Daniel L. Ball, Chief of Staff, USAACE**
**COL Donald N. Galli, Cdr., 3rd CAB**
**COL William K. Gayler, Cdr., 101st CAB**
**COL Frank M. Muth, Cdr., 1ID CAB**
**COL Frank W. Tate, Cdr., 25th CAB**
**1330-1530** **Cub Club Reunion** (Members/Invitation Only)
**1345-1630** **Spouse Wellness Cafe** Delta D
**1400-1530** **Breakout Session 2: UAS Panel** Bayou CD
**Chair:** **COL Robert J. Sova,** TRADOC Capability Mgr, UAS
**COL Gregory B. Gonzalez,** PM UAS
**COL Steven D. Mathias,** DCO, ARSOAC
**COL Charles Sexton,** Cdr., 2 BCT
**COL Grant Webb,** CDR., JUASA COE
**1400-1500** **AAAA Membership Committee Meeting** Governor's C
**1500-1600** **AAAA NEB & Chapter Presidents Session** Governor's C

*Continued on page 52*

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 9:38 AM Page 52




## AAAA Professional Forum and Exposition

# 2011 Schedule of Events

**Tuesday April 19, 2011** *continued*

| | | |
|---|---|---|
| **1530-1630** | **Breakout Session 3: Future Vertical Lift** | **Bayou CD** |
| **Chair:** | **Mr. Ellis Golson,** Director, Capability Development & Integration Directorate, (CDID), Fort Rucker. | |
| | **MG James O. Barclay III,** ADCS G-3/5/7 | |
| | **COL Thomas H. Bryant,** Cdr., AATD (AMRDEC) | |
| | **COL Joseph Jellison, Dir.,** TPO-AB, (CRD) | |
| | **COL William H. Morris,** DCS, DA G 3/5/7 DAMO-AV | |
| | **Col Robert T. Tobin,** USMC, OPNAV N88, 5D453 | |
| **1730-2100** | **Army Aviation HoF Dinner** (Ticketed Event) | **Delta BC** |
| 1730-1800 | **Ticket Pick Up** | **Delta Lobby BCD** |
| 1800-1900 | **Reception** | **Delta Lobby BCD** |
| 1800-1900 | **HoF Inductee Assembly** | **Delta A Lobby** |
| 1900-2100 | **HoF Dinner** | **Delta BC** |
| **2100-0100** | **AAAA Chapter Reception** | **Presidential CDE** |

**Wednesday April 20, 2011**

| | | |
|---|---|---|
| **0730-1600** | **AAAA Registration Center Open** | **Governor's A** |
| **0730-0830** | **First Light Breakfast (Invitation only)** | **Delta B** |
| | **LTG William N. Phillips,** Military Deputy/Director, Army Acquisition Corps Office of the AssistantSecretary of the Army (AL&T) | |
| **0730-0900** | **Eye Opener Coffee** | **Delta A** |
| **0730-1600** | **Press Room Open** | **Ryman Studio AB** |
| **0900-1100** | **Professional Sessions: The Future Security Environment** | **Delta A** |
| 0900-0930 | **Describing the Future Security Environment** | |
| | **Mr. Maxie McFarland,** Deputy Chief of Staff for Intelligence (G-2) TRADOC | |
| 0930-1000 | **Equipping for the Futue Security Environment** | |
| | **MG William T. Crosby,** PEO Aviation | |
| 1000-1030 | **Supporting the Future Security Environment** | |
| | **MG James E. Rogers,** CG, U.S. Army Aviation and Missile Command | |
| 1030-1100 | **Future Concepts in a Cost Culture** | |
| | **LTG Robert E. Durbin,** Special Assistant to the Chief of Staff, Army for Enterprise Management | |
| **1100-1600** | **Exhibit Hall and Two Briefing Areas Open** | |
| | (AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC) | **PM Briefing Area Alpha # 3433** |
| | (Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMF-JTRS) | **PM Briefing Area Bravo #2329** |
| **1100-1600** | **U.S. Army HRC Career Guidance** | **Exhibit Hall, Bth 1500** |
| **1200-1330** | **AAAA 50 Year Members, Charter Members, & Cub Club Luncheon** (Invitation Only) | **Governor's D** |
| **1800-2200** | **AAAA Annual Banquet** (Ticketed Event) | **Delta A** |
| | **Featuring Country Artist Trace Adkins** | |
| 1800-1845 | **Assigned Seat Verification** | **Delta Lobby A** |
| 1800-1845 | **Reception** | **Delta Lobby A** |
| 1800-1845 | **VIP Head Table Assembly** | **Delta D** |
| 1900-2200 | **Banquet and Entertainment** | **Delta A** |
| | NOTE: The AAAA Annual Banquet is assigned seating only. Ticket Booth located in the Registration area for your seating assignment prior to 12 noon on April 20 | |
| **2100-2400** | **AAAA Farewell Bash** | **Delta BC** |
| | Say your goodbyes to your friends until next year. Music for dancing, listening pleasure and beverages. | |

**See you next year in Nashville, TN, April 1-4, 2012**

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

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:06 PM Page 54

# AAAA Professional Forum and Exposition

# 2011 National Executive Board

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MG Ronald K. Andreson, Ret.
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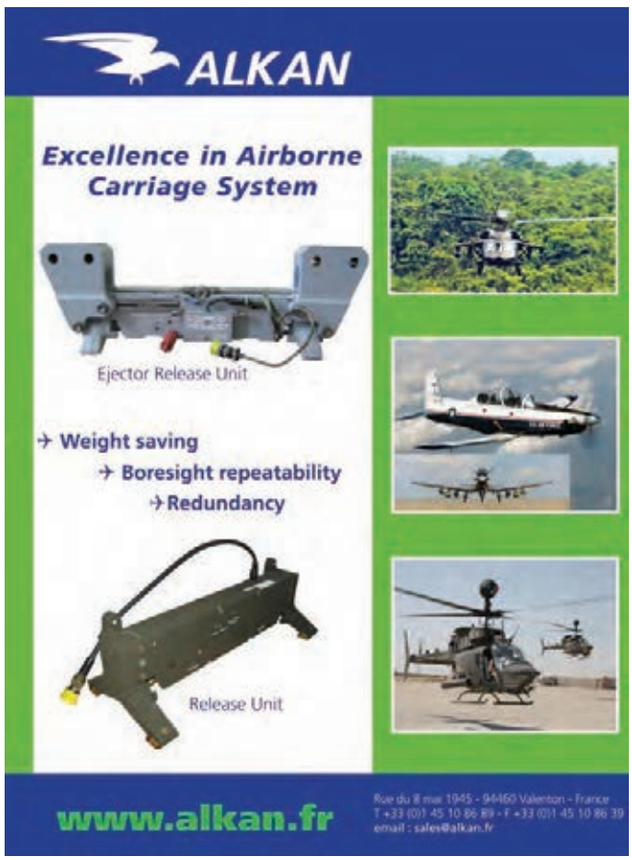
**NATIONAL MEMBERS-AT-LARGE EMERITUS**
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MG Raymond F. Rees
BG Harry H. Bendorf, Ret.
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Mr. Philip J. Dunford
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(150 or More Members)

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MG Rudolph Ostovich III, Ret.
**Washington-Potomac Chapter**
COL Frank M. Muth
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**Colonial Virginia Chapter**
LTC Jan S. Drabczuk, Ret.
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**Greater Atlanta Chapter**
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COL Richard Adams
**Jack H. Dibrell/Alamo Chapter**
MAJ Clayton E. Braun
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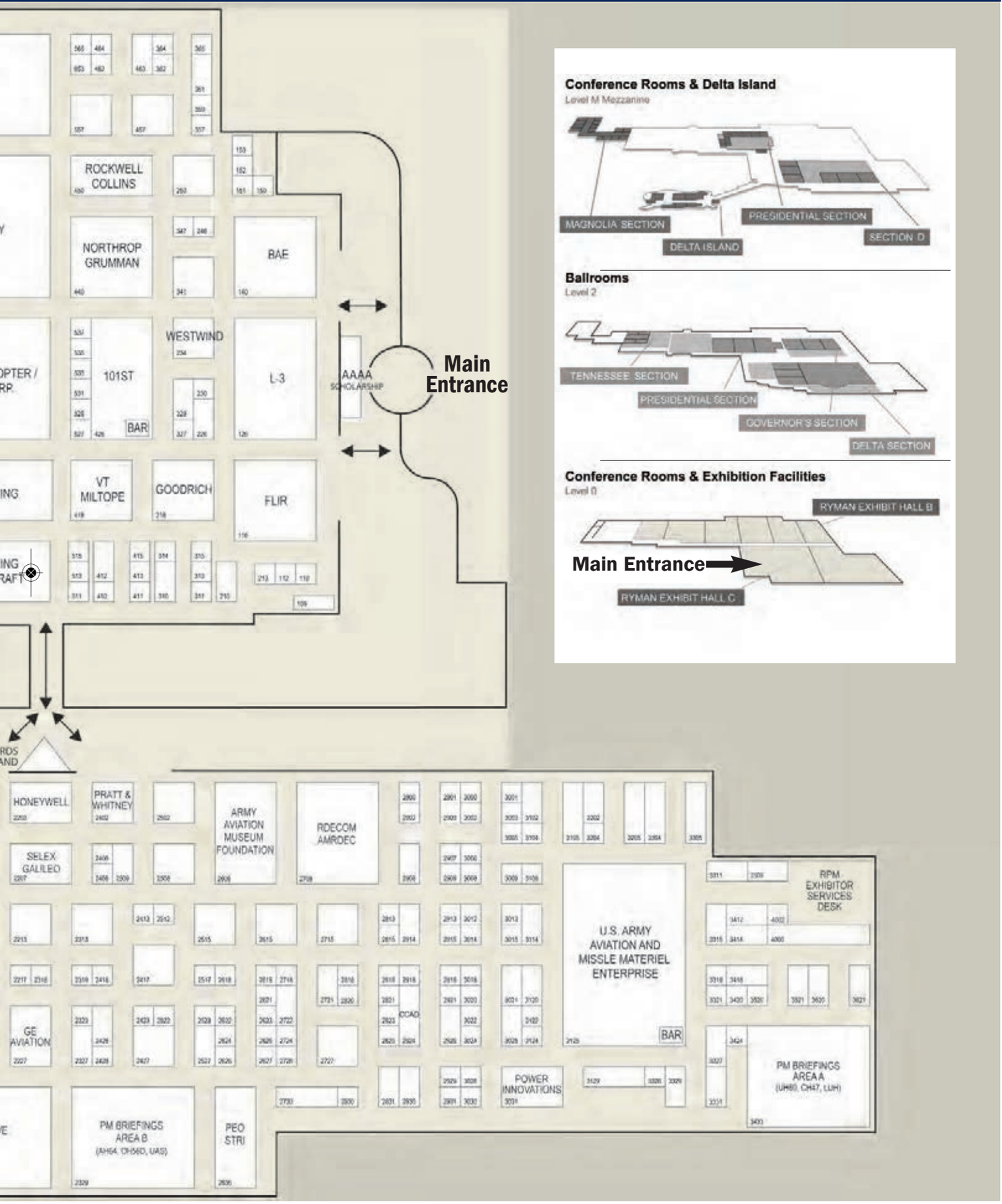

## Exhibit Hall Hours

**April 17, Sunday**
4:00 PM – 7:00 PM
Early Bird Reception

**April 18, Monday**
10:30 AM – 4:00 PM

**April 19, Tuesday**
11:30 AM – 4:00 PM

**April 20, Wednesday**
11:00 AM – 4:00 PM


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Level 0
RYMAN EXHIBIT HALL B
Main Entrance
RYMAN EXHIBIT HALL C

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:08 PM Page 58

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

**Exhibitor.....Booth#**
11th Aviation Command/USAR Aviation .....2136
160th SOAR (A).....826
21st Cavalry.....2123
3M Aerospace .....3025
AAAA/Scholarship Foundation .....Main Entrance
AAAA Merchandise .....109
AAFMAA (Army & Air Force Mutual Aid Association) .....515
**AAI Corporation.....526**
AAR CORP. .....1140
ACES Systems .....2318
Acme Aerospace Inc.....1919
ADEPT Technologies.....2508
**ADS Inc. .....3412**
Advanced Torque Products .....1421
AECOM .....3114
AEgis Technologies .....3021
Aerial Machine and Tool .....1409
Aero Dynamix, Inc. .....716
Aerospace Maintenance Solutions .....1712
Aerospace Optics, Inc. .....415
AeroVironment, Inc. (AV).....1701
AGC Aerospace & Defense (CAT, Integrated Composites, Unitech Composites, APSE, Veracity, Valair Aviation) .....2119
AGE Logistics Corporation .....1914
AgustaWestland.....2007
Air Comm Corporation.....2825
Air Methods Products Division.....2821
Air Rescue Systems Corporation .....1702
Air Tractor, Inc. .....152
Aircraft & Commercial Enterprises .....2919
Aitech Defense Systems, Inc. .....3002
Alion Rapid Engineering Solutions Group.....2721
All-System Aerospace Int'l. Inc./Heli-Sysco Inc. ..2918
Altair Engineering.....1100
American Airlines/Snowball Express .....1556
Ameripack, Inc. .....2031
AMETEK Aerospace & Defense .....2820
Ampex Data Systems .....112
AmSafe .....3104
Ancra International.....2819




**Aranea Solutions Inc. .....3311**
ARINC .....250
Armed Forces Insurance .....1005
Armed Services Mutual Benefit Association (ASMBA) .....1003
ArmorWorks .....2427
Armstrong Tools.....1916
Army Air Force Exchange Service (AAFES) .....3030
Army Antiterrorism Branch.....2900
Army Aviation Museum Foundation, Inc.....2608
Army Fisher Houses - US Army Medical Command ....537
Army Historical Museum .....1402
Army Oil Analysis Program Management Office ..2901
ARNG Aviation & Safety Division .....1414
Association of the U.S. Army.....2907
Astronics DME Corporation.....2426
ATEC .....2406
ATEC/AEROVAN .....2509
ATK Alliant Techsystems .....2017
Aurora Flight Sciences .....457

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**AUSA Family Programs .....535**
AVALEX Technologies .....110
Av-DEC .....2517
Avenge, Inc.....1446
Aviall Services Inc .....1345
Aviatech Corp. .....3108
AVIATRIX, Inc. .....1812
Avion Avtask .....2724
Avion Solutions, Inc. .....329
Avionics Technologies "ATI Engineering Services" 1460
AVOX Systems .....151
AVROVER .....1363
AVX Aircraft Company .....2913
B.E. Meyers & Co. Inc. .....2813
BAE Systems.....140
Barnes Aerospace .....2512
Battelle .....1159
Becker Avionics Inc .....327
Bell Helicopter/AAI Corporation .....526
Big Ass Fans .....3621
BLEY LLC .....1933
The Boeing Company .....510, 518
Breeze-Eastern Corporation .....462
CAE .....1058
CALCULEX, Inc. .....2718
Camber Corporation .....1265
Cargo Helicopters PMO.....1426
CAST Navigation, LLC.....2100
CATI Training Systems .....3620
CECOM Communications-Electronics Command 2929
Cessna Aircraft Company .....313
Chamber of Commerce of Huntsville/Madison Co. 3001
Chandler/May, Inc.....2313
Chemring Group PLC .....2013
Click Bond, Inc. .....2621
COBHAM .....1466
Cocoon, Inc.....1716
Columbia Helicopters, Inc.....1237
Columbus Jack Corporation .....1718
Combat Helicopter Pilots Association .....3328
Combat Medical Systems, LLC .....1165
Contract Fabrication & Design.....1053
Corpus Christi Army Depot .....2924
Crestwood Technology Group .....315
CSC .....2417
Cubic Defense Applications.....3521
Curtiss-Wright Controls Electronic Systems .....2418
Dakota Air Parts Int'l., Inc.....2624
Dallas Airmotive.....2327
Danalco Inc.....2902
Darley .....2619
Dayton T. Brown, Inc. .....1437
Dayton-Granger, Inc. .....964
Defense Acquisition University .....2903
Defense News & Army Times .....1361
Dillon Aero, Inc. .....1004
Discovery of Flight Foundation/Wright Experience ..3022
DiSTI Corporation .....314
DLA Aviation .....3129
Donaldson Company (AFS).....1440
DRC .....3124
DRIFIRE/Optimer Brands .....2323
DRS Technologies .....916
Dynamic Control Inc./Permali Gloucester Ltd. ....4000
DynCorp International .....910
EADS North America .....940
East/West Industries, Inc. .....1417




**Eaton, Aerospace Group.....2815**
EDMO Distributors, Inc. .....311
Elbit Systems of America.....1210
EMS Aviation .....359
EMTEQ .....1713
Envelop Protective Covers .....653




**Essex Industries .....411**
Esterline - Palomar Products.....1458
Esterline CMC Electronics.....1359
Fastening Systems International, Inc. .....1819
FILCONN INC.....2830
First Command Financial Services .....1164
Flight Safety International .....1425
FLIR Systems .....116
Florida Turbine Technologies Inc. .....1907
FNH USA, LLC .....1320
Fort Rucker DIsplay.....1304
Freeman Holdings Group .....2319
GasTops Inc. .....2408
GE Aviation .....2227
General Atomics Aeronautical Systems, Inc.....1801
General Dynamics C4 Systems.....1326
GENTEX Corporation .....153
Gichner Systems Group Inc. .....1719
Goodrich Corporation .....218
Greenwich AeroGroup (Summit Aviation, DAC International, Professional Aircraft Accessories) ..1350
H.W. Farren Co. Aircraft Transportation .....1434
Handling Systems, Inc. .....1405




**Harris Corporation.....720**

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:09 PM Page 60

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

Hawk Enterprises, LLC .....1918
Hawker Beechcraft Corporation .....2228
HEATCON Composite Systems .....1061
Helicomb International Inc. .....3122
Helispec Inc .....2626
Honeywell .....2203
Hontek Corporation .....846
Howell Instruments, Inc. .....210
HRCoE .....1500
Icore International, Inc. .....2823
IEE - Industrial Electronic Engineers, Inc. .....1300

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Inter-Coastal Electronics, Inc. .....463
Interface Displays & Controls, Inc. .....3009
Intevac Photonics, Inc. .....150
Inventory Locator Service, LLC .....410
Isodyne, Inc. .....1235
ITT .....341
J Chadwick Co. .....2217
JHT Inc. .....2915
Joint Aircraft Survivability Program Office (JASPO) ..1939
Kaman Aerospace .....1365
K-CON Inc. .....2625
KenJer Industries/BoltByte Tools .....1937
King Aerospace Inc. .....365
Kipper Tool Company .....1923
Knowledge Based Systems, Inc. .....2921
Kratos Defense & Security .....3508
L-3 Communications .....126
LaBarge, Inc .....1334
Laselec Inc. .....2909
Latshaw Training Group, Inc. .....3008
LAVERSAB INC .....2001
Liquid Measurement Systems .....817
Little Giant Ladder Systems .....1710
Lockheed Martin .....1016
Logis-Tech, Inc. .....2413
Luminator .....2727
M & S Machining, Inc. .....3520
M1 Support Services .....1000
Martin-Baker Aircraft Company, Ltd. .....1353
Massif Mountain Gear .....1007
MED-TRANS .....1435
Meggitt .....848
Metalite Aviation Lighting .....3319
Micro-Coax, Inc. .....213
Middletown Composites .....2618
Military Child Education Coalition .....533
Military Officers Association of America (MOAA) 3012
Military Parts Exchange / Dynatech .....2113
Miro Technologies .....2623
MonoSol LLC .....3003
Moog Inc. .....2722
Mustang Survival, Inc. .....1236
NAMMO, Inc. .....1065
National Aviation Hall of Fame .....3618
National Defense Industrial Association .....513
National Guard Bureau Office of Legislative Liaison ..3204
NAVAIR IBST .....3202
NAVAIR PMA209 GPWS/TAWS .....3205
NCS Technologies, Inc. .....3424
NGA-National Geospatial Intelligence Agency ....2831
NGRAIN .....3315
Night Stalkers Association .....1700A
NMC-Wollard .....1708
Norduyn .....1059
Northrop Grumman Corporation .....440
Onboard Systems .....1436
O'Neil & Associates, Inc. .....3005
Ontario Knife Company .....2523
Oppenheimer Precision Products .....1714
Orbit International Corp. .....357
Order of Daedalians .....527

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**Oregon Aero, Inc. .....226**
Oshkosh Specialty Vehicles .....1200
OSU-University Multispectral Laboratories .....3329
Oxley Inc. .....464
Palomar Display Products, Inc. .....2212
Paramount Panels, Inc. .....413
Parvus Corporation .....3420
Phantom Products Inc. .....1134
Physical Optics Corporation .....3006
Piasecki Aircraft Corporation .....412
Pilatus Business Aircraft, Ltd. .....2428
PM Apache .....1540
PM ARES (Aerial Reconnaissance & Exploitation Systems) .....2014
PM ASE .....1301

PM BRIEFINGS
Area A – Booth 3433
Area B – Booth 2329

PM JCSS/PM SKOT/PD TMDE .....2039
Polaris Defense .....1010
Port-A-Cool, LLC .....2522
Potomac Aviation Technology Corp.-Super AWOS .....1462
Power Innovations International, Inc. .....3031
PPG Aerospace .....1259
Pratt & Whitney .....2402
Product Manager Air Warrior .....3105
Product Manager Aviation Ground Support Equipment (PM AGSE) .....1723
Program Management Office Non-Standard Rotary Wing Aviation .....1456
Project Manager For Aviation Systems .....1730
Protective Group .....2023
QmaxTest Research .....3014
QRP, Incorporated, APEM Company .....1931
Raytheon Company .....1226
RDECOM - AMRDEC .....2708
Redstone Test Center .....3304

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**Robertson Fuel Systems .....819**
Rockwell Collins .....450
Rolls-Royce .....1046
Rotor & Wing Magazine .....1700
S3, Inc. .....2224
Sabreliner Corporation .....2101
Safran .....1052
Sandel Avionics .....3321
Sanmina-SCI Corporation, Defense and Aerospace Systems Division .....3120
Science Applications International Corp. .....1220
Secure, Rugged Portable Systems .....1322
Seitz Scientific Industries Inc. .....347
SELEX GALILEO .....2207
Sensor Systems, Inc. .....1001

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**Sentient Vision Systems Ltd .....1815**

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Shephard Group .....362
Sierra Nevada Corporation .....1253

Sikorsky
A United Technologies Company

**Sikorsky .....540**
SKF Aerospace .....364
Skydyne Company .....3018
Snap-On Industrial .....2008

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:09 PM Page 62

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

South Alabama Aviation Advantage.....3000
Specmat Technologies Inc. .....2627
**Spectrolab, Inc. .....4002**
Spectrum Associates, Inc. .....565

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**SPX Precision Components .....951**
SPYDERCRANE .....1558
Staco Systems.....1066
Stark Aerospace .....2515
Starline Inc. .....3020
Stevens Aviation, Inc. .....2908
Still Serving Veterans .....529
Superior Controls.....2925
Survival Systems USA Inc. .....1234
Sustainable Range Program .....3331




**Symetrics Industries, LLC .....2018**
Tactical Lighting Solutions .....3013
TAPS-Tragedy Assistance Program For Survivors 531
TDK-Lambda Americas .....1407
Team Wendy .....2914
Teledyne Brown Engineering.....2213
Telephonics Corporation .....1258
Terma .....511
TFAB Manufacturing Inc. .....3327
THALES.....2622

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**TIGHITCO, Inc. .....361**
Times Microwave Systems .....230
Timken Aerospace Transmissions, LLC .....958
Tobyhanna Army Depot .....2931
Torch Technologies .....246
Triumph Group Inc. .....1901
TUI University .....1704
U.S. Army Aeromedical Research Laboratory (USAARL) .....3102
U.S. Army AMRDEC Prototype Integration Facility (PIF) .....2715
U.S. Army Aviation and Missile Materiel Enterprise .....3125
U.S. Army CECOM Software Engineering Center (SEC) .....2930
U.S. Army CERDEC - Fort Monmouth, NJ .....1400
U.S. Army Combat Readiness/Safety Center .....3414
U.S. Army Operational Test Command .....1468
U.S. Army PEO STRI .....2636, 2730
U.S. Army Reserve Aviation/11th Avivation Command .....2136
U.S. Army Yuma Proving Ground .....3305
UAE Special Operations Command .....1204
Unique Handmade Creations, Inc. .....906
Universal Avionics Systems Corporation.....2012
University of Tennessee .....2818
Unmanned Aircraft Systems Project Office .....1707
URS .....710
US Dynamics Corporation .....3024
USAA .....2112
USAACE .....626
USAALS A & P Programs .....1470
Utility Helicopters Project Office .....556
Vaisala Inc. .....3015
U.S. Army Reserve Aviation/11th Aviation Command .....2136

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**Vector Aerospace Helicopter Services .....1040**
Vermillion, Inc. .....1101

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**Vertical 911 .....2423**
Vertical de Aviacion Ltda. .....557
Vertol Systems Company, Inc.....947
Virtual Reality Media, a.s. (VRM) .....1461
VT Group .....2527
VT MILTOPE .....418
W.L. Gore & Associates, Inc. .....310
Westone Laboratories, Inc. .....1201
WestWind Technologies Inc. .....234
WichiTech Industries, Inc. .....3028
Wiley X, Inc.....2726
Wiremasters, Inc.....3418
Wyle .....1158
Yulista Aviation.....2615




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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:37 PM Page 64

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



DAC Kelton

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

Sponsored by the Boeing Company

### Mr. James W. Kelton

**Air Traffic Control Product Management Office**
**Redstone Arsenal, Alabama**

As the assistant product manager for the Army's Tactical Airspace Integration System (TAIS), Mr. Jim Kelton is the driving force in solving many of the complex issues associated with managing low-level airspace.

His efforts directly affect combat effectiveness by providing tactical commanders freedom of maneuver in the third dimension of battle space.

His efforts in the Airspace Integration Improvements Initiative (AI3) are revolutionary and will change the face of both Air Traffic Control (ATC) and Airspace Command and Control (AC2).

He understands not only the complexities of ATC and AC2, but also the need to dynamically provide that same picture back to aircraft in flight.

He provided the vision and organized efforts to expand airspace deconfliction capabilities in joint, coalition, training, and Homeland Defense environments.

Under his leadership TAIS systems were successfully employed in support of the Coalition Attack Guidance Experiment in Canada, Army North Exercise Vibrant Response, and in airspace information centers around the world.

He has continually improved TAIS, streamlining the ability to rapidly clear airspace for immediate missions.

His contributions significantly enhance safety and effectiveness of the tactical and national airspace environments and demonstrate his dedicated service to the U.S. Army.



CW4 Fauth

## James H. McClellan Aviation Safety Award

Sponsored by GE Aviation

### CW4 Jason A. Fauth

**Headquarters and Headquarters Company, 6th Battalion,**
**101st Combat Aviation Brigade**
**Fort Campbell, Kentucky**

CW4 Jason Fauth has made an outstanding contribution to the success and safety of the 6th Battalion, 101st Combat Aviation Brigade and Army Aviation through his dedicated focus on composite risk management and aviation safety.

His efforts directly contributed to 22,300 combat flight hours flown in support of Operation Enduring Freedom 10-11.

His outstanding leadership as the Task Force Shadow Safety Officer allowed TF Shadow to accomplish some of the most complex combat missions ever executed in Regional Command-South, Afghanistan.

His dedicated professionalism as an aviator and trainer has enabled the growth of not only aviation safety officers but aviators of all ranks throughout the formation. Ever the consummate teacher, he has become the senior mentor and advisor to all levels of command across the brigade.

His implementation of a Close Call Data Base to track, report, and communicate ground and air hazards has been an essential part of TF Shadow's mission success enabling visibility of all daily hazards experienced in southern Afghanistan.

His contributions to Army Aviation by providing outstanding leadership ensured the success of the rapid deployment mission of TF Shadow and his hard work and dedication identify him as this year's winner of the James H. McClellan Aviation Safety Award.



SPC Randall

## Henry Q. Dunn Crew Chief of the Year

Sponsored by Robertson Fuel Systems

### SPC Wilhelm L. Randall

**Company C, 3rd Battalion,**
**4th Combat Aviation Brigade**
**Task Force Comanche**
**Afghanistan**

SPC Wilhelm Randall has performed well above his peers displaying exceptional motivation, courage, and selflessness.

Amassing over 245 flight hours and 58 missions while in combat, his phenomenal work ethic is extremely valuable to his unit.

In addition to his individual accomplishments for the company, he has distinguished himself on two separate occasions which had a positive effect on the successful mission accomplishment of Task Force Comanche as a whole in Afghanistan.

The first event was the successful extraction of a MEDEVAC aircrew that experienced a hard landing.

They required assistance and SPC Randall and his crew extracted the stranded crew and wounded patient of the other aircraft under the cover of darkness.

In the second event, he exhibited exemplary courage after being approved into a hot landing zone under enemy fire on an air assault.

He exited his aircraft to expedite the loading of ground forces onto the Blackhawk.

He did this selflessly under enemy fire without any regard to his own safety.

SPC Randall's contributions to the mission of Army Aviation in support of Operation Enduring Freedom earned him recognition as the 2010 AAAA Henry Q. Dunn Crew Chief of the Year.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:38 PM Page 66

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



SPC Frazee

## Aviation Soldier of the Year
Sponsored by
Bell Helicopter Textron

### SPC Cory S. Frazee
**Company B, 603rd Aviation Support Battalion, 3rd Combat Aviation Brigade**
**Hunter Army Airfield, Georgia**

Specialist Frazee, a Chinook Repair Technician assigned to Company B, 603rd Aviation Support Battalion, proved to be an outstanding and hard-working Soldier.

He is a mission focused Soldier with a desire to learn and excel, and has demonstrated the core attributes and fundamental abilities of a successful future leader.

He consistently displayed excellence in all aspects of soldiering and Chinook aircraft maintenance, from simple discipline, to aircraft recovery operations, to phase maintenance inspections.

He participated in twelve Chinook phase inspections, taking the lead on three of them, including both the most challenging and fastest executed in the brigade.

He served as a critical member of the aircraft recovery team where he was indispensable on five recovery missions, taking the lead on one mission.

He progressed as one of two Chinook door gunners in the battalion and completed over 50 combat hours during the course of 35 maintenance test flights.

SPC Frazee continues to demonstrate a technical skill, maturity and leadership potential far beyond that of his peers and junior NCOs and is unequivocally the best soldier in the battalion and most deserving of recognition as the AAAA Soldier of the Year.



SFC Lopez

## Rodney J.T. Yano Noncommissioned Officer of the Year
Sponsored by
Lockheed Martin Corp.

### SFC Rafael C. Lopez II
**Company D, 4th Battalion, 3rd Combat Aviation Brigade**
**Hunter Army Airfield, Georgia**

SFC Rafael Lopez is one of the finest NCOs in Army Aviation today. He was instrumental in the success of Task Force Brawler during Operation Enduring Freedom in 2010.

As the Maintenance Platoon Sergeant for Delta Company, he led in the production of combat power across the 3rd CAB's most expansive area of responsibility in Afghanistan, helping to sustain a fleet of as many as 17 UH-60L, 11 CH-47, 12 AH-64, and six UH-60A helicopters.

He is the complete package: a values-based, professional Warrior who leads from the front in all aspects of a Noncommissioned Officer.

He transformed his platoon of inexperienced Soldiers from three different MOSs into a cohesive unit that completed eight phase inspections each on Blackhawks and Apaches, while tackling copious scheduled and unscheduled maintenance.

He equipped his Soldiers for every challenge of combat: physically, mentally, and emotionally; developing their technical abilities, shaping their physical fitness, honing their marksmanship and life-saving skills, taking care of their families, and preparing them for the future.

His conspicuous, positive contributions directly empowered Task Force Brawler in the war on terrorism and identify him as the clear choice for the Rodney J.T. Yano NCO of the Year Award.



CW3 Lacrosse

## Michael J. Novosel Army Aviator of the Year
Sponsored by
Sikorsky Aircraft Corp.

### CW3 Jason J. Lacrosse
**Company C, 5th Battalion, 158th Aviation Regiment, 12th Combat Aviation Brigade**
**Katterbach Army Airfield, Germany**

CW3 Jason Lacrosse deployed with Charlie Company, 5th Battalion, 158th Aviation Regiment in support of Operation Iraqi Freedom in June 2009. While deployed to Iraq's Multi-National Force-West he served as the Forward Operating Base Korean Village MEDEVAC site officer-in-charge until the company received change of mission orders to move to Afghanistan in support of Operation Enduring Freedom.

He was instrumental in the unit's environment qualifications upon its arrival in Afghanistan. He used his previous Afghanistan deployment experiences to train the company's thirty aviators in high altitude and mountain flying techniques.

He later served as the Regional Command-West's Forward Operating Base Farah MEDEVAC site officer-in-charge for four months before being selected by the command to set up the Kunduz Provisional Reconstructive Team MEDEVAC site in Afghanistan's Regional Command-North.

He was the air mission commander for the "Good Friday" MEDEVAC mission on April 2nd, 2010 in Kunduz, Afghanistan where, under his leadership as an air mission commander, two MEDEVAC UH-60s and one MEDEVAC chase UH-60 safely evacuated 11 wounded German Soldiers under extremely heavy fire from enemy forces over the course of the three hour long mission. The Good Friday mission was the German military's single largest engagement since the end of World War II, and CW3 Lacrosse was awarded the Silver Star and Germany's second highest military award, the German Gold Cross for Valor.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:38 PM Page 68

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



COL Thurgood

## Robert M. Leich Award

Sponsored by Northrup Grumman Corp. ESSS

## Utility Helicopters Project Office Program Executive Office, Aviation

**Redstone Arsenal, Alabama**



Mr. Gore

Project Manager: COL L. Neil Thurgood
Deputy Product Manager: Mr. Gregory D. Gore

When we wake up in the morning, there are more than 400 Utility Helicopters in active combat zones. Concurrently, more than 300 Utility Helicopters are processing through Preset.

Every day more than 300 Utility Helicopters move through the sustainment process. These actions supporting deployed combat Soldiers are the Project Office's number one priority.

Accordingly, this fleet has amassed the highest number of combat helicopter hours in history, over 1.5 million combat hours and over 6 million total fleet hours. Nevertheless, that is not the entire picture - simultaneously, 900 additional utility helicopters are ready to respond to worldwide natural disasters, rescues, MEDEVACs and similar operations.

Our Aviation Soldiers have borne the brunt of Army operations for the past 12 months and their efforts, their conviction, their wisdom and their persistence have produced spectacular results. Accordingly, the Utility Helicopters Team has taken wartime actions to rapidly increase our aircraft fleets, digitize our systems, improve situational awareness, modernize the airframes, and field sophisticated sensor systems.These include 118 new UH-60M Black Hawks, 54 new UH-72A Lakota's, and 435 new T701d engines.

Army Aviation's Utility Helicopters Team and aviation enterprise have changed aviation's vector. Today the aviation team provides the heart of our Army's OPTEMPO and the soul of our commitment to the Soldier.



MAJ Smith

## AAAA Army Reserve Aviation Unit of the Year

Sponsored by Honeywell International

## Company B, 5th Battalion, 159th GSAB

**Fort Eustis, Virginia**



SGT DeHart

Commander: MAJ Aaron L. Smith
Senior NCO: 1st SGT Mark E. DeHart

The Soldiers of B/5-159th General Support Aviation Battalion (Freight Train) distinguished themselves from September 28, 2009 to September 27, 2010 while deployed to Iraq in support of Operation Iraqi Freedom 10-12. Assigned to Task Force 12 (12th Combat Aviation Brigade), the unit represented U.S. Army Reserve Aviation outstandingly by outperforming prior CH-47D Chinook units with only half the airframes and by deploying to OIF with 100% of their unit NVG qualified.

Freight Train Soldiers flew over 5,500 hours averaging over 80 hours per airframe per month, conducted more than 1000 combat operations, delivered over 7,056,000 pounds of cargo, and 552,000 pounds external sling load. They transported over 50,000 troops, Iraqi forces and contractors throughout their area of operation, U.S. Division – South (USD-S).

Freight Train provided effective and efficient support by establishing a self run Space A cargo yard to service all of USD-S and established relationships with all movement control teams and arrival and departure airfield control groups (ADACG) providing proactive "Space A" passenger service to maximize every flight. They also conducted a number of air assaults against high value targets and provided air assault training to Iraqi forces.

The achievements of the Soldiers of B/5-159th GSAB identify them as the 2010 AAAA USAR Unit of the Year.



LTC Pond

## AAAA John J. Stanko Army National Guard Aviation Unit of the Year

Sponsored by Honeywell International

## 1st Battalion, 147th Aviation Regiment

**Coalition Operating Base Adder, Iraq**



CSM Christianson

Commander: LTC Martin J. Pond
Senior NCO: CSM David R. Christianson

TF Ironhawk, comprised of units and Soldiers from the states of Wisconsin, Michigan, and Indiana, the 1-147th Assault Helicopter Battalion (AHB), augmented with G Company 2-135th MEDEVAC from Colorado, and Kansas, as well as A Company 1-1 Attack from 1eCAB 1ID, Ft Riley Kansas, provided unparalleled support as part of the enhanced Combat Aviation Brigade, 1st Infantry Division during Operation Iraqi Freedom and, subsequently, Operation New Dawn. TF Ironhawk easily distinguished itself as the leader in the implementation of the UH-60M into the total combat force with the exceptionally high OPTEMPO required to support U.S. Division-South resulting in the battalion's successful execution of 1,986 combat missions and 15,000 combat hours in four months. Unit Soldiers flew in excess of 6,000 training hours, becoming subject matter experts, all without any accidents. The three assault companies moved over 5,600 passengers and 660,000 pounds of cargo during their 12,000 combat hours. The attack companies flew just under 3,000 combat hours while executing a variety of missions, to include counter indigenous defense fighter; intelligence, surveillance and reconnaissance; and air to ground mission support. The MEDEVAC company provided twenty-four hour coverage at four locations transporting 109 patients with 102 missions and logging more than 1,100 hours.

The outstanding mission accomplishment by Soldiers of TF Ironhawk identifies them as the 2010 AAAA John J. Stanko Army National Guard Aviation Unit of the Year.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:39 PM Page 70

# AAAA Professional Forum and Exposition

# 2011 National Award Winners



LTC Musiol

## AAAA Active Army Aviation Unit of the Year

Sponsored by the L-3 Communications Integrated Systems Group

### 1st Battalion, 3rd Combat Aviation Brigade, Task Force Viper

**Hunter Army Airfield, Georgia**

Commander: LTC Michael J. Musiol
Senior NCO: CSM Terry L. Sparks



CSM Sparks

1st Battalion, 3rd Combat Aviation Brigade, Task Force Viper, was a blend of Active Duty and National Guard Soldiers who provided outstanding mission support to Operation Enduring Freedom from FOB Salerno in Afghanistan.

During combat operations, Task Force Viper operated at a record pace of 2,200–2,600 combat flight hours each month; totaling 29,400 combat hours on 34 aircraft in 12 months. This was facilitated by an unsurpassed maintenance program which completed over one hundred thousand accident free maintenance man-hours to produce an incredible 83% Operational Readiness (OR) rate overall for task force aircraft.

The Vipers successfully conducted over 3,500 missions including 392 deliberate and hasty air assaults; assisted in capturing 96 high value targets and 346 detainees; killed 812 insurgents; moved over 30,000 passengers and 7 million short tons of cargo; evacuated 1,070 casualties, and pumped over 5.7 million gallons of fuel at four separate forward area refueling points.

Task Force Soldiers earned 4 Distinguished Flying Crosses, 43 awards for valor, and over 100 Combat Action Badges.

The achievements of the Soldiers of Task Force Viper are tremendous – sustaining combat power by providing the absolute best aviation capabilities in the world clearly identify them as the 2010 AAAA Active Aviation Unit of the Year.



COL Galli

## AAAA Outstanding Aviation Unit of the Year

Sponsored by the Boeing Company

### 3rd Combat Aviation Brigade, Task Force Falcon

**Hunter Army Airfield, Georgia**

Commander: COL Donald N. Galli
Senior NCO: CSM Richard D. Stidley



CSM Stidley

3rd Combat Aviation Brigade, TF Falcon, operated from 15 forward operating bases (FOBs) across Regional Command-East (RC-E), Afghanistan.

They sustained the highest operational tempo of any Operation Enduring Freedom aviation brigade to date flying in excess of 154,500 combat flight hours, including rotary wing, fixed wing and unmanned aerial systems. All told, TF Falcon had under its command and control 252 aircraft and over 5,006 military and civilian personnel, which included aviation oversight of Polish, Korean, French, and Czech Aviation Forces.

TF Falcon established initiatives to protect the Afghan people and Coalition Forces to include partnering with the Afghan National Security Forces and Afghanistan Air Force to conduct successful training programs and establishing a ground combat platoon to conduct security operations. The TF also supported Afghan and Coalition ground forces through an initiative called Falcon Strike, an aviation-centric counter-improvised explosive device operation, which resulted in a 76% decrease in IED activity along Highway 1. TF Falcon was the first aviation brigade to routinely fly the OH-58D Kiowa Warrior above 6,000 feet and was responsible for 1,534 enemy killed in action and assisted with the capture of 947 insurgents.

The extraordinary accomplishments of TF Falcon Soldiers identify them as the 2010 AAAA Outstanding Aviation Unit of the Year.

## Top Chapter of the Year, Master

Sponsored by AAAA National

### Tennessee Valley Chapter

**Huntsville, Alabama**

Chapter President:
Mr. Gary S. Nenninger

2010 was a tremendous year for the Tennessee Valley Chapter (TVC)as it continues its commitment to Army Aviation, the Warfighter, and the Huntsville/Redstone community.

Highlights included: hosting the largest annual Joseph P. Cribbins Aviation Product Symposium (APS) and recording an all time high number of exhibitor booths; hosting the 2nd Annual "Strong Bonds" weekend for more than 250 family members from Ft. Campbell, KY; supporting deployed Warfighters and the Wounded Warrior program with $15,000 in phone cards, personally delivered in theater by Chapter members; sponsoring the Honor Flight Tennessee Valley Program that flies WWII veterans from Huntsville, AL to Washington DC to view the WWII memorial; and contributing $50,000 to the AAAA National Scholarship effort.

In addition, the chapter reached a new peak membership of 2,010, remaining the largest AAAA chapter, averaging more than 100 new members per year over the last three years.

From sponsoring golf tournaments, fishing tournaments, an Order of St. Michael Ball, and numerous community projects to a strong local awards program, the TVC continues to excel in providing support to the aviation Warfighter, military families, and its members and is unquestionably deserving of recognition as the 2010 AAAA Top Master Chapter.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:45 PM Page 71

## Top Chapter of the Year, Senior

Sponsored by AAAA National

### Thunder Mountain Chapter

**Fort Huachuca, Arizona**

Chapter President:
CWO5 Luis Zamudio

The Thunder Mountain Chapter was formed in 2006 shortly after the Aviation Branch took over proponency for unmanned aircraft systems (UAS) at Fort Huachuca, Arizona. It is not a conventional chapter in the sense that a large percentage of the members are not mainstream aviation; they are soldiers, civilians and contractors who come from other walks of life.

During these four short years the chapter has grown to a Senior Chapter status with a membership of at least 70 members as of the last count.

Chapter members, together with personnel from the chapter's sponsoring unit, the Unmanned Aircraft Systems Training Battalion (UASTB), provided numerous hours of community service to include support to the Sierra Vista Oktoberfest, Bisbee 1000, Habitat for Humanity, and the Ft. Huachuca Meyer's Elementary School Spring Carnival and middle school track meet, to name a few.

Chapter members and UASTB personnel also donated over 4,000 nonperishable items to the Chaplains' Food Locker to help struggling military families and, for the last 5 years, the Bike drive, raising enough for approximately 75 to 100 bikes.

The chapter has contributed annually to the AAAA Scholarship since its second year in existence.

These accomplishments identify the Thunder Mountain Chapter as the 2010 AAAA Top Senior Chapter.



MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:01 PM Page 72

# AAAA Professional Forum and Exposition
# 2011 Hall of Fame Inductees



COL Forrester

## Colonel Patrick G. Forrester, Retired

Retired Colonel Patrick G. Forrester made unique contributions to Army Aviation and the National Aeronautics and Space Administration (NASA) over a thirty-two year Army and NASA career. Graduating from West Point in 1979, he went on to complete Airborne and Ranger School, Army Flight School and the Instructor Pilot Course. He served as an instructor pilot at Fort Rucker and as the Aide-de-Camp to the Deputy Commanding General.

Following assignments with the 25th Aviation Brigade as a platoon leader, operations officer, and battalion level S-3, he earned a Master of Science Degree in Mechanical and Aerospace Engineering from the University of Virginia. In 1992, he graduated from the U.S. Naval Test Pilot School followed by assignments to Edwards AFB and to the U.S. Army Technical Test Center (ATTC), Fort Rucker, AL. He served as a company commander and adjutant while simultaneously conducting test flights and evaluations.

NASA selected him as an astronaut candidate in 1996. After astronaut training, he served as a capsule communicator (CAPCOM) in Mission Control, as the technical assistant to the Director of Flight Crew Operations, and as the Commander of the U.S. Army Astronaut Detachment.

In 2001, he flew as a mission specialist aboard Space Shuttle Discovery on STS-105 to the International Space Station (ISS). In 2007, he made his second trip to the ISS on STS-117 aboard Space Shuttle Atlantis. He made his third trip into space aboard Discovery on STS-128 in August 2009. During his three missions to the ISS, he amassed over 950 hours (39+ days) traveling in space, and flew over 16.4 million miles. He conducted four spacewalks accumulating 25 hours, 22 minutes of EVA time.

He has flown over 5000 hours, logging time in more than 50 different types of aircraft. His career can be summed up succinctly by saying, "He is an Army Aviator first, an Astronaut second, and a Soldier always."



LTG Jones

## Lieutenant General Anthony R. Jones, Retired

LTG Anthony R. Jones distinguished himself through exceptionally meritorious service in Army Aviation. A master Army aviator with extensive experience across the globe in conventional and special operations assignments, he was instrumental in ensuring that Army Aviation was recognized as a combat maneuver capability and critical to the fight.

His career began as an Infantry officer, dual-tracked until Aviation became a branch. As a young staff officer, he drafted the initial Volunteer Statement for Special Operations Soldiers. Later, during his command of the TF 160 CH-47 lift company, the aerial refueling probe, crash-worthy fuel tanks, and enhanced cockpit modifications enabling long range deployments became a reality for Special Operations Aviation.

LTG Jones was also a forerunner in attaining recognition of Aviation leaders by his selection as the chief of staff, 24th Infantry Division, an assistant division commander for the 1st Armored Division, the chief of staff, U.S. Army Europe, and later the deputy commanding general, Training and Doctrine Command. These assignments gave Army Aviation a leading role in the many historical events that occurred in our Army.

As the commanding general of the Army Aviation Center, from 1998 through 2001, he led Army Aviation through a very pivotal period, introducing multi-functional organizations, developing new Army doctrine, new training models, and the transition of the Total Army. His Army Aviation Modernization Campaign Plan became the basis for the future. In addition to unit organizational changes and divesting of aging combat systems, the plan included changes such as Flight School XXI, increased use of modern simulations, a level-C survival, evasion, resistance, escape program, and a water survival/dunker training program. These programs are now standard for aviator and leader development.

LTG Jones was the Soldier's soldier. He championed aviation modernization, leader development, and readiness. Fulfilling his commitment to Soldiers and their families are hallmarks of his leadership. He established a clear vision for Army Aviation that has evolved into today's most competent maneuver force on the battlefield.



SP5 Hook

## Specialist Five Steven B. Hook, Retired

Specialist Five Steve Hook was the "Charles Kelly of DUSTOFF medics." He put every life entrusted to his care above his own, routinely risking his life for the wounded. By his demeanor and example he contributed immeasurably to a unit that sustained fifty percent casualties and still evacuated some 4,000 patients each month. He was absolutely fearless, the model for all that the combat medic has been or could ever aspire to be.

Hook was among the few crewmembers with the qualifications and courage to rescue patients in zero/zero weather, at night under instrument conditions to the pickup site where the crew looked for flares and descended through the weather and mountains. On one such mission, he guided the pilots through the clouds to a unit pinned down and surrounded by the enemy. He left the aircraft and raced through enemy fire to get the patient. Once on board, he skillfully treated his wounds and saved his life.

On his final mission he volunteered to rescue wounded from an ARVN outpost surrounded by the enemy and under heavy mortar fire. On two missions into this area he was forced again to leave the aircraft, as the friendlies were pinned down. He repeatedly raced across open areas to load the wounded while the enemy concentrated small arms fire, RPGs and mortar on him and his ship. On his third trip the enemy zeroed in on the DUSTOFF ship. A direct mortar hit severely wounded him; shrapnel dug deep into his brain and seriously damaged one arm. He would spend many months in the hospital and years recovering.

He is not famous nor did he die in a blaze of glory, but he left his blood and sweat on many battlefields setting an example for all who care for others.

Steve Hook was inducted into the DUSTOFF Hall of Fame on 24 February 2002.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:58 PM Page 74

# AAAA Professional Forum and Exposition

# 2011 Hall of Fame Inductees



LTC Mills

## Lieutenant Colonel Hugh L. Mills Jr., Retired

Hugh L. Mills, Jr. was one of the most decorated pilots during the Vietnam War. During his two tours in Vietnam as an aero scout and one as a cobra pilot, he flew more than 3,300 combat hours and developed many of the U.S. Army's air cavalry aero scout tactics. He was shot down 16 times and wounded three times, earning numerous decorations for valor, including three Silver Stars, the Legion of Merit, four Distinguish-ed Flying Crosses and three Bronze Stars, one for valor in ground combat. The government of Vietnam awarded him the Cross of Gallantry with Silver Star and Palm, the Vietnamese Honor Medal First Class and the Civic Action Honor Medal First Class.

Mills, who commanded the aero scout platoon of the 4th Cavalry, was described by Major General A.E. Milloy, 1st Infantry Division commanding general, as "the most courageous small unit leader in the First Division with the highest kill ratio of any combat in the Big Red One."

Among his accomplishments, were developing a pilot technique to correct the OH-6 Cayuse "Hughes Tail Spin," which had killed numerous aviators; leading air cavalry raids into Laos, Cambodia and North Vietnam; commanding the Army's first night-attack helicopter unit with crude night vision systems; and he was the first Army pilot to test the XM-8 40mm grenade launcher in combat.

Mills co-authored a book about his experiences in Vietnam, "Low Level Hell: A Scout Pilot in the Big Red One." He retired in 1993 after 26 years of service.



BG Sinclair

## Brigadier General Edward J. Sinclair, Retired

Brigadier General E.J. Sinclair spent his career in Army Aviation advancing the art and science of flight, and enhancing the capabilities and readiness of tactical aviation units. He concluded his career as the Aviation Branch Chief and Commanding General of the Army Aviation Warfighting Center from 2003-2006.

This period was marked by intense demands for Aviation combat proficiency, comprehensive transformation of Aviation unit structure, and generation of requirements supporting a massive acquisition reinvestment. At no time since the formation of the Branch was there such a simultaneous set of challenges undertaken by the Branch Chief and set with such high expectations within the Aviation community. His exemplary leadership during this critical period resulted in the unsurpassed Aviation force we see in current operations.

Prior to assuming duties as the Aviation Branch Chief, he commanded units at every level from platoon to brigade. With his promotion to brigadier general, he was assigned as the Assistant Division Commander, 101st Air Assault Division during Operation Enduring Freedom and the initial months of Operation Iraqi Freedom. As the Deputy Aviation Branch Chief from July 2003 – December 2003, his accumulated experience and recent warfighting insights positively impacted the Aviation Task Force, tasked with transforming Army Aviation into a modular, capabilities-based maneuver arm, optimized for the Joint fight, with a shortened logistics tail. Under Sinclair's command, the recommendations identified by the Task Force were implemented.

As a result of his leadership, vision, and commitment, Army Aviation has maximized its potential more than any other Branch.



CSM Buford

## Command Sergeant Major Buford Thomas Jr., Retired

Command Sergeant Major Buford Thomas' over 30 years of service was exemplified by professional competence, tenacity of purpose, and intellectual foresight. His focused approach to mission accomplishment centered on ensuring the enlisted ranks of Army Special Operations Aviation, comprised of 43 different military occupational specialties, were manned and trained to enable the Nation's fastest deployable aviation task force to meet its no-notice contingency requirements. While serving as a battalion and Regiment command sergeant major with the 160th Special Operations Aviation Regiment (Airborne) his training of the battle staff NCOs and subordinate leaders allowed the unit to operate from four separate locations around the world in support of the CENTCOM Commander's requirements during Operation Enduring Freedom.

He displayed the highest standards of performance, achievement and devotion to duty while setting the course for aviation as part of the Army's transformation initiative. Command Sergeant Major Thomas flawlessly led the Aviation Center and Fort Rucker in transforming the aviation Soldier and Noncommissioned Officer training, Unmanned Aerial Systems transition, restructuring the Army's combat aviation brigades, and spearheading numerous military pay and training initiatives for Soldiers. He always focused on the warfighter and mission accomplishment and has used his wealth of experience in forming a first-class team to propel the Aviation Branch to new standards of excellence.

A true expert in both conventional Army Aviation and Special Operations Aviation missions, he has numerous deployments as a senior NCO all over the globe. Throughout his 30 plus year career, he trained, led and mentored countless Soldiers across Army Aviation's ranks. His outstanding contributions will clearly have lasting effects for many, many years to come.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:55 PM Page 76

# ARMY AVIATION presents the 2010 Photography Contest Winners



ARMY AVIATION Magazine is proud to present the winners of our sixth annual photography contest. 69 qualified AAAA members, submitting 160 Army aviation related photographs taken during 2010, competed for the top 12 places. We congratulate the winners and thank all of the contestants for their efforts and service. We invite all AAAA members to participate in our 2011 contest. Visit the AAAA website, www.quad-a.org for details and submission requirements.

Bill Harris, *Publisher*

## 1st Place

**"Waiting for the Wounded" by CPT Eric Megerdoomian**
*Eagle Team, Operations Group, National Training Center, Fort Irwin, CA*
*30 September 2010; Fort Irwin, CA*

**Pathfinders from the 101st Airborne Division (Air Assault) move their injured to a casualty evacuation (CASEVAC) UH-60 after taking casualties while clearing a cave complex at the National Training Center at Fort Irwin, CA**

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:27 PM Page 78



## 2nd Place

**"Flying Into Kamdesh Valley"**
**by LTC Thomas von Eschenbach**
*3rd Squadron, 17th Cavalry Regiment (TF Lighthorse), 3rd Combat Aviation Brigade, Savannah, GA*
*14 April 2010; Nangarhar, Nuristan, Kunar and Laghman Provinces (N2KL) region of Regional Command-East, Afghanistan*

**A TF Lighthorse Scout Weapons Team conducts a photo recon of the abandoned outposts of Keating and Fristche that were overrun by Taliban forces in the fall of 2009.**

## 3rd Place

**"TF Hammerhead Air Assault"**
**by SFC Tyrone C. Marshall, Jr.**
*25th Combat Aviation Brigade, Public Affairs Office, Wheeler Army Airfield, HI*
*23 April 2010; Salah ad Din Province, Northern Iraq*

**CH47-D Chinooks from Company B, 3rd Battalion, Task Force Hammerhead, 25th Combat Aviation Brigade, insert a tripartite force of U.S. Soldiers, Iraqi police and Army Soldiers during an air assault in northern Iraq, April 23, 2010.**





## 4th Place

**"Overlooking Big Sister"**
**by SPC Jeremy A. Ganz**
*Company B, 2nd Battalion, Combat Aviation Brigade, 1st Infantry Division, Fort Riley, KS*
*24 April 2010; Baghdad, Iraq*

**Flying in formation on the way to Baghdad.**

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 2:32 PM Page 80



### Honorable Mention
**"Sling Load" by CPT Joshua R. Bell**
*Troop A, 2nd Squadron, 17th Cavalry, 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault), Fort Campbell, KY*
*30 August 2010; Kandahar Province, Afghanistan*

**CH-47 conducts a resupply mission of an observation post in support of Operation Enduring Freedom.**

### Honorable Mention
**"Air Volcano Flies by Seoul (Korea) Enroute to K-16" by LTC Erik Gilbert**
*2nd Battalion (Assault), 2nd Combat Aviation Brigade, 2nd Infantry Division, Republic of Korea*
*24 September 2010; Seoul, Korea*

**A UH-60 mounted with Air Volcano system and half of a full load of inert training mines flies over the Han River and the city of Seoul, South Korea on the way back home to K-16.**





### Honorable Mention
**"Rock Storm on the PZ" by SGT Scott J. Tant**
*Headquarters and Headquarters Company, 4th Battalion, 3rd Combat Aviation Brigade, Task Force Brawler, Savannah, GA*
*11 July 2010; Outside the village of Shulock, Afghanistan*

**The advantage of being a ground unit organic to an aviation unit: you can get to remote locations quickly and safely. The disadvantage: pickup zones with thousands of pinball sized rocks.**

### Honorable Mention
**"Mt. Shasta Rescue" by SGT Jonathan C. Guibord**
*Company C., 168th General Support Aviation Battalion, California Army National Guard, Mather, CA*
*1 April 2010; Mount Shasta, CA*

**A CH-47 Chinook and crew from Company B, 1st Battalion, 126th Aviation Regiment out of Stockton, California, near the 14,179 ft. summit of Mt. Shasta as rescue crews retrieve the body of one of two missing hikers from a violent snow storm; the other hiker managed to hike to safety under his own power.**



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### Honorable Mention

**"Predawn Preflight" by CW2 Daniel J. Layman**
*Company B, 1st Battalion, 227th Aviation Regiment, Killeen, TX*
*5 March 2010; Camp Taji, Iraq*

**A maintenance light set on the adjacent pad provided a unique perspective on an Apache attack helicopter prior to a pre-dawn mission.**

### Honorable Mention

**"Constant Hawk" by CW3 Timmy D. Pisone**
*Task Force ODIN, Fayetteville, NC*
*9 April 2010; Contingency Operating Base Speicher, Iraq*

**A "Constant Hawk" C23-Sherpa aircraft gets inspected prior to the next day's mission. Constant Hawk is a critical intelligence, surveillance and reconnaissance (ISR) system.**





### Honorable Mention

**"DUSTOFF Crew on the Hoist" by Mr. Terence W. Moore**
*Retired Australian Army, Houston, TX*
*30 April 2010; German Provincial Reconstruction Team, Konduz, Afghanistan*

**5th Battalion, 158 Aviation Regiment Dustoff Crew, SSG Travis Brown on the hoist and SPC Matthew Baker, crew chief are recent German Gold Cross recipients for bravery during combat operations on April 2, 2010 in Konduz, Afghanistan.**



### Honorable Mention

**"2ID CSM firing a 50 cal on MPRC" by Cadet Oswald N. Essel**
*Headquarters and Headquarters Company, 2nd Combat Aviation Brigade, Republic of Korea*
*26 May 2010; Multi-Purpose Range Complex, Republic of Korea*

**CSM Burrowes, 2 Infantry Division CSM, fires a .50 caliber machine gun mounted on a Chinook during a U.S.-Republic of Korea Army combined exercise.**



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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 84

# 2010 Parker Awards Honor Best Aviation Units



PHOTOS BY RUSSELL SELLERS, FT. RUCKER PAO

LTC Woodard B. Hopkins III (second from left), commander, and CSM James P. Snyder, senior NCO of the 603rd Aviation Support Battalion accept the 2010 Parker award for Top Overall and Combat Service Support Unit. Presenting the award are (from left) LTG (Ret.) Ellis D. Parker (the award's namesake); BG Anthony G. Crutchfield, Aviation Branch Chief and commanding general, U.S. Army Aviation Center of Excellence; and GEN (Ret.) Richard A. Cody, former Army vice chief of staff.

The U.S. Army Aviation Center of Excellence (USAACE) honored the best battalion-level aviation units Feb. 2 at Fort Rucker, AL. The winners of the 2010 LTG Ellis D. Parker Outstanding Aviation Unit competition were recognized at an annual awards luncheon held during the Aviation Senior Leaders Conference.

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

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

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

Then BG Anthony G. Crutchfield, USAACE commanding general, and former Army Vice Chief of Staff, GEN (Ret.) Richard A. Cody presented the awards.



CW3 Eric W. Collier accepts the 2010 Parker award for the Best Combat Unit on behalf of 5th Bn., 101st Avn. Regt. which was still deployed from Parker, Crutchfield and Cody.



Parker, Crutchfield, and Cody present the 2010 Parker award for the Best Table of Distribution and Allowances Unit to LTC Brian T. Hughes and SGM Johnny A. Jones, commander and senior NCO, respectively, of the Special Operations Aviation Training Battalion, (SOATB), 160th Special Operations Aviation Regiment (SOAR).

## Top Unit & Best Combat Service Support Unit

The overall winner of the 2010 Ellis D. Parker Award and the outstanding unit in the Combat category is the **603rd Avn. Spt. Bn.,** 3rd Avn. Regt., Ft. Stewart, GA.

A critical player in ongoing full spectrum operation in support of US Forces in Afghanistan, the battalion has completed seven downed aircraft recoveries without incident, moved over 232,000 tons of cargo, issued over 229,000 Class IX aviation repair parts, and completed 7,000 aircraft services and repairs.

Earning the reputation of the "work horse" for an aviation brigade, they provided force sustainment to 14 forward operating bases while maintaining an impeccable safety record.

LTC Woodard B. Hopkins III and CSM James P. Snyder accepted the award.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 85

## Best Combat Unit

The outstanding Combat unit is the **5th Bn., 101st Avn. Regt.**, Ft. Campbell, KY. Unit soldiers flew 16,742 combat hours in support of Operation Enduring Freedom X-XI with a mission capable rate of 85 percent.

Task Force Eagle Assault combined outstanding maintenance statistics while operating at an austere base without organic assets, posted the highest operational tempo in Regional Command South, while sustaining the finest safety record of any aviation unit in this theater.

CW3 Eric W. Collier, the battalion safety officer, accepted the award on behalf of the unit which was still deployed.

## Best Combat Support Unit

The winner of the outstanding Combat Support unit is the **2nd Bn., 1st Avn. Regt.**, Ft. Riley, KS.

Normally consisting of seven companies, Task Force Fighting Eagle grew to nine companies with more than 700 Soldiers and an additional 16 aircraft flying over 20,000 combat hours throughout Iraq. 2-1 Gen. Spt. Avn. Bn. (GSAB) soldiers transported a little under 113,000 personnel, 5 million pounds of cargo, provided medical evacuation, and manned four air traffic control facilities.

LTC Christopher C. Prather and CSM Donald E. Wright accepted the award.

## Best Table of Distribution and Allowances Unit

The winner of the outstanding unit in the Table of Distribution and Allowances category is the **160th Special Operations Aviation Training Battalion. (SOATB)**, Ft. Campbell, KY. This unique unit is the worlds most rigorous and professional aviation training organization.

SOATB is responsible for providing the 160th Special Operations Aviation Regiment (Airborne) (SOAR-A) combat battalions and National Mission Force assets with special operations operators, support personnel, and staff training to the exacting standards of the Regiment. LTC Brian T. Hughes and SGM Johnny A. Jones accepted the award.






MAR_APRIL 11 Section CONVENTION_June04.qxd 3/30/2011 4:09 PM Page 86

# AAAA Presents the 2010 Functional Awards



PHOTO BY RUSSELL SELLERS, FT. RUCKER PAO

**2010 AAAA Functional Award Winners (from left) – CPT Troy W. Akers, CW2 Edwin Reyes, SPC Douglas Ludlow, SFC Romairick E. Whiteing, CPT Jared K. Koelling, 1SG Terri Clavon, SSG Moises A. Morales, SGT David Ruiz, SGT Zackery K. Blansett, 2LT Douglas L. Hill, CW3 Craig Root, and CW4 Guy E. Davis, Jr.**

In conjunction with the U.S. Army Aviation Center of Excellence (USAACE), AAAA paid tribute to the 2010 National Functional Awards winners Feb. 2 during the annual Aviation Senior Leaders Conference at Fort Rucker, AL.

AAAA's President, BG (Ret.) Rod Wolfe, and then-BG Anthony G. Crutchfield, Aviation Branch chief and USAACE commanding general, were joined by BG Raymond P. Palumbo, commanding general, U.S. Army Alaska, and deputy commanding general U.S. Alaskan Command; CW5 Michael R. Reese, chief warrant officer of the branch; CSM Tod Glidewell, branch command sergeant major; and industry partners, association members and many of the branch's senior commanders, chief warrant officers and non-commissioned officers to honor this year's individual and unit winners.

The Raytheon Company sponsors all of the Air Traffic Control awards.

The *Air Traffic Control Unit of the Year* is **Company F, 5th Battalion, 158th Aviation Regiment,** Katterbach, Germany.

The "Phantoms" of F/5-158th Avn. ensured tactical proficiency through the utilization of the U.S. Air Force Europe's (USAFE) advanced simulation trainer at Ramstein AFB, Germany.

As a result, the 12th Cbt. Avn. Bde (CAB) became the first aviation unit in the history of the Joint Multinational Readiness Center (JMRC) to integrate an ATC system that provided actual radar guidance during simulated IMC recoveries within the "box."

Co. F Soldiers also utilized both tactical and fixed base facilities extensively during its deployment to Mosul, Iraq and its subsequent re-tasking to establish the initial Army ATC tower in Regional Command-West's (RC-W) Shindand Airbase, Afghanistan.

CPT Jared K. Koelling and 1SG Terri Clavon accepted the award on behalf of their soldiers.

The *Air Traffic Control Facility of the Year* is **Shank Tower,** Afghanistan, managed by **Co. F, 5th Bn., 158th Avn. Regt.**

With the expanding needs of U.S. and coalition assets to Regional Command-East, Shank Tower went from controlling only helicopters out of a helicopter landing zone with no airspace to landing large fixed wing aircraft on a concrete runway in Class D Airspace.

With over 165,000 movements without accident or incident throughout the year, Shank Tower demonstrated that along with conducting the normal aspects of ATC Services it could also go above and beyond the required standards anyone could expect of an ATC Facility.

CW2 Edwin Reyes and SFC Romairick E. Whiteing accepted the award on behalf of the unit soldiers.

The *Air Traffic Maintenance Technician of the Year* is **SSG Moises A. Morales** with Co. F, 2nd Bn., 3rd Cbt. Avn. Bde.

While serving as Maintenance Chief of Shank Army Airfield (AAF), Afghanistan Air Traffic Control (ATC) Tower, SSG Morales

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 87

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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 88

# AAAA Presents the 2010 Functional Awards

was responsible for the training of two air traffic control maintenance teams, and the deployment of ATC maintenance equipment, valued in excess of one million dollars in support of Operation Enduring Freedom (OEF) X.

His expertise on ATC equipment was pivotal during the permanent use of the AN/TSW 7A and producing no faults found for more than 12 consecutive months.

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The *Air Traffic Control Manager of the Year* is **SFC Romairick E. Whiteing** with Co. F, 2nd Bn., 3rd Cbt. Avn. Bde.

While serving as the Air Traffic Control Noncommissioned Officer in Charge (NCOIC) and Terminal Platoon Sergeant (PSG) of FOB Shank, Afghanistan, SFC Whiteing oversaw the training and supervision of 17 U.S. Army ATC specialists.

He managed the coordination between agencies on Shank Army Airfield (AAF) as well as adjacent agencies in the Shank AAF airspace.

He also managed, oversaw and maintained the development of training records and the facility training program.

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The *Air Traffic Controller of the Year* is **SPC Douglas Ludlow** with 1st Bn., 58th Avn. Regt.

Working in the Basra International Airport Tower, SPC Ludlow's expertise was essential to the transition of services on Basra International Airport to the Government of Iraq.

His accomplishments were even more impressive considering the variety of commercial carriers, U.S. Air Force, U.S. Army, Department of State, and Iraqi Military aircraft, and unmanned aircraft systems (UAS), present and operating at Basra International Airport under dangerous and ever changing conditions.

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The *Aviation Trainer of the Year* is **CW4 Guy E. Davis, Jr.** with 1st Bn., 3rd Cbt. Avn. Bde., Task Force Viper/Task Force Brawler.

L3 Communications sponsors this award.

Initially deployed to Afghanistan as the battalion master gunner with Task Force Viper in support of OEF X, CW4 Davis developed the TF gunnery sustainment plan.

Three months into the deployment, he was personally selected by the brigade commander to be the Task Force Brawler Standardization Instructor Pilot at FOB Shank, quickly and successfully making the adjustment to the demands of a multi-aircraft task force consisting of AH-64Ds, CH-47Ds, UH-60Ls, and MEDEVAC aircraft – a fleet of more than 41 aircraft.

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The *Army Aviation Medicine Award recipient* is **CPT Troy W. Akers,** 1st Bn., 3rd Cbt. Avn. Bde., Task Force Viper.

This award is sponsored by the Gentex Corporation.

CPT Akers is a highly respected medical professional and leader whose steady demeanor and composed manner brought calm to the most chaotic situations.

He united both his aid station and flight MEDEVAC detachment with the combat support hospital on Forward Operating Base (FOB) Salerno in an effort to ensure seamless medical coverage to the area of operations.

He personally flew as the senior medical officer on over 90 MEDEVAC missions, including several under fire.

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The *Army Aviation Air/Sea Rescue* award is sponsored by Goodrich Hoist and Winch and was presented to the crew who has performed a rescue using a personnel hoist. This year's recipients are **CW3 Craig Root, 2LT Douglas L. Hill, SGT Zackery K. Blansett, and SGT David Ruiz,** DUSTOFF 92, with Co. C, 2nd Bn., 3rd Cbt. Avn. Bde., Task Force Knighthawk.

On 11 June 2010, DUSTOFF 92 saved the lives of three wounded Soldiers under enemy fire in the rugged terrain of eastern Afghanistan.

As they lowered their medic they received small arms fire, breaking contact and calling for Scout Weapons Team support.

They then initiated a second hoist and again came under fire.

The ground unit, flight medic, and able patients returned fire while the crew called for an Attack Weapons Team (AWT) and loitered off-station. With the AWT established, the crew decided the patients' conditions merited another extraction attempt.

While hoisting the first patient, the crew again received fire but held their position until the patient was secured. The pilot-in-command then instructed the medic to move his patients 150 meters into a small draw. The crew successfully extracted the remaining personnel while masked behind the ridgeline.

The crew of DUSTOFF 92 ultimately took 13 enemy rounds while providing Dedicated Unhesitating Service To Our Fighting Forces, and saved the lives of three U.S. Soldiers.

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The *Army Aviation DUSTOFF Flight Medic of the Year* award, sponsored by Air Methods Corporation, was presented to **SGT Michael G. Patangan,** Co. C, 5th Bn., 158th Avn. Regt.

Based out of Kandahar Army Airfield in Regional Command-South (RC-South), Afghanistan, SGT Patangan supported MEDEVAC operations throughout multiple operating bases in RC-South and RC-West.

He was involved in some of the largest air MEDEVAC operations in OEF history, most notably Operation Moshtarak, the retaking of Marjah in the Helmand River Valley. He personally participated in nearly 200 life saving missions.

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It should be noted that, beginning this year, the **Fixed Wing Unit of the Year** award will be presented at the Annual AAAA FW Professional Forum to be held Jun. 20-22 in Huntsville, AL.

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

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 90





# Dealing With a Disqualified Flight Physical

By Dr. (MAJ) Nicole Powell-Dunford

***Q: I just PCS'd to my unit and was shocked to discover that my flight physical has been disqualified for 2 years. Had it not been for my new flight surgeon checking my flight physical status on the computer during my 'report to new duty station up-slip' appointment, I still wouldn't know – I told him before he checked that I was good to go. Now he has ordered some extra tests that should help qualify me.***

***Does a disqualified physical mean that I am automatically grounded?***

***How is it possible that no one alerted me or my Commander?***

***Can't administrative personnel catch this kind of thing?***

***I can't go a week overdue on my flu shot without hearing about it – why not the same for a disqualified physical?***

**FS:** Flight surgeons are charged with ensuring that flight physicals and waivers are tracked from initiation to final approval in accordance with AR 40-501, Standards of Medical Fitness.

In units lacking a dedicated flight surgeon or one who has not come up to speed with on-line tracking, it is easy for incomplete or disqualified flight physicals and waivers to fall through the cracks.

A flight physical can be disqualified for a number of reasons.

For example a flight physical submitted as a short physical when in fact a long physical is due, a flight physical missing an EKG code/result or a flight physical with insufficient history about a medication or condition reported on step I of the flight physical will usually result in a 'Disqualified – Incomplete' status.

Because of the high number of flight physicals and waivers processed through U.S. Army Aeromedical Activity (USAAMA) at Fort Rucker, a local flight surgeon is typically not notified when a flight physical is disqualified, unless there is an exceptional circumstance such as documented presence of coronary artery disease, major head injury or other mandatory grounding condition that the local flight surgeon failed to disqualify at the local level.

In these cases, USAAMA will make an effort to contact the local flight surgeon by e-mail to confirm the crew member has been grounded.

A crew member who, in good faith, made the effort to fulfill the annual flight physical requirement and does not have health problems does not need to be automatically grounded for an administrative type of medical disqualification, for example a missing EKG code or a required study that was omitted on the annual physical through no fault of their own.

Some units, particularly within the National Guard, may not have a dedicated flight surgeon who tracks the status of the unit flight physicals and waivers. Although it is a far cry from the 18-24 month process it once was, a final physical and waiver status may take several weeks to finalize once submitted to USAAMA. Waivers then need to receive final approval through Human Resources Command or the National Guard Bureau.

Furthermore, the on-line flight physical tracking system, AERO, is only accessible on DoD computers which not all reserve component flight surgeons can regularly access.

If your unit does not have regular access to a flight surgeon to track flight physicals and waivers, it is possible for medics or administrative personnel to obtain read only AERO access through submission of an MFR confirming need, documentation of a security clearance and the annual HIPAA training certificate to *aero-helpdesk@amedd.army.mil*.

Although efforts are underway to add the DA 4186 medical certificate to the Centralized Aviation Flight Records System (CAFRS) and a qualified physical is now a 'green light' item on AKO medical readiness indicator, AERO does not 'talk' to CAFRS or other electronic health record systems.

Some units have made dramatic improvements in flight physical and waiver tracking by formalizing a local tracking system, getting the 1SGs involved, and ensuring administrative personnel with regular access to DoD computers obtain AERO access when a local flight surgeon is not available.

Medical fitness for flight is serious business – flight pay, long term health, and safety of flight are at stake. What is your unit's flight physical and waiver tracking system?

**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!

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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.

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*Dr. (MAJ) Nicole Powell-Dunford is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, Ala.*

MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 2:14 PM Page 92





# Preserving Our Legacy and Maintaining Our Voice

By CW5 Mark W. Grapin

I never met Eddie Ward. He died on a Thursday in 1965, and wasn't found in his Dayton, Ohio apartment until Saturday.

He was interred in his unmarked Ohio grave days later; and two generations later, not even his surviving family was aware of his significance to our Branch and our Army.

Our nation's first Aviation Soldier was plucked from the U.S. Army Signal corps ranks and assigned to the fledgling Aeronautical Division on 1 August 1907 to take charge of "all matters pertaining to military ballooning, air machines, and all kindred subjects." If not for the diligence of Kentucky historian Dr. Edward M. (Mac) Coffman, his uniqueness in our Army Aviation legacy may never have been noted by our professional Association.

But forty-four years after his passing, the Army Aviation Association of America remembered Eddie Ward in his hometown of Pine Knot, Kentucky. In fact, if you're anywhere near the central Kentucky-Tennessee border on March 31st, stop by the McCreary county courthouse and join the citizens of his hometown in celebrating Eddie Ward day!

Many of us understand the deep debt of gratitude we owe our Cub Club. But how many of us can name even three of the members? And how many of us have sat with even one of them to hear their first-hand account of flying – in today's terms, cross-FLOT – to unmask the formations of the Third Reich and relay word to dispatch certain allied death on battlefields so far from home, and so long ago?

With so many of our Aviation greats taxiing clear of the active runway, our charge has never been more imperative to capture and preserve every one of their stories. Most came home – or are coming home – from their tours of duty to quiet civilian lives. And while some continue to tack on a few extra service stripes to their dress uniforms, none get to exceed their bingo fuel time.



PHOTO COURTESY OF DR. EDWARD M. (MAC) COFFMAN

**Corporal Eddie Ward (seated, center) in front of a U.S. Army Signal corps balloon basket in Norfolk, VA, 1907.**

As if to punctuate this axiom, the person considered by many of us to be the Father of Army Guard Aviation departed the traffic pattern quietly this autumn – Colonel (Ret.) John J. Stanko, Jr., and I remember him very well. He advocated for the right thing, or the right person, or the right state, or the right aircraft – not for political favor or his personal scorecard, but because each was the right thing to do at the right time.

Not all of the calls were perfect, but each was a part of an outstanding picture of holistic service to Army Aviation. And, we honor his service by preserving these stories and legacy for our next generation – for whom navigating by water towers, sectionals and AM radio stations is the stuff in history books.

## Progress in Preserving our Legacy

I don't get to Monroe, Connecticut very often. It's not really convenient to travel to, is not near a major airport, nor necessarily close to an Interstate freeway.

But buried in boxes stacked floor-to-ceiling at our National office is the very best collection of archives from our Branch history. Many of the yellowed pages dating from the 1950s now crumble to the touch, and many of the faces in the tens of thousands of photographs are recognizable to a dwindling few people on this side of Jordan.

Many attempts have been initiated over several years to catalogue this archive, and transfer these precious artifacts to electronic medium. But thanks to the groundswell of support from across our Association, Bill Harris – our Executive Director – recently added the staff necessary to undertake the cataloguing and conversion process in earnest.




Photo provided by GAMSTAT/RGW

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MAR_APRIL 11 Section 2_June04.qxd 3/25/2011 2:51 PM Page 94

Nearly every day, photos are being faxed to those who were there and names are being put to faces in snapshots as some boxes see the light of day for the first time in decades.

The lessons we learned from Eddie Ward run far deeper than tending a balloon basket or gas envelope. He taught us to be aware of history as it unfolds, and to be watchful for the obscure corners of the fabric of our corps.

We are watchful of how the warts and wrinkles of the UH-72A are smoothed, and how the crudeness of hand-launching a Raven UAV will likely seem a generation from now. In fact, more than a few have wondered at the commonality of hand-propping a Piper Cub to tossing our smallest unmanned aircraft systems skyward to begin their tasks of aerial surveillance.

The preservation of our legacy, and the story of our Branch, is an underpinning core value of our Association and a sound return on investment of every dollar of our membership dues.

### The Challenge of Maintaining or Rekindling Chapter Vitality

During my briefing to the National Executive Board this fall, LTG (Ret.) John M. (Mark) Curran asked what I saw as the greatest challenge to the success in standing-up a local chapter.

It's a question I couldn't have scripted better and the response warrants repeating in this forum. If I had to narrow the critical elements of success for either standing up a chapter or maintaining the success of an existing one, it's command support. If a battalion commander supports AAAA, but their brigade commander doesn't, the fate of the chapter suddenly hangs in the balance.

While deployments, exercises, new equipment training, and a thousand other things each erode the time we are able to dedicate to chapter meetings and related activities, this understandable crunch of the schedule is sometimes not at the heart of why some chapters wane in their activities – or even go to seed.

Occasionally, a new senior commander arrives who was never really involved with our professional association and never read on the inherent value AAAA brings to their formation.

I will strongly advocate it is in our collective best interest to invest in the success of every one of our chapters.

We offer twelve opportunities a year for that senior commander to recognize excellence in their formation with new flexibility in our "-of the month" award program; access to a local and national professional awards program which is among the best of those found in any branch of our Army; access to a robust scholarship program for the Aviation Soldier and their family members; and access to a wide variety of professional forums and conferences spaced across the calendar and operational spectrum.

Our National officers and staff remain at the ready to meet with each of our senior Aviation Leaders to explore how Quad-A can effectively augment command recognition programs and broadcast local successes to a national audience.

### Membership Committee Update

We made a great deal of progress in the weeks leading up to, and during, our last National Executive Board meeting in three major avenues.

First, we expanded the Soldier-of-the-Month program, to give each of our Chapters the flexibility to recognize excellence where they find it. This program was previously limited to recognition of those in the ranks of Private to Specialist/Corporal, and failed to take into account certain demographic limitations.

By expanding this program to allow chapters to recognize NCOs of the month, Service Civilians of the Month, Contractors of the Month, Firefighters of the Month, or any such award, we are more likely to continue expansion of our membership and recognition programs on a national scale – all of which is complimentary to the awardee and local chapter.

Second, we are very near a joint Life Membership program with another of our professional association partners – effectively expanding the current U.S. Army Warrant Officers Association (USAWOA)-AAAA program of annual joint membership. Details will follow on the dues schedule in the next month or so, but we are certain this program expansion will benefit a key demographic of our membership.

And third, if ever a panel of experts deserved the title of "Blue Ribbon," it's the host of talent who volunteered to define and charter a pilot study of our Virtual State-Centric (VSC) Chapter initiative. We'll carefully map out the steps necessary to define and explore whether the concept of virtual chapters is right for our Association, and carefully determine whether and how virtual chapters may complement – without impeding – traditional chapters.

The modest membership increases in many of our key demographics – enlisted, warrant officers, and service civilians – each serve as testament to our commitment to serve our Aviation Soldiers and their families while abiding our overarching charter to give a voice to every corner of our Army Aviation community.

Next month, we'll further explore the progress made in key aspects of our most visible membership programs, and dig a little deeper into how UAS are adding a significant dynamic to our Association.

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*.

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CW5 Mark W. Grapin
AAAA Vice President for Membership



# Scholarships for Families

By Judy Konitzer

"There is no doubt that the AAAA scholarship program continues to be one of AAAA's most outstanding benefits," according to COL (Ret.) Robert P. Birmingham, the Scholarship Foundation's (AAAASFI) current President.

The 2010 program was the largest in the Foundation's history as a result of exceptional chapter, industry, and individual contributions with a total $279,500 being awarded to 187 recipients. For the first time, AAAASFI had an exhibit on the floor of the 2010 Annual Convention, where volunteers raised over $13,000 for the Foundation. The program began in 1963 and to date $4,262,450 has been awarded to 2,484 recipients.

Members, their spouses, and unmarried children, siblings, and grandchildren of current and deceased AAAA members are eligible for scholarships and interest free loans for undergraduate, upperclassmen and graduate levels.

BG (Ret.) James M. Hesson, a past president of AAAASFI, indicates that "management of the funds is handled by a well-qualified financial institution to ensure that the assets are protected and long-term growth occurs."

Hesson adds, "As the historical growth of investment instruments has exceeded that amount, we plan to grow the value and to keep up with inflation as we progress toward the future. Noteworthy is the fact that AAAASFI is a totally separate entity with a separate charter and purpose from AAAA with no funds comingled. Futher, all costs associated with operating the AAAASFI, i.e. management fees for investment advisor etc., are borne by AAAA. We can truly say that our overhead costs are zero!"

Although there is a perception that the selection process is biased toward senior officers, Hesson counters, "As one who has sat on numerous selection panels, I can personally dispute the allegation. Before anyone on the selection panel sees an applicant's package, the AAAA office purges all names or references to rank by blocking out data which could reveal names, ranks, or references which could lead to inferring rank. The applicants' files pass through many evaluators' hands that individually score the applicant resulting in an Order of Merit list based on the sum of all individual scores. The applicant with the highest merit standings receives the highest dollar awards with grants taking precedence over loans." MG (Ret.) Richard E. "Dick" Stephenson adds, "The program is one of the absolute best due its exclusive primacy of merit as the essential criterion."

## Volunteers Getting Involved

Hundreds of dedicated volunteers over the years have contributed to the success of the program. It is interesting to see how some of them got involved.

***BG (Ret.) Jim Hesson*** served as a governor of the AAAASFI board (AAAASFI BOG) from 1989 to 1991.




MID-ATLANTIC CHAPTER PHOTO

**Scholarship Foundation board members and volunteers alike, staff the first scholarship fundraising booth in April at the 2010 Annual Convention in Fort Worth, TX. (from left) Darla Hall, LTC (Ret.) Ed Carnes, Kit Roache, BG (Ret.) Jim Hesson; COL (Ret.) Jill Ludowese, and Connie Hansen.**

When his work schedule took precedence, he became inactive; however, in 1998 when two of his grandchildren were awarded scholarships Hesson said, "I felt an obligation to participate in the Foundation after that and in 2001 became its President." He has been active ever since.

***Ron and Carol Kurowsky's*** daughter Melissa received the two year Dean Kelly AAAA Scholarship in 1987, followed by their son Jay's receiving it two years later. This led to the Kurowskys' involvement in AAAA's Fort Monmouth Chapter as well as Ron serving on the AAAASFI BOG as its treasurer. Carol says "You don't need a rank to join AAAA's volunteers, so become an active member of your local chapter. Get involved, help the Soldiers and their families, and you'll be all that you can be."

***Connie Hansen*** established a scholarship in her husband CW3 Stephen A. Hansen's name, after she lost him to an aircraft accident in 1988. From awards committee to appointed member of the AAFSI BOG and currently serving as its elected secretary, Connie says, "My involvement with the scholarship foundation has kept me connected to old and new friends in the Army Aviation community, but most importantly given me a sense of fulfillment in keeping Steve's memory alive while helping a student fulfill their educational goals."

***COL (Ret.) Thomas Harrison's*** son and daughter both received scholarships and he shared that "the scholarships were important to our children from a sense of accomplishment perspective. Merit based awards are great recognition for hard work." Tom serves as Vice President of the AAAASFI BOG with his wife Katrina sharing in a lot of the work. Tom says "the most gratifying part of the volunteer effort is seeing the caliber of applicants. It is humbling."

## Accolades from Students

Students (freshmen, upperclassmen and graduate students) from large and smaller institutions with varied majors have provided some testimonials of appreciation,

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:27 PM Page 97

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MID-ATLANTIC CHAPTER PHOTO

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:27 PM Page 98

## From the Army Aviation First Lady

By Kim Crutchfield

I am truly looking forward to this year's AAAA Annual Professional Forum and Exposition in Nashville, TN. Not only is this event always a great opportunity to see old friends and meet new ones, but it is also a time for spouses to reconnect and recharge their inner spirit with this year's focus on wellness and resiliency. Remember that we are all better for each other when we take care of ourselves. Taking a "time out" for yourself should be a priority, not an afterthought, which is why the wellness and resiliency theme was chosen.

I would also like to take this time to thank AAAA for their contributions to scholarships for family members, to include spouses, who want to further their education. As a former teacher, I have known several high school seniors who have applied and received scholarships from AAAA and they are truly grateful.

I also want to commend AAAA for their support of the Honorable Order of Our Lady of Loreto Award, which recognizes military spouses who have contributed unique support to the Army Aviation Family and community. I am so thankful to AAAA for creating this award after my husband suggested to the Board several years ago that Aviation spouses deserved to be recognized by an award similar to the Molly Pitcher award which is bestowed on Field Artillery and Air Defense Artillery spouses.

Since 2004, 426 Army Aviation Spouses have been recognized for their contributions to the Aviation Family and community. Our Aviation Family and our Army Family are blessed to have such wonderful spouses who give their time and energy to make each other's lives a little better. Thank you so much for all that you do!

Above the Best! ❖

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

which I am pleased to share with you.

***Kelsey Windsor Hamilton*,** Auburn University, Class of 2014, majors in Business with plans to eventually earn an MBA, writes: "I am writing to thank you for your generous $2000 AAAA scholarship in memory of LTG (Ret.) Harry W.O. Kinnard. I feel especially privileged to receive the first AAAA Scholarship in his memory." Kelsey's great grandfather LTC (Ret.) R.F. Windsor served with LTG Kinnard during the Battle of the Bulge. She adds, "You have lightened my financial burden which will allow me to focus more on the most important aspect of school, learning. Your generosity inspires me to help others and continue to give back to the community; most importantly, I promise that when I am able, I will help students achieve their goals just as you have helped me."

***Madeline Chais*,** freshman at the University of Michigan, and the recipient of North Texas Chapter V Matching Scholarship, writes "I can't tell you how much this means to me and my family. The scholarship funds will ease the financial burden of starting my freshman year. I am so proud of my grandfather's honor and dedication to military service to our country. With this scholarship, I too feel like I have a small part in making his accomplishments even more meaningful."

***Christopher Rawson*,** electrical/ mechanical engineering technology major at Rochester Institute of Technology writes, "Please accept my sincere thanks and appreciation to the scholarship committee for selecting me as this year's recipient of the Empire Chapter Matching Scholarship. Upon completion of this program, I hope to find employment as an engineering technologist and become an engaged member of my community."

***Samantha Swinsick*,** Arizona State University, and recipient of the Arizona Chapter Joe C. Koch Memorial Matching Scholarship is looking "forward to beginning my college career in chemistry and AAAA has certainly been a big help in getting me started."

***Brandilynne Schierland*,** Luther College, Iowa, and a recipient of one of the 3 Otter-Caribou Heritage Scholarships, thanks "the AAAA Scholarship Foundation, and the AAAA National Awards Committee for taking time out of your busy schedules to carefully review my application…and I am honored to be one of the chosen recipients. I plan on pursuing an education in the field of psychology and then continuing on into the physical therapy program."

***D. Alex Wood*,** writes, "It is with great respect and personal pride that I accept the Griffin Chapter CW3 Timothy Breneman Memorial Matching Scholarship. As I look forward to my college career at the University of Notre Dame, I anticipate the next four years to be exciting, challenging, and rewarding."

***Frank Keyser Family on behalf of Madelyn*,** University of Pennsylvania and recipient of the Vietman Helicopter Association Heritage Scholarship writes, "Our entire family thanks you for the support AAAA continues to give Maddie and the children of other membership families as they pursue their education in certainly challenging times. For Maddie, the scholarship really helps relieve some of the financial stress and allows her to focus and enjoy her experience at Penn following her dream of a career in Nursing."

***Samantha E. Mayes*,** University of Alabama at Birmingham, writes, "I would like to thank you for awarding me the Tennessee Valley Chapter MAJ Jeffrey DeCarlo Matching Scholarship. It will help to ease the monetary burden that is associated with pursuing a Master's degree in Education. I really appreciate the assistance that your organization provided to me."

***Carolyn M. Webers*,** a masters degree candidate at the University of Alabama, says, "I am very grateful to have received the Aviation Center Chapter Matching Scholarship. I am so thankful for the generosity of those who have helped to fund this scholarship and for their support of my continuing education."

### Getting Involved With Your Chapters

Congratulations to all awardees. And thank you to all chapters who currently participate. Others can participate by just raising $500 (small) and $1000 (larger) chapters with a match from AAAA. For more information contact us at 203-268-2450 or visit *www.quad-a.org*.

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

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 100

# Annual Joseph P. Cribbins Aviation Product Symposium

By Mr. Gary Nenninger and CW4 Dave Kather, Retired



PHOTOS BY JOSEPH RAMIREZ

**CW4 Tamara Cureton accepts the Logistics Unit of the Year Award on behalf of the Soldiers of the 96th Aviation Support Battalion which remains deployed to Afghanistan. Presenting the award are (left to right) MG James E. Rogers, AMCOM CG; MG Anthony G. Crutchfield, USAACE CG and Aviation Branch Chief; BG (Ret.) Rodney A. Wolfe, AAAA National President; and MG William T. Crosby, PEO Aviation.**



PHOTOS BY JOSEPH RAMIREZ

**Ms. Peri Widener accepts the Materiel Readiness Award for a Major Contractor for Boeing's Global Services and Support Army Integrated Logistics (AIL) organization from Rogers, Crutchfield, Wolfe, and Crosby.**

The AAAA and the Tennessee Valley Chapter hosted the 37th Annual Joseph P. Cribbins Aviation Product Symposium Feb. 9 and 10, 2011 at the Von Braun Civic Center in Huntsville, AL. The intent of the symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning support to the aviation warfighter.

This year's symposium was extremely successful, with over 510 attendees and 80 industry and government partners hosting booths in the exhibit hall of the Civic Center.

Named in honor of the former special assistant to the Deputy Chief of Staff for Logistics and the chief of the Aviation Logistics Office, the theme of this year's symposium was *Army Aviation: The New Challenge.*

On Wednesday of the two-day event, MG James E. Rogers, commanding general, Aviation and Missile Life Cycle Management Command (AMCOM) gave an update, speaking of the "huge demand" for Army aircraft. He reminded industry partners to "help us to become more efficient" and that we all work together as a "team of teams." He was followed by the "Supporting and Modernizing the Force through Combat Operations" panel.

Chaired by COL Dennis Williamson, Ret., PEO Aviation G3, the panel was comprised of COL Neil Thurgood, project manager (PM) Utility; Mr. John Palumbo, Sikorsky; COL Shane Openshaw, PM Apache; Mr. Tim Sassenrath, Boeing; Mr. Jeff Langhout, deputy PM Cargo; Mr. Raymond Haddad, Boeing; and COL Robert Grigsby, PM Armed Scout Helicopter with Mr. Jim Schultz, Bell/Textron.

The 2011 Project Management Office (PMO) Awards were presented next with the following being recognized:

- Apache PMO award to Mr. John Lund, Systems Dynamics
- Armed Scout PMO award to Alion-McNally Center for Production Technologies
- Aviation Systems PMO award to NMC-Wollard
- Cargo PMO award to Mr. Sebastian Arrigo and the Millville Aircraft Modification Center
- Unmanned Aircraft Systems PMO award to AeroVironment
- Utility PMO award to Ms. Dawn Hilliard, Wyle CAS
- Soldier Warrior PMO award to Ms. Mardenna Turnbough, CSC
- AMCOM G-3 award to Aranea solutions Inc.
- Aviation and Missile Research, Development, and Engineering Center (AMRDEC) award to Mr. Jerry Heck, CGI/Stanley, (Dynetics)
- Aviation Engineering Directorate award to Camber Corporation
- Integrated Materiel Management Center (IMMC) award to Eaton Corporation
- Corpus Christi Army Depot (CCAD) award to General Electric-Aviation

On the second day, with the winter weather causing delays, the event hosted several guest speakers and panel presentations with follow-on question and answer sessions. After Gary Nenninger, TVC President opened the session, Huntsville Mayor Tommy Battle was in attendance to welcome the participants and he was slightly harassed about getting the icy streets cleared up.

Then Mr. Ross R. Guckert, the assistant deputy for

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MAR_APRIL 11 Section 2_June04.qxd 3/25/2011 3:47 PM Page 102



Mr. Raymond Haddad accepts the Materiel Readiness Award for an Industry Team on behalf of the Boeing Interim Contractor Support Team from Rogers, Crutchfield, Wolfe, and Crosby.



PHOTOS BY JOSEPH RAMIREZ

Mr. Eric Minter is presented the Materiel Readiness Award for an Individual by Rogers, Crutchfield, Wolfe, and Crosby.

acquisition systems management, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology) presented both total force and aviation modernization strategies in an austere fiscal environment.

He was followed by MG Tim Crosby, Program Executive Officer, Aviation who provided the PEO update.

MG Crosby talked of being more efficient under a constrained budget and the "tough calls" that will have to be made in the future. He was followed by the "System Supply Chain Management and Modernization" Panel.

Ms. Lisha Adams, Executive Director, IMMC, chaired the panel with members COL Tony Potts, PM Avn. Systems; Mr. Mark Curran, L-3 Com; COL Greg Gonzalez, PM UAS; and Mr. Steve Reid, AAI.

During lunch, BG Rod Wolfe, Ret., AAAA national president, discussed the upcoming Annual Forum in Nashville, TN and introduced the luncheon speaker, MG Anthony G. Crutchfield, aviation branch chief and commanding general of the U.S. Army Aviation Center of Excellence (USAACE).

MG Crutchfield's speech was about the Future of Army Aviation and how we are to get to the end state of "a healthy Aviation Branch postured for full-spectrum operations, in defense of our national interests and our Nation."

The luncheon was followed by the "Transitioning the Fight" Panel, chaired by COL Brian Diaz, TRADOC Capabilities Manager Utility/Lift; and consisting of COL Terry Jamison, 82nd Combat Aviation Brigade (CAB); COL Barry Keeling, National Guard Bureau, COL Donald Galli, 3rd CAB and CSM Tod M. Glidewell, Aviation Branch & USAACE CSM.

Mr. Keith Roberson, G3 AMCOM spoke next addressing aviation maintenance initiatives. He was followed by COL Christopher Carlile, CCAD and COL Donald Nitti, Aviation Field Maintenance Directorate Reset with updates on their respective operations.

A major highlight of the symposium was the evening's awards dinner. Following relaxing entertainment by comedian Rik Thomas, MG Rogers, MG Crutchfield, MG Crosby and BG Rod A. Wolfe, Ret. presented the AAAA 2010 Functional Awards for Logistical and Materiel Readiness.

The Outstanding Logistics Support Unit of the Year was the **96th Aviation Support Battalion**, Task Force Troubleshooter, 101st Combat Aviation Brigade based in Kandahar, Afghanistan.

LTC William W. Ferguson, commander, and CSM Todd W. Vance are both still deployed. CW4 Tamara Cureton accepted the award on behalf of the unit for their serving with great distinction while deployed in support of Operation Enduring Freedom (OEF).

The Materiel Readiness Award for a Contribution by an Industry Team, Group or Special Unit was awarded to **Boeing Interim Contractor Support Team**, Huntsville, AL. Mr. Raymond Haddad accepted the award for the ICS team's variety of services to the CH-47F community.

The Materiel Readiness Award for a Contribution by a Major Contractor was presented to **The Boeing Company**, Huntsville, AL. Ms. Peri Widener accepted the award for Boeing's Global Services and Support Army Integrated Logistics (AIL) organization for supporting the Chinook and Apache programs.

And the final award, Materiel Readiness Award for a Contribution by an Individual Member of Industry was awarded to **Eric Minter**, of CAS Group, Wyle, Inc. for his immense contribution to Army Aviation as the Common Missile Warning System/Advanced Threat Infra-Red Counter Measures (CMWS/ATIRCM) fielding manager for PMO Aircraft Survivability Equipment.

The symposium also provided a unique opportunity to highlight the great work of the AAAA Scholarship Foundation.

The generosity of the attendees and AAAA members was overwhelming and greatly appreciated, as the TVC received more than $19,500 in scholarship donations.

This year's Cribbins APS continued a 37-year tradition of growth and improvement, but more importantly, service to Army Aviation and its Soldiers.

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*Gary Nenninger is the president and Dave Kather is the vice president for publicity of the AAAA Tennessee Valley Chapter, Huntsville, TN.*

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 104

FROM THE ARCHIVES
Article from the April, 1958 issue of ARMY AVIATION Magazine.

# Army Aviation: New Uses

By Maj. Gen. Hamilton H. Howze



AAPI PHOTO

During Exercise Sabre Hawk, Seventh Army's biggest maneuver since World War II, Army aviation units were widely employed in providing tactical mobility to attacking"Red Forces."

An enthusiast on the subject has no difficulty in visualizing multiple uses for light aviation; the task is in fact altogether too simple. But in the process one comes up sharply against the old problem of personnel spaces. It is so easy to use personnel for the various supporting activities in a modern army that one runs out of spaces for the troops to be supported, making it possible to achieve the ideal army: everybody fully engaged in the rear areas, nobody left to be shot at.

Even so, I predict a bright future for Army aviation, for it offers a solution to some of the Army's most pressing tactical problems. And its pilots, as in the past, will have the privilege of being shot at.

In this article I do not attempt to outline the functions of Army aviation, which I hope are now broadly known in the Army. What I call "new uses" all fall within our authorized functions.

I'll start with the use of aircraft for the movement of combat troops. Perhaps this cannot be designated, with complete propriety, a "new use" of Army aviation, because the Army already has a considerable number of helicopter and fixed-wing aviation transport companies, comprising a total of several hundred troop-carrying aircraft. These units are broadly distributed in the continental United States, in the Far East Command, and in Europe, and participate regularly in troop exercises in those areas.

But while this sort of thing has lost some of its novelty, the proper tactical exploitation of the capabilities of slow-flying aircraft in the movement of combat units does require a new understanding and a new imaginative application.

It should be first acknowledged that the helicopter is not a routine substitute for the truck. The helicopter is sufficiently expensive and difficult to maintain, and its availability in quantity is thereby sufficiently restricted, to make it a special-purpose item. Its use should be reserved for certain special purposes, for which it is indispensable.

Actually some (not all) of the jobs of the helicopter may be undertaken by short-take-off-and-landing airplanes when greater discretion in the selection of landing areas is operationally possible.

In moving troops, the helicopter will perhaps find its greatest utility as an obstacle crosser. It has unparalleled capabilities in this respect. And the battlefield is essentially a conglomeration of obstacles.

Natural obstacles are rivers, hills, and ridges, creeks and swamps. The old familiar artificial obstacles are the areas swept by enemy fire, interdicted roads, blown bridges and culverts, craters, mine fields of all varieties, and (if we move offensively) the enemy positions themselves.

New obstacles heretofore unencountered by our troops are large areas irradiated by atomic blast, areas in which woods and fields are set afire by atomic blast, areas in which all bridges are down and a town's rubble lies across road—and possibly areas contaminated by persistent gases.

The question now is how to move troops rapidly from A to B, from C to D, from E to F, etc., etc. If the problem is not to move rapidly, if surprise is not a factor, surface means may be used, but certainly they will be slow and in many instances very hazardous. In these circumstances helicopters can move troops and certain equipment with speed and efficiency and generally without regard to the nature of the obstacle, but they can't do it on a routine basis unless a great many machines are available.

Another application of the troop-carrying helicopter derives its importance from the characteristic speed of aircraft. Ninety knots on a straight line is still very fast when compared with the speed of a truck following a tortuous, rutted, crowded road.

There seems to be universal agreement to the proposition that troop formations in the atomic era must take the form of a number of dispersed islands of force, each island being garrisoned by semi-independent units of all arms. But these islands are not rooted; even in defense they must be movable.

For years we have talked of "mobile defense"—some of us not understanding the meaning of the term. Now we have to understand it. Mobile defense implies flexibility, a deliberate rejection of the idea of defending bits of ground "at all costs." One may be blasted off a terrain feature by a single explosion—and will be, if too much force is committed to its defense.

Mobile defense requires (it has got to be said) mobility. Armored units have their own, organically. Helicopter lift for infantry must come mostly from helicopter companies

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 106

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**U.S. Army Aviation Board personnel test the lifting capability of an H-37 Mojave at Yuma, Arizona, a part of the off-Post testing performed to secure operational data under high and low temperatures and high altitudes.**

attached to divisions and, usually on a one-shot basis, to smaller units. Infantry mobile reserves so essential to this type of defense may be so by the attachment of helicopters, bivouacked alongside and ready to go.

An attack cannot be preceded by an assembly of assault forces in strength in what we used to call attack positions, for such concentration will invite wholesale destruction by the enemy's area weapons. Notwithstanding, the requirement is still to produce the maximum practicable amount of force (with constant regard to the atomic threat) at the proper place with the best possible timing.

The only solution lies, again, in mobility. Some portion of the attacking infantry can, of course, move by surface means to a position from which it can jump off in attack, and armored elements can do the same. Armored elements, of all our forces, are best equipped to withstand atomic blast while on the move.

Helicopters can contribute greatly in this situation. Helicopters can carry infantry from positions well to the rear (say twenty-five miles) rapidly and with very precise timing to any given area. This affords to helicopter-borne infantry great latitude in the selection of the point of thrust against the enemy and enhances greatly the possibility of surprise.

These are factors of the utmost importance, the implications of which must be pondered a bit to be fully understood. Additionally, the unique ability of the helicopter to cross obstacles (as previously described) affords to helicopter-borne infantry additional latitude in the direction of thrust, for there will be many occasions in which natural and artificial obstacles—the latter including the actual positions of the enemy—can be negotiated quickly and the assault troops placed in position to move against the enemy from unexpected directions. The problem facing the defender will thereby be greatly increased.

The vulnerability of the helicopter is, of course, a pertinent consideration. The machines will be subjected to normal hazards of combat, and it will not be unusual to see one crash and destroy its occupants. War can be dangerous. But the answer to the survival problems lies in the techniques of helicopter employment, with the special reference to the use of supporting fires to enhance greatly the chances of survival.

To reduce vulnerability, helicopter operations in daylight must, generally speaking, be conducted over land areas dominated by weapons organic to the Army. This in effect means the helicopters must be used either over friendly territory or in the course of only very shallow penetrations over enemy territory.

Our new missiles, Hawk in particular, give promise of being able to afford excellent protection to helicopters against the depredations of enemy fighter aircraft. The helicopter probably will be able to avoid engagement by heavy enemy anti-aircraft fire by flying very close to the ground—contour flying, well below the ridge lines.

Enemy small-arms fire may be suppressed by conventional and unconventional means. It is obviously easy to neutralize large areas by use of atomic explosives, an almost unfairly simple solution to the problem. But conventional artillery fire—which can be delivered in heavy concentrations for the short period of time necessary for a flight of helicopters to pass a given danger area—can have an efficient suppressive effect on the enemy. Additionally we expect to arm our cargo helicopters with a single machine gun each to permit them,

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:29 PM Page 108




AAPI PHOTO

**In northern Norway, pilots of the U.S. Army's 8th Helicopter Battalion carried loads of building materials, steel, electronic equpment, and even dynamite to mountain-top sites of micro-wave relay stations. The H-34As delivered their cargo at the rate of 1 1/2 tons every two minutes.**

when moving into a dangerous area, to at least spray the ground as a sort of sanitizing measure. And remember that helicopters arrive very quickly, frequently with complete surprise, and unload and depart very quickly.

Perhaps the most important way, however, to cope with vulnerability lies in the use of helicopters at night and in inclement weather. Here the Army is moving as rapidly as it can, but it should be stated that our helicopter companies do not at the present moment have the capability of flying in inclement weather very close to the ground—and this is the tactical requirement.

Even a casual consideration of a dispersed battle formation raises in the most obvious way the question as to how the enemy may be kept out of our area of defense.

In the Korean war the Communists developed to a high point of efficiency the tactic of infiltration. Our units were privileged (so far as the atomic threat was concerned) to concentrate as much as they wished; even so, they were unable to prevent enemy infiltration into and through the forward defensive area on a fairly regular basis. Apparently some of the snappiest hand-to-hand actions were fought in battalion and regimental command posts.

In a defensive formation gaps of several thousand yards will exist between our units. How to keep the enemy, in small numbers, from moving into those gaps is not susceptible of solution. In truth, we cannot keep him out. Reconnaissance aviation can contribute materially toward solution, but to establish an impenetrable screen will be quite impossible.

A similar situation exists when our forces are moving offensively, for again, as has been said before, the formation must be sufficiently dispersed as to not invite nuclear attack. Attacking units operating perforce at minimum density cannot hope to sweep all enemy from penetrated areas.

How, then, are the units in forward areas to be resupplied? Enemy infiltrating parties, or enemy elements bypassed by our attacking spearheads, represent the most serious sort of threat to our ground lines of supply—a threat so serous as to make resupply by ground means practically impossible.

I therefore suggest that we consider the resupply of isolated units (which in effect means the majority of units in the most forward areas) by air to be routinely necessary. Air resupply, indeed, appears to be the only solution to a problem which, left unsolved, will make impossible efficient operations by units deployed for combat.

Resupply by air will, of course, have its own hazards. It appears essential that it be conducted, as a normal thing, at night or in inclement weather by very low flying aircraft. A new possibility in this respect lies in the use of fairly small drone aircraft, which will presumably be capable of carrying larger payloads than similar manned aircraft and will be less hazardous to personnel. The drone will be equally efficient, day and night.

The use of light aircraft in the ground-reconnaissance role is not altogether new, but it does represent a possibility thus far only superficially explored. Until now reconnaissance by aircraft—whether high performance Air Force aircraft or Army observation airplanes—has been performed as an entirely separate task only remotely connected with the detailed type of reconnaissance habitually performed by the Army's armored reconnaissance forces.

In the vast majority of cases the aircraft were not organic to the ground reconnaissance units, and aircraft pilot and observer reports were made directly to major headquarters and usually reached the ears of the reconnaissance unit commander.

Without disturbing that process, it is time now that we proceeded rapidly in the true integration of aircraft in our reconnaissance units to allow those units to perform more efficiently their classic roles of reconnaissance, security, seizure of critical areas, and pursuit. I am not suggesting independent air reconnaissance battalions but rather the intimate combination or air and surface reconnaissance means.

Nowhere in any Army-approved table of organization and equipment at the present times does there exist a reconnaissance team composed of a light aircraft, a pilot, and a regularly designated observer. This, I think, is a startling state of affairs. We have not exploited the capability of the team, trained and regularly practiced in the art of reconnaissance.

I visualize the incorporation in our present ground-reconnaissance units —the division reconnaissance battalions and the armored cavalry regiments—of platoons of these reconnaissance teams riding for the most part in light reconnaissance helicopters, each of which will be armed with a single light machine gun. The techniques of operation of these small teams have yet to be developed, but we are working on it. In this development, however, we should rule out at the start of the process of flying the aircraft directly into the enemy, or directly over territory known or suspected to contain hostile elements.

MAR_APRIL 11 Section 2_June04.qxd 3/29/2011 2:29 PM Page 110



AAPI PHOTO

**Highlighting one day's exercise play in the early phases of Exercise Sabre Hawk, Army Choctaws engaged in an airlift operation , moving the 11th Airborne's 502nd Infantry across the Main River to seize a bridgehead and to isolate defending "Blue Forces."**

This idea is very difficult to put over, and when it is not fully grasped the whole concept is misunderstood.

The helicopters, operating in sections of two or three, will habitually fly over close to the ground. On a reconnaissance mission they will move laterally many more miles than frontally. Movement by bounds—one or two machines covering the movement of another—will be frequently practiced. In the course of an approach to a terrain feature suspected to be occupied by the enemy, the helicopters will move deliberately and according to the system from one point of cover to the next; they will hover rather frequently, but always within a few feet of cover, so that if engaged by fire they may drop quickly out of sight.

Occasionally one will land, permitting the observer to leave the machine to take up a ground point of observation. With their machine guns they can execute the battle-tested device of reconnaissance by fire; e.g. if they suspect enemy occupation of a group of buildings or a small ridge, they can shoot a few bursts into the suspected area to see if a reply is forth-coming. If the section is engaged by hostile fire, it will always avoid a shooting duel, for the discovery of the enemy is its function, not the enemy's destruction.

In the course of the reconnaissance of an area or of a route, the helicopters will not fly directly up roads but rather off to the side of them, for in moving situations the enemy is very apt to be on the roads. A dangerous-looking area is not flown into but is first inspected carefully at a distance, and then perhaps flown around in order to give the team the benefit of examination from several points of vantage.

Visibility from the air is generally excellent. Needless to say, one cannot see from a helicopter certain details visible to a ground vehicle; on the other hand, the reverse is also perfectly true.

In rapidly moving situations where this type of reconnaissance will be especially valuable, our armored ground reconnaissance units moving down roads are unable as of the present time to observe very large areas off roads where the enemy may lurk in force. The helicopter can discover this enemy; under many circumstances it can see beyond terrain features which totally block ground observation. While helicopters cannot see details through heavy tree growth, neither can ground vehicles see very far laterally in thick woods.

So while the ground-reconnaissance vehicle and the reconnaissance helicopter each have different limitations, on balance I believe the helicopter is considerably superior in what it can see. Certainly it will be an enormous valuable collaborator. Hastily laid mines, camouflaged road blocks, objects or personnel away from the roads, and all objects beyond terrain masks will, I believe, be more susceptible of detection from air than from the ground.

The platoons of reconnoitering helicopters should be backed up by other somewhat larger aircraft carrying riflemen. I do not visualize large units, but rather small quantities of riflemen especially trained for this type of operation, skilled in patrol and commando tactics, and regularly assigned to very light agile, troop-carrying helicopters. The Army is studying the development of helicopters very much smaller than the H-34 and H-21 for this role.

Backing up both the air-transported riflemen and the reconnaissance helicopters should be a small number of shooting helicopters—medium-sized machines each carrying multiple machine guns, possibly rockets, and fairly large quantities of ammunition. These are not to be used for the engagement of heavy enemy forces, and neither are they, by any stretch of the imagination, competitors with the fighter-bomber.

Unlike the fighter-bomber they will operate habitually on the tree tops, shooting generally from hovering positions close to cover behind which they may drop promptly when engaged by enemy fire, and shooting always from territory under friendly control into territory under enemy control. They will not fly over the enemy, and they will not indulge in fire duels. They will deliver heavy concentrations of fire for short periods of time, drop behind cover, reappear at a new spot and repeat the process.

The vulnerability of the helicopter is a matter which needs continuing exploration. Using the tactics and techniques which are possible to evolve, I do not believe the aircraft will be unacceptably vulnerable. Remember that these craft can shoot back; that they will know promptly when they are fired on; that they will operate very close to the ground and therefore close to cover. They move faster than one thinks, and will provide no background normally available to the ground machine gunner for adjustment of his fire. The estimate of range to these aircraft will be very difficult, and if inaccurate will render the fire against them ineffective.

Because a helicopter flying over a concentration of enemy troops not themselves under fire may be readily shot down does not mean that a reconnoitering helicopter in the hands of a clever pilot and observer, trained to their task, can be easily destroyed.

But of course some of these craft will be shot down. If anyone knows a really safe way to conduct effective reconnaissance of the enemy at the forefront of the battle area, he hasn't yet divulged it publicly. It can't be done with mirrors.

We are all acutely aware, painfully aware, in some quarters, of the new emphasis on missiles. On the several varieties of surface-to-surface missiles the Army is placing much of its hope for that part of the close support of ground troops heretofore performed by the fighter-bomber, and the Army is leaning heavily on the surface-to-air missile to control the airspace above it.

I do not believe that anyone is yet willing to predict

MAR_APRIL 11 Section 2_June04.qxd 3/30/2011 3:57 PM Page 111

when, or even whether, fighter aircraft will become altogether outmoded for these purposes, but on the other hand it is apparent that missiles can at least partially replace them. But how well missiles will do the job depends partly on how flexibly they may be employed.

When the ground-launched missile systems and supporting combat aircraft are conceptually compared, the aircraft win hands down as regards flexibility of employment. Perhaps this will remain true, for it appears that it will always be possible to concentrate in a given area a greater amount of air firepower than missile firepower. Every flyable fighter in Europe, for example, could be airborne over a single spot at the same time. But if the missile, despite its superiority on other counts, suffers in the field of flexibility, then we should make a strong try at improvement.

The missile in the correct place at the correct time, equipped with the correct warhead and provided with a proper target, can be very effective. The problem is to make all these conditions come about.

It would appear that light aviation is the best possible answer. While there have been a number of theoretical studies on the capacities of cargo helicopters and fixed-wing aircraft in moving missiles, and while new missile designs take, presumably, proper account of air transportability, the Army has not thus far gotten very far along toward a true integration of aircraft in missile operations. There are great advantages possible in the movement of missiles, component parts of missiles, missile launchers, and crews by air in building a concentration of firepower for a swift attack.

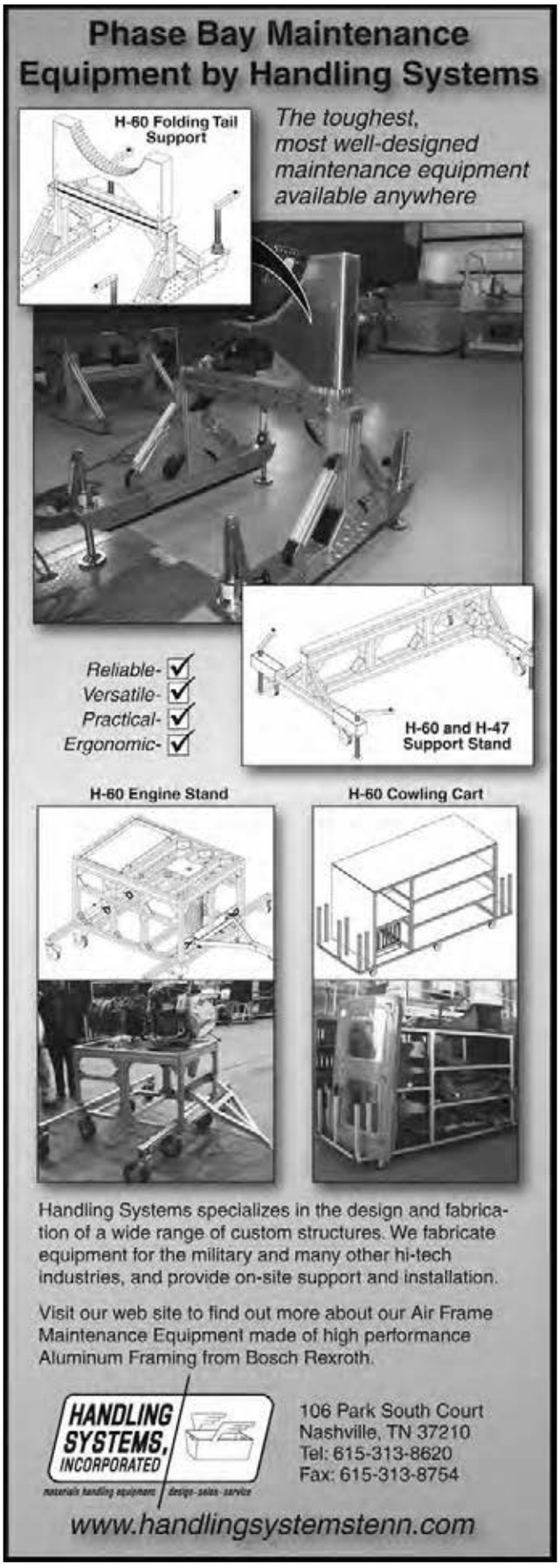
Moreover, a sufficient number of missiles to afford necessary coverage on a semipermanent, relatively immobile basis everywhere in an extensive battle area will be prohibitively expensive; large stockpiles cannot be maintained at battery sites. Economy of materiel and tactical necessity would appear to demand frequent use of aviation to distribute or redistribute missile firepower quickly according to need. The alternative is unacceptable inflexibility.

A man by the name of Clausewitz says this: "In any specific action, in any measure we may undertake, we always have the choice between the most audacious and the most careful solution. Some people think that the theory of war always advises the latter. That assumption is false. If the theory does advise anything, it is the nature of war to advise the most decisive, that is, the most audacious. Theory leaves it to the military leader, however, to act according to his own courage, according to his spirit of enterprise, and his self-confidence. Make your choice, therefore, according to this inner force; but never forget that no military leader has ever become great without audacity."

This means that we must see and we must move—it's hard to be audacious sitting at the bottom of a hole. In the air just above the treetops lies one of the great hopes for victory on the ground.

❖❖

*Maj. Gen. Hamilton H. Howze was the commanding general, 82nd Airborne Division at the time this article was published.*

MAR_APRIL 11 Section 3_June04.qxd 3/25/2011 2:43 PM Page 112

# 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.*

## Shadow Amasses 600,000 Hours



PEO A/N COURTESY PHOTO

In February, 2011 the Army's Tactical Unmanned Aircraft System (Shadow) surpassed 600,000 flight hours. Produced and sustained by AAI Corporation, the Shadow system is now fielded to 98 Army platoons and four Marine Corps squadrons. The Commonwealth of Australia will receive the first Foreign Military Sales (FMS) system this summer.

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

***Sikorsky Aircraft Corporation***, Stratford, CT, was awarded a $129,424,983 firm-fixed-price contract March 4, 2011 to provide for the procurement of UH-60M, HH-60M, MH-60S, and MH-60R helicopters. Work will be performed in Stratford, CT, with an estimated completion date of Dec. 31, 2012.

***General Atomics Aeronautical Systems, Inc.***, was awarded on March 3 a $64,285,000 cost-plus-fixed-fee, cost-plus-incentive-fee contract to provide for product support, logistical support and sustainment operations to the Extended Range/Multi-Purpose Quick Reaction Capability Unmanned Aircraft System. Work will be performed in Poway, CA; Adelanto, CA; Palmdale, CA; Salt Lake City, UT; and Hunt Valley, MD, with an estimated completion date of Nov. 7, 2011.

***Lockheed Martin Corp.***, Orlando, FL, was awarded on March 1 a $9,262,000 firm-fixed-price contract for reset support to include inspection, refurbishment, and removal of sand, dust and foreign material intrusion to the Apache modernized designation sight and pilot night vision sensor. Work will be performed in Orlando, FL, with an estimated completion date of Feb. 28, 2012.

***The Boeing Co.***, Ridley Park, PA, was awarded on March 1 a $13,582,919 firm-fixed-price contract to provide for infrared suppressor systems modification B-kits in support of the CH-47F program. Work will be performed in Ridley Park, PA, with an estimated completion date of May 31, 2013.

***Honeywell International, Inc.***, Tempe, AZ, was awarded on March 1 a $25,260,496 firm-fixed-price contract for support service and supplies to support all Corpus Christi Army Depot overhaul and repair activities for the entire T-55 family of engines and components. Work will be performed in Corpus Christi, TX, with an estimated completion date of Oct. 31, 2015.

***ARINC Engineering Services, LLC***, Annapolis, MD, was awarded on Feb. 28 a $41,722,209 cost-plus-fixed-fee contract to provide for one year of contractor logistics services option for the MI-17 aircraft. Work will be performed in Iraq, with an estimated completion date of March 31, 2012.

***General Atomics Aeronautical Systems, Inc.***, Poway, CA, was awarded on Feb. 28 a $335,504,000 fixed-price-incentive-fee contract for the purchase of system hardware applicable to the Extended Range Multi-Purpose Unmanned Aircraft System. Work will be performed in Poway, CA, with an estimated completion date of Dec. 31, 2012.

***Raytheon***, McKinney, TX, is being awarded a $48,000,000 maximum value, indefinite-delivery/indefinite-quantity contract to provide life cycle contractor support for sustainment of the Forward Looking Infrared Radar System (FLIR) and Electro-Optical Sensor System (EOSS) in support of U.S. Special Operations Command, Technology Applications Program Office. The resulting contract will provide life cycle contractor support to the 160th Special Operations Aviation Regiment (Airborne) as well as the Army, Air Force, Navy and Marine components, for FLIR and EOSS systems, and subsystems for ancillary equipment. The work will be performed in McKinney, TX, and El Segundo, CA and the contract performance period ends Feb. 28, 2015.

***Sikorsky Aircraft Corp.***, Stratford, CT, was awarded on Feb. 24 a $22,710,077 firm-fixed-price contract for the procurement of two UH-60M Black Hawk helicopters. Work will be performed in Redstone Arsenal, AL, with an estimated completion date of March 30, 2012.

## Advertisers Index


AAI Corporation . . . . . 101
AAR Mobility Corporation. . . . . 105
AAFMA Assoc. . . . . 109
Advanced Turine Engine Company . . . . . 2
AECOM . . . . . 75
Aero Dynamics. . . . . 42
Aerospace Filtration Systems . . . . . 103
Alkan . . . . . 54
Aranea . . . . . 36
Army Fleet Support LLC . . . . . 61
Astronics DME Corporation . . . . . 13
AeroVironment Inc. . . . . 77
Avenge Inc. . . . . 85
BAE Systems . . . . . 5
Bell Helicopter Textron Inc. . . . . 67
The Boeing Company . . . . . 1
Coastal Aircraft Parts, LLC . . . . . 85
Contract Fabrication Design . . . . . 79
DRS Defense Solutions . . . . . 33
DRS Technologies, Inc. . . . . 91
DynCorp International . . . . . 97
EADS. . . . . 10,11, 81
EMTEQ, Inc. . . . . 52
Esterline CMC Electronics Inc. . . . . 95
Fastening Systems International, Inc. . . . . 16
FlightSafety International . . . . . 55
FLIR Systems, Inc.. . . . . 7
General Atomics Aeronautical Systems, Inc.. . . . . 41
Global Aerospace Logistic . . . . . 54
Goodrich ISR Systems. . . . . 65
Goodrich Sensors Integrated Syst. . . . . 17
Greystone Ltd. . . . . 49
Gulfstream Aerospace Corporation . . . . . 73
Handling Systems Inc. . . . . 111
Hawker/Beechcraft. . . . . 53
Honteck Corporation . . . . . 83
Insitu. . . . . 15
Kaman Aerospace . . . . . 63
L3 Wescam . . . . . 99
Lockheed Martin IS&GS . . . . . 9
Meggitt Defense Systems . . . . . 21
Northrop Grumman Corporation . . . . . 69
Phantom Products Inc.. . . . . 107
PIC Wire & Cable. . . . . 71
Raytheon Company . . . . . 87
Roberston Fuel Systems LLC . . . . . 25
Rockwell Collins, Inc.. . . . . 27
Rolls-Royce North America Inc.. . . . . 47
Science Applications International Corporation . . 26
Secure Communications Systems, Inc.. . . . . 124
Science and Engineering Services, Inc. . . . . 29
S-3 . . . . . 19
Sierra Nevada . . . . . 28
Sikorsky Aircraft . . . . . 30, 31
Skedco, Inc. . . . . 106
Stark Aerospace. . . . . 39
SPX Precision . . . . . 23
Telephonics Corporation . . . . . 89
Thales . . . . . 93
Turbomeca USA. . . . . 43
USAA . . . . . 59
USATCO/U.S. Air Tool Co.. . . . . 45
Vector Aerospace. . . . . 35
VT Miltope Corporation . . . . . 51
Westwind Technologies Inc.. . . . . 37

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:03 PM Page 113

# POTM
# PEOPLE ON THE MOVE

## AVIATION GENERAL OFFICERS

The chief of staff, Army announced the following aviation general officer assignments:



U.S. ARMY PHOTO

***BG Jeffrey N. Colt***, commander, Joint Unmanned Aircraft Systems Center of Excellence, Indian Springs Airfield, Nellis Air Force Base, NV to deputy commanding general, 101st Airborne Division (Air Assault), Fort Campbell, KY.



U.S. ARMY PHOTO

***BG Donald M. MacWillie***, commanding general, U.S. Army Oper-ational Test Command, Fort Hood, TX, to deputy commanding general, 1st Infantry Division and Fort Riley, Fort Riley, KA.



U.S. ARMY PHOTO

***BG Robin L. Mealer***, chief, force generation, Iraq Training and Advisory Team, U.S. Forces-Iraq, to deputy director, J-5, U.S. Forces-Iraq, Operation New Dawn, Iraq; shown here being congratulated by Iraqi Staff Brigadier Shakir at her promotion on Feb. 4, 2011 at FOB Union III, Baghdad.

## TRANSFER OF AUTHORITY

### Screaming Eagles Swap CABs in Afghanistan

The 101st Combat Aviation Brigade, Task Force Destiny, handed over the reins of the aviation mission throughout Regional Command-South to the 159th CAB, TF Thunder in a transfer of authority ceremony Mar. 12, 2011 at Kandahar Airfield, Afghanistan. Both brigades belong to the 101st Airborne Division (Air Assault). MG James L. Terry, commanding general, Regional Command-South, sent-off the 101st CAB and welcomed the 159th CAB.



PHOTOS BY TASK FORCE DESTINY PAO SADIE BLEISTEN

***COL William K. Gayler*** (left), Task Force Destiny commander and ***CSM Lebert O. Beharie***, TF senior NCO, case the 101st CAB colors on Kandahar Afld., Afghanistan, Mar. 12, 2011.



***COL Kenneth T. Royar***, Task Force Thunder commander and senior NCO, ***CSM Eric C. Thom***, uncase the 159th CAB colors on Kandahar Afld., Afghanistan, Mar. 12, 2011

### Flying Tigers Take Over In Iraq



U.S. ARMY COURTESY PHOTO

***LTC James O. Posey, Jr.*** (left), battalion commander and ***CSM Sammy C. Sablan*** of 8th Battalion, 229th Aviation Regiment, the Flying Tigers, are pictured here uncasing the battalion colors at the Mar. 1 transfer of authority ceremony in Taji, Iraq. The Flying Tiger battalion is the largest aviation battalion in the Iraqi theater of operations in support of Operation New Dawn with more than 600 Soldiers and 3 platoons of unmanned aircraft systems, one platoon of infantry, and one command aviation company (UH-60) in addition to their organic AH-64D Longbow structure with associated support elements. The Flying Tigers took over from the Gunfighters of 1st Bn., 1st Cbt. Avn. Bde.

## AWARDS

### eCAB Soldiers Receive End of Tour Awards



U.S. ARMY PHOTO BY SPC ROLAND HALE, ECAB, 1ST INF. DIV. PAO

LTC Kenneth Chase, commander of the 1st Squadron, 6th Cavalry Regiment, Enhanced Combat Aviation Brigade, 1st Infantry Division, pins an Air Medal on ***CW3 William Kearns*** during an end of tour award ceremony on Camp Taji, Iraq, Feb. 1. Soldiers with the Enhanced Combat Aviation Brigade, 1st Infantry Division received the awards in recognition of their service during the brigade's year-long deployment.

### Two 4th CAB Leaders Receive German Awards



PHOTO BY U.S. NAVY 1ST CLASS ERIC S. DIEHM

German Army Lt. Gen. Rainer Glatz, commander of German Operations Command, congratulates U.S. Army ***COL Daniel E. Williams***, commander of the 4th Combat Aviation Brigade, 4th Infantry Division, International Security Assistance Force, Feb. 26 at Camp Marmal, Afghanistan – after awarding him the Silver Bundeswehr Cross of Honor for his outstanding meritorious service, as U.S. Army BG Sean Mulholland, deputy commander of Regional Command (North), also a recipient, looks on. Williams, who has led the 4th CAB from the front lines, flying his first mission within one week of arriving in country, accepted the award, Germany's second highest military decoration for merit, on behalf of the Soldiers of the 4th CAB, Army aviation and III Corps.

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 114

# POTM
## PEOPLE ON THE MOVE

### AWARDS



PHOTO BY U.S. ARMY SPC. JEANITA C. PISACHUBBE, 4TH CAB PA

U.S. Army ***MAJ Robert P. Federigan***, medical operations officer, Headquarters and Headquarters Company, 4th Combat Aviation Brigade, 4th Infantry Divison, International Security Assistance Force, is congratulated by the commander of the German Medical Task Force, Feb. 27 during a ceremony at Camp Marmal, Afghanistan, after receiving the gold German Military Skill Badge for medical personnel, which represents the highest level of military medical proficiency in the Bundeswehr (German Military).

### eCAB Soldiers Take Citizenship Oath



U.S. ARMY PHOTO BY SFC. JEFF TROTH, ECAB PAO, 1ID

***SGT Jennifer Estrella*** (center), Headquarters Company, Enhanced Combat Aviation Brigade, 1st Infantry Division, recites the Oath of Citizenship of the United States of America during a President's Day naturalization ceremony at one of Saddam Hussein's former Baghdad palaces. Fifty-three Soldiers received certificates of U.S. citizenship and American flags after taking the Oath during the Feb. 21, 2011 ceremony.

### 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.

**30 Officers, Feb. 10**

**IERW UH-60 Track**
LT Joseph R. Snoke * - DG
LT Timothy G. Evans - HG
WO1 Zachary. Georgia - HG
WO1 Ryan C. Rooks - HG
LT Chase C. Ross - HG
WO1 Jeffery J. Bear
LT Cassie Bonadeo
WO1 Ryan A. Edens
LT Damion M. Graham
WO1 Steven J. Hanna
LT Adam J. Kemp
WO1 Anthony T. Mazzucola
WO1 Aaron M. McFarland
LT Steven B. Metzger
LT Stacey W. Neabore
LT Timothy J. Newlin *
LT Paul A. Proios *
CPT Tyler J. Ranney
LT Kyle C. Schaad
LT Kristopher R. Schmautz
LT Stephen T. Sexton
LT Holly N. Vance
WO1 Justin D. Willard

**IERW UH-60M Track**
LT Darlene P. Carter
LT Jordan A. Dilena
WO1 Matthew A. Ingalls
LT David A. Johnston
WO1 Cory D. Joslin
WO1 Robert A. Landers
WO1 Anthony E. Reibly

**21 Officers, Feb. 24**

**IERW OH-58D/R Track**
WO1 Aaron J. Kellum - DG
WO1 Sebastian Rivas - HG
WO1 Sarah E. Bain
WO1 Trevor B. Baxter
WO1 Julian A. Caicedo
WO1 Francis R. Caputo
WO1 Thomas S. Ewers
WO1 Krzystof Landowski
WO1 David R. McCullough
WO1 Jacob R. McGinley
WO1 Wesley B. Rinehart
WO1 Brody W. Smith

**IERW UH-60 Track**
WO1 Jan E. Stevens - DG
LT Sarah E. Fazio
LT Robbie L. Flowers
LT Humberto Hernandez
LT Jesus Maldonado
LT George B. Oliver
LT Sarah Paul
LT Brandon L. Richmond
WO1 Chadbourne Williams

**61 Officers, Mar. 10**

**IERW AH-64D Track**
LT Matthew Conner - DG
WO1 Jason Kliewer - DG
WO1 Eric J. Echeverria - HG
WO1 Jose C. Garcia - HG
WO1 Jon C. Atkins
LT Christopher T. Benjumea
WO1 Kenneth C. Bouldin
WO1 Joshua G. Buchanan
WO1 John P. Cornetto
WO1 Christopher Cornine
LT Stephen Gumpf
WO1 Cyril M. Homerding
LT Nathan W. Houston
WO1 Christopher M. Lee *
LT Daniel T. Liebetreu
WO1 Michael A. Loeb
WO1 Miguel T. Miranda
WO1 Ryan J. Reeser *
WO1 Kourtney R. Roundtree
LT Brandon G. Skelly
WO1 Charles E. Spencer

**IERW OH-58D/R Track**
WO1 Brandon Lancaster - DG
WO1 Michael Maquet - HG
LT Aaron Green *
WO1 James T. Burkhalter *
WO1 Corey H. Creighton
WO1 Eric B. Hibbs
WO1 Gregory A. Lancaster
WO1 Carrie S. Mitchell *
WO1 Gary H. Mitchell
WO1 Evelyn C. Salmon
WO1 Matthew K. Salmon
WO1 Jason J. Sargent
WO1 Devan G. Williams

**IERW UH-60 Track**
LT Freddie E. Hill - DG
LT Jason Burton * - HG
LT Devin Holbrook - HG
LT Eric R. Smith - HG
LT Vincent Atsitty
WO1 Brennan D. Avants
LT Joshua R. Bennett
WO1 Werther Bentine-Torres
LT Amy L. Breguet
LT Ryan G. Brown *
WO1 Tristan D. Brown
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LT Davidson K. Fisher *
CPT Miranda L. Gahn
LT Matthew W. Gibbs
LT Michael J. Gonzalez
WO1 Grant S. Hutcheson
WO1 Shaylen R. Knickrehm
LT Clint X. Lowe *
LT Justin B. Mace
LT Scott D. Moncrief
LT Sharil K. Richards
LT Victor Rodriguez
WO1 Jason W. Weinberg
WO1 James T. Weipert *

**IERW UH-60M Track**
LT Marshall R. Titch

DG = Distinguished Graduate
HG = Honor Graduate
DL = Dean's List
* = AAAA Member
\+ = Life Member

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MAR_APRIL 11 Section 3_June04.qxd 3/30/2011 3:59 PM Page 115



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CW4 Timothy Ray LeMaster, USAR Ret.
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LTC Neil Allen Reilly Jr.
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SGT Kristopher Souza
MAJ Joseph O.Tolentino
SFC Gary Jeffrey Williams
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MAJ Richard D. Frank
CW3 Joshua Wayne Howe
LTC Mark Schiller Levine
1SG Ivan A. Ortiz-Figueroa
CPT Travis H. Owen
1LT Daniel Seamus Spratt
CW4 Steven Sund
MG Michael S. Tucker
MG Michael S. Tucker
**Mount Rainier Chapter**
CW2 Edward D. Ewing
SSG Melinda E Heikkinen
1SG Mark D. Logan
SFC Greg Sullivan
**Narragansett Bay Chapter**
CDT John A. Gomber
**North Country Chapter**
SPC Justin D. Cook
WO1 Robert G. Erlandson
CW2 John L. Hermanson
SSG adam leopoldo loera
SGT Armando Saria
CW3 Russell K. Stegemoller
**North Texas Chapter**
SGT Christopher D. Curry
SSG William S. Gilbreath
MAJ Eric T. Phillips
Mary M. Tucker
**Northern Lights Chapter**
CSM Scott Allen Bailey
MAJ Michael S. Mendenhall
1LT Travis James Payne
CPT Nathan Stahl
MAJ William Taylor
**Old Tucson Chapter**
CW3 Nathan A. Reeb
**Oregon Trail Chapter**
Jennifer Henry
**Phantom Corps Chapter**
CPT Ryan Atkins
James Cooney
CW5 Kevin Andrew Etter
CPT Richard Gieck
Larry Hood
CW3 Robert L.Seybold Sr.
COL Kevin B. Smith
MSG JD Weber
**Pikes Peak Chapter**
MAJ George J Hart
**Ragin' Cajun Chapter**
SSG Sean Powers
SFC Jose M. Soto
**Rio Grande Chapter**
CW2 John W. Sowers
Mark Young
**Rising Sun Chapter**
1SG Billy Maloney
**Savannah Chapter**
CW3 Gregory A. Laurence
SSG david charles leonard
2LT Joseph Randall Newton
SFC Christian Noel
CW3 Craig Root
CW4 Brian R. Seligson
SGT Joshua Landon Still
CPT Jeremy Vogel
CPT Erik Wright
**ShowMe Chapter**
WO1 tim wesley storey
**Southern California Chapt.**
CPT Marco Acevedo
Kevin Brabec
CPT Angelica Christensen
Elizabeth D. Iversen
Bill McCune
**Stonewall Jackson Chapt.**
CPT Denn Alaric
SGT John B. MacCormick
**Tarheel Chapter**
CPT Mark VanVeldhuizen
**Tennessee Valley Chapt.**
COL Jesse L. Barber
Gary Birchfield
Barry Blackmon
Jason Gilchrist Blaxton
Robert Neal Brown III
Jennifer Bruce
SFC Daniel Campbell
Vicky B. Cerniglia
SFC Anthony Cervizzi
2LT Jason Charlton
COL Michael Nevin
Edward Claybourne, USAR
Karen R Cole
Ronald Dalton
Rick Davis
Jose A. DeJesus
Paul D. Dunbar
Trey Dyer
Tammy L. Ellis
Kaitlyn G. Erickson
Keith Harbin
Chad Andrew Hellums
Mark Hillgartner
LTC Jason Horne
Michael A Horrocks
Leslie Ann Hyatt
So Ihara
Stephanie Johnson
Patrick A. Lewis
MAJ Virginia C. McDougall
Amanda Medley
LTC Earl C. Myers II, Ret.
CW4 Nick Nickles, Ret.
Joshua Ernest Noriega
Joseph E. North
Michael C. O'Reilly
TSgt Eddie Ortiz Sr.
David J. Otterson
CW5 Tim A. Parker, Ret.
COL Steve Pelley
CPT Matthew O. Peterson
David Quinn
MSG Chris Redd
Jason Rios
Dawn M Sabados
SSG James T. Sanford
MSG Marty Shelton
Dennis G. Sparks
Sherman Spencer
Charlie C. Starling
CW5 Achille J. Tartaglia Jr.
MAJ Johnny Taylor II
Roger E Triplett
CW3 Kevin L. Utterback
LTC Mark M. Vaughn
Donald Wilbourn
Mike Wiley
Ferne Wlodarski
Troy Zeidman
**Thunder Mountain Chapt.**
SFC Michael Diets
MAJ Adam P Reynolds
**Utah Chapter**
Robert J Brantley
Thomas Nied
**VMI/VWIL Chapter**
CDT James Hunter Colt
**Volunteer Chapter**
SGT Jason Patrick Banta
SSG Tracy A Banta
SGM Billy D Batson
MAJ Leonard Brannom III
SSG Nathaniel R. Collins
WO1 Andrew Cordray

*Continued on page 117*

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 116





# Legislative Report

COL Curtis J. Herrick (Ret.)
AAAA Representative to The Military Coalition (TMC)

### "It's Democracy In Action"

In finding a way among the rocks and hard spots in the ongoing budget situation, the new 112th Congress Speaker of the House, Rep. John A. Boehner (R-OH), said, "It's democracy in action." Issues include passing a 2011 Defense appropriation act to allow DoD to operate efficiently in this time of war, approving a 2011 Continuing Resolution for the remaining appropriations to finish the year and working concurrently the 2012 President's Budget. Forcing factors are extending the CR before Mar. 5th, raising of the nation's debt ceiling in the late Mar. period, and meeting new Congress member's demands for budget cuts that will lead to reducing the national debt.

On Mar. 20 at 4:40 AM, after a more than 60-hour hearing on the House floor of almost 600 amendments, the House voted on 100 amendments and approved a budget, 235-189, with $61 billion in cuts. The combination of these cuts with the $41B in reductions in President Barack Obama's earlier unapproved 2011 budget allowed the House to reach their goal of trimming $100B to reach 2008 spending levels.

From this point the House and the Senate are to reach an accommodation on the cuts, which are very unpopular to some, that is acceptable to the president and within the time constraints to sustain government operations during Mar.

### White House Military Family Plan

In response to a request from troops during a Dec. Afghanistan visit, "Sir, take care of our families...," President Barack Obama had an interagency policy group prepare a plan. On Jan. 24, the President, alongside First Lady Michelle Obama and Dr. Jill Biden, presented the "Strengthening Our Military Families: Meeting America's Commitment" plan.

Strategic priorities included enhancing the well-being of the military family, ensuring the excellence in the military children's education, developing career and educational opportunities for military spouses, and increasing child care availability and quality.

Cabinet secretaries pledged their commitment to support the priorities and partnerships described in the report. In all, the president said his administration made nearly 50 commitments in support of military families.

### Young Vet Jobless Rate Up

The Labor Department's Jan. figures revealed that the jobless rate for young veterans, 20 to 24 years, is on a rising trend to 31 percent, almost twice that of nonveterans. For Iraq and Afghanistan veterans the rate is 15.2 percent, estimated to be almost 300,000, against the U.S. unemployment rate of 9 percent.

Rep. Jeff Miller (R-FL), chairman of the House Veterans Affairs Committee, wants to work with the VA, Labor and employers to retool existing jobs programs.

Sen. Patty Murray (D-WA) is not convinced retooling the existing programs will be enough and that quick action is needed. She observed that veterans have the skills to succeed in the work place but have difficulty transferring those skills and that there might be an employer bias against hiring recent combat veterans.

Mr. Paul Rieckhoff, a director of the Iran and Afghanistan Veterans of America, a TMC organization, remarked that the military's Transition Assistance Program used in training and counseling separating and retiring troops was reported as not satisfactory in a hearing last year and still needs to be improved.

### Pressure For Defense Appropriation Act

Secretary of Defense Robert M. Gates' efforts to relate the need to Congress for a 2011 defense appropriation act to permit the department to operate efficiently this year seem to have started appropriation activities. For Army aviation this will allow the production start of 4 CH-47Fs for the 13th Combat Aviation Brigade.

### Caregiver Benefits Progress Inadequate

After Pres. Obama approved the caregiver benefits program in May, 2010, the Department of Veterans Affairs has missed the Jan. 31 start of the program due to the complexity of establishing eligibility criteria and setting up the program. Under the act those caring for the most severely wounded veterans of the Iraq and Afghanistan Wars may qualify for counseling, health-care training, respite and a monthly stipend. Initial stringent VA application of the law may reduce the size of the program from the anticipated 3,500 to about 850 families.

Many await the delayed start of the program in the spring to learn if their veteran will qualify.

### SCRA Abuse Hearing

On Feb. 9 servicemembers, spouses and attorneys testified before the House Veterans Affairs Committee concerning Servicemem-bers Civil Relief Act violations alleged to have been perpetrated by banks against mobilized reserve component members. The SCRA also applies to loans taken out by active duty members before joining the military. JPMorgan Chase is reported to be issuing checks totaling $2 million to 4,000 service members after discovering overcharges and errors in their mortgages.

Rep. Jeff Miller (R-FL) observed that DOD should review the services' programs to educate troops and families about the SCRA protections. An attorney representing a service member recommended a class action suit against violators and changes in the law to impose civil fines and to reclaim attorney fees.

Sen. Jack Reed (D-RI) has asked the Justice Department to examine the issue of J.P. Morgan violating the law. Sen. John Kerry (D-MA) sent a letter to the Chairman of the Federal Reserve asking for an investigation.

Service members should learn their rights, seek assistance from legal and financial assistance officers as needed to enjoy their SCRA rights, and be reimbursed for previous errors.

### TRICARE Young Adult Program

The Department of Defense has announced that the TYAP, formerly known as the TRICARE 26 Program, is to be implemented this spring as of Jan. 1, 2011, when the prices are determined. Sponsors planning to enroll should keep their bills for submission after the actual program start. TYAP will extend medical coverage to as many as several hundred thousand eligible military family members through the age of 25 with a full premium-based plan.

Unfortunately, this TRICARE Standard monthly benefit, which is in response to the Patient Protection and Affordable Care Act of 2010, is required by the 2011 National Defense Authorization Act to be fully paid for by the receiving families. The TRICARE Command is expected to announce the fees later this spring that may be as much as $200 per child per month.

Meanwhile many large health insurance companies implemented the program last summer without charging the families an additional premium and the Federal Employees Health Benefits Program began on Jan. 1. TMC is working with Congress seeking to remove this disparity in TYAP.

### Women Vets May Be Missing Benefits

A recent study concluded that although a higher percentage of women veterans from Iraq and Afghanistan are diagnosed with Post Traumatic Stress Disorder and Traumatic Brain Injury than men, fewer women are receiving VA benefits. One cause, a regulation that required servicemembers to have earned a combat badge or ribbon to receive a disability, has been removed. Women veterans who were previously denied claims may reapply for service connected PTSD and other combat stress claims.

*Continued on page 117*

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 117



## ARMY AVIATION MAILBOX

When I received the most recent copy of the Army Aviation magazine there was a notice of the death of Col (R) A.T. Pumphrey. Even though I never met the man it seemed as though I have known him forever. If you don't mind a little chatter about his significance in my military life.

When I finished both F/W and R/W training and reported to my first duty station, Combat Command A, 2d Armored Division at Coleman Barracks, Sandhofen, Germany near Manheim, I became the helicopter pilot for the CO, a Colonel Maxwell M. Rogers. He was a rough, tough Armor Officer that had served in WW II and Korea, but for some reason or other, he really took a liking to me and we became fast friends forever. He and his wife had no children and I think they took Liz and me under their wings as their own. We maintained this relationship up until his passing, I believe in 1985 or so. Backing up to the beginning of the story, while serving in Korea Col Rogers had a pilot named A.T. Pumphrey. He never ceased to talk about "Pumphrey" the whole time I knew Gen Rogers. I heard of so many of his exploits in the little Piper Cub they flew in Korea that I felt like I earned some of those air medals Pumphrey earned. But, I have to admit I did learn a lot transferred to me through Col Rogers,especially what a Commander wants from his Aviators. I had hoped someday to meet Col Pumphrey but that never happened.

Now, back to 2d Armored Div. I actually had no intentions of making the Army a career and was never pushed by anyone to do so. However, after about a year and a half in the 2d Armored Div, Col Rogers nominated me to be the Aide to the Asst Div Cmdr, Gen Bethune. That came about and then the Division gyro scoped to Fort Hood. As a reserve officer when my time was up General Bethune and Col Rogers, who by this time had become Chief of Staff of the Division, insisted I apply for Indefinite Status and apply for Regular Army. My record was not strong enough to be accepted and since a RIF program was in being, the Army said goodbye. Col Rogers submitted one of the strongest endorsements to General Bethune's recommendation on a second application that it burned a hole in the paper, but it was successful. It took a few years for the Army to write me a letter suggesting I apply for RA.

Bottom line here is that Col Rogers and his stories of "Pumphrey" are a major reason I turned directions, stayed in the Army and a decision I am very happy to have made.

Don Bliss, Colonel, US Army, Retired

## Legislative Report *continued*

### Military Pay Raise Requested

A 1.6 percent pay raise for the military based on the Employment Cost Index for 2010 was requested in the 2012 President's Budget while the rest of the federal government is to have a 5-year pay freeze. In the current national deficit-sensitive environment, some members of Congress even in time of war have said the military should have their pay frozen.

## IN MEMORIAM



DYNCORP COURTESY PHOTO

### AAAA Scholarship Foundation Governor and Industry Icon Passes

We are saddened to announce the passing of Mr. Dan Bannister March 12 after a long illness.

A longtime AAAA Scholarship Foundation Governor and leader in the government contracting market, he is best known as the former chairman, president and CEO of DynCorp, where he had a 52-year career growing the company beginning in the early 1950s to a $2.4 billion enterprise in 2003, when it was sold to Computer Sciences Corp. He served as president and CEO from 1985 to 1997 and was chairman from 1997 to 2003.

Noted for his great generosity and philanthropy across the nation, he was a member and leader within countless professional associations and served as an active Governor of the AAAA Scholarship Foundation continuously over the past twenty years. Both CSC and his individual company, Bannister Enterprises, participate in the Scholarship Foundation Corporate Matching Fund program.

Those who knew him remember him to be slow to anger, quick to correct, and faster yet to forgive; a man of great faith, humility, courage and fortitude – friend to all and enemy of none.

May he rest in peace.

**NEW MEMBERS**

*Continued from page 115*

Troy Zeidman
**Thunder Mountain Chapt.**
SFC Michael Diets
MAJ Adam P Reynolds
**Utah Chapter**
Robert J Brantley
Thomas Nied
**VMI/VWIL Chapter**
CDT James Hunter Colt
**Volunteer Chapter**
SGT Jason Patrick Banta
SSG Tracy A Banta
SGM Billy D Batson
MAJ Leonard Brannom III
SSG Nathaniel R. Collins
WO1 Andrew Cordray
SFC Billy D Davenport
MSG Curtis E. Garner
SSG Marty Ray Gillahan
SFC Jeffrey L. Gregory
1LT Mandi Inglsbee
CW2 Matthew G. Pasco
SFC Randy Scott
SSG Edward Lee Smith
**Voodoo Chapter**
PFC Michael Paul Kahrs
PFC Douglas J. Lecompte
SSG Aaron Mahnke
SSG John F. Nottingham
SGT Darrel Lee Plants
SSG Edward J Thorn III
**Washington-Potomac Chapt.**
LTC Steven D Beltson
CPT Bridget Byrnes
Owen Cheney
COL Paul John Cisar
SFC Chrissy M. Cooper
SFC Marla D. Darby
WO1 Trey M. Davis
SSG Joseph P. Garland Jr.
SFC Arthur W.Johnson II
Francis W Lauer
LTC Avery M. Leider
MAJ Orest Luciw
SPC Jose R. Mendoza Jr.
David Myers
SSG Duane Lee Prather
Janel E. Shatzer
Andrey L.Stetsyuk
Galen A. Stetsyuk
John E Suttle
SGT Frank K. Whitehead
SGT Daniel A. Williams
**Wright Brothers Chapter**
COL Alfred C. Faber Jr.
**Zia Chapter**
MAJ Daniel Ryan Bartlett
**No Chapter Affiliation**
Abdulla Murad Albalooshi
SGT Paul J. Alonge, USAF
Ralph Arnold, USAR Ret.
CW4 Michael D. Ballagh
1SG David Biester
SFC Rusty Lee Borders
Grant Broom
Jason Brown
William Culberson
Glenn Ronald Currie Sr.
CW4 Timothy David Delong, USAR Ret.
COL Edwin J. Den Beste
Donald Detiveaux
Ashley Devroy
CW5 Brian Ellis
SSG Jose Martin Esquivel
1LT Brad Fickett
COL John S. Finlay IV
Leisa S Finley
CPT James R.Fischer
Joseph Lee Galloway
CPT Phil Ryan Hemmert
CW2 Thomas D. Johnson
MAJ Matt Jonkey
SPC Joseph Paul Kahrs
TSgt Trevor Kegl
Col. James Kellogg, USAF
COL Neil Keohane
WO1 Michael T. Lewis
CW3 Jason M. Lonergan
SGT Zachary M. Lotto
SPC Ralph L. Lunsford V
Harold Malone
LTC Tommy L. Marks, Ret.
Barry Mask
SPC Chase McAlister
CDT Michael T. McCullough
CW2 Darrick L McGill
CW3 Dustin L. McNeely
SPC Ray Miestchovich Jr.
Richard A. Miles
SGT Zachariah Monasmith
PFC Constance Morrison
Alexandra L. Murdough
CW4 Theodore H. Nelson
SGT Joshua Pace
SFC Julio Cesar Peralta
Kenneth Ribble
LTC Robin Ray Smith
Richard F Spivey
SGT Patrick Blake Strahan
John Sturrock
Robyn K Sweitzer
Debra Taylor
SSG Derrall Tilson Sr.
Zachary C. Turman
MAJ Thomas Lewis Tuttle
Conwell Judson Voight
1LT Trevor Weaver
Matt Weitz

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 118



## ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

### America's 1st Coastal Chapter



PHOTO BY DEBBIE COX

***COL Perry Hagaman***, commander 83rd Troop Command and Joint Force Headquarters Chief of Staff, (pictured center) was awarded the Bronze Order of Saint Michael for his critical support to Florida National Guard aviation by Maj.Gen. Emmett R. Titshaw, Jr., Florida TAG (not pictured) on Jan. 27 at St. Francis Barracks, Saint Augustine, FL. Hagaman was honored on the occasion of his change of duty from staff aviation officer to his present position. Also pictured are MAJ William Temple (left) and LTC Ben Lacy.

### Griffin Chapter



PHOTO BY 1SG JON MARTIN

***CW4 Kevin D. Huggins*** (second from right), standardization instructor pilot (SIP) with 3rd Battalion, 158th Aviation Regiment, is awarded the Bronze Order of St. Michael on the occasion of his permanent change of station during a ceremony Dec. 11, 2010 at Garmish, Germany. The award was presented by COL Robert C. Doerer (center), 12th Combat Aviation Brigade commander, and read by 3-158th Avn commander, LTC Michael K. Bentley (left) while Huggins wife, Monica, looked on. Huggins was recognized for his outstanding aviation expertise and performance during 3 deployments as both SIP and instrument examiner. His new assignment is with the Department of Evaluation and Standardization (DES), U.S. Army Center of Excellence, Ft. Rucker, AL.

### Mount Rainier Chapter



U.S. ARMY PHOTO BY SPC DAVID VAIL

***SSG Fady Sinno,*** Future Operations NCOIC, I Corps G3 Air, is awarded the Bronze Order of Saint Michael during a ceremony on Feb. 16, at Joint Base Lewis-McChord, WA, by (left) LTC Arlis Hummel, G3 Air Director, I Corps and MAJ Ricky Thomas, Mt. Rainier Chapter Treasurer. Sinno was recognized for outstanding achievement while deployed in the C-3 Air where he was responsible for processing, coordinating, and de-conflicting all air movements within the Iraqi Theatre of Operations.

### Savannah Chapter



SAVANNAH CHAPTER COURTESY PHOTO

***MAJ Geoffrey A. McLaughlin***, S-3, and ***MAJ Daniel L. Rice***, executive officer, both with 2nd Battalion, 3rd Combat Aviation Brigade, were awarded the Bronze Order of St. Michael by their battalion commander, LTC Thomas J. Smedley, during a Feb. 16 ceremony at Hunter Army Airfield, Savannah, GA. Both individuals were recognized for outstanding service to the 2-3rd GSAB. Rice will be moving to West Virginia to serve as a professor of military science while McLaughlin remains in his current position.

### Savannah Chapter



SAVANNAH CHAPTER COURTESY PHOTO

Mrs. Amy Smedley receives the Order of Our Lady of Loreto from 3d Combat Aviation Brigade commander, COL Donald N. Galli, at her husband's change of command ceremony on Feb. 17 at Hunter Army Airfield, Savannah, GA. She was recognized for her continued outstanding support of the battalion and brigade family support groups and Army Aviation. Pictured are her husband, LTC Thomas J. Smedley (far left), 2-3rd GSAB, and their son, Connor, and daughter, Rylie.

### Utah Chapter



PHOTO BY CW5 MARK GRAPIN

***COL Rodney S. (Scott) Robinson***, outgoing State Army Aviation Officer (SAAO) for Utah, is awarded the Silver Order of Saint Michael by LTC James M. Bledsoe, incoming SAAO and Utah Chapter President during the Annual Utah State Aviation Safety Standown, Feb. 11 at the UTARNG State Headquarters auditorium in Draper, Utah. Robinson was recognized on the occasion of his impending retirement after nearly three decades of service, the highlight of which was his deployment during some of the most difficult operations of Operation Enduring Freedom, as commander of a task force comprised of nearly every type of aircraft in the Army inventory. He will transition to retirement spending time with his family and continuing to support Utah Army aviation in planning and hosting regularly scheduled support events.

**Attention AAAA Members: Stay Connected!**

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aaaa@quad-a.org

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 119



### Voodoo Chapter



PHOTO BY MAJ (CHAPLIN) ORLANDO MADRID

***COL Thomas Zabasky*** and ***MSG Jason Debusk,*** Army Aviation Support Facility #2, Pineville, LA, commander and senior aircraft maintenance NCO, respectively, were awarded the Bronze Order of St. Michael by COL Steven Todd, 204th Theater Aviation Operations Group (TAOG) commander and Voodoo Chapter president, and CSM Don Everett, the State Aviation command sergeant major and chapter treasurer during a Dec. 5, 2010 ceremony at Esler Air Field, Pineville, LA. Both were recognized for their long-standing outstanding service to Army Aviation. Zabasky has deployed twice with 204th TOAG and served as AASF#2 facility commander for over 10 years and has been an officer of the Voodoo Chapter since 2005; he will continue in his current position. Debusk has served 20 years with the Counter Drug Task Force and supported many functions of the Voodoo Chapter; he is deployed with the 204th TAOG and will retire upon his return.





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ARMY AVIATION ASSOCIATION


## AAAA Chapter News

### Flying Tiger Chapter



CHAPTER PHOTO BY CW4 BEN MOMENT

(from left) ***MAJ Ryan Forshee, Mrs Ashley Bean, MAJ Charlie Wilson*** have plenty to smile about as Forshee buys a raffle ticket for a prize of $50 at the first monthly Flying Tigers Chapter social on Feb. 11. The ticket was a winner and Forshee donated the proceeds to the Chapter – in return, the chapter paid to extend his membership for a year.

### Greater Atlanta Chapter



CHAPTER PHOTO BY MR. STU CINK

On Mar. 3, FORSCOM Aviation and the Greater Atlanta Chapter AAAA members were invited as guests of the Tournament Players Club, Sugarloaf to participate in an Aviation and Wounded Warrior Fund Raiser team building event. It was also to earmark a final round for FORSCOM personnel, as they begin to move under the 2005 Defense Base Closure and Realignment (BRAC) Commission's requirements to Fort Bragg, NC. Mr. Vic Aliprando (front center), and the TPC Sugarloaf annually donates time and efforts to Wounded Warrior Programs and Birdie for the Braves Charity Golf Events and Tournaments and has annually invited members of the Greater Atlanta Chapter and Forces Command to participate. He was awarded a FORSCOM Aviation Certificate of Appreciation and Sponsorship Award. Pictured are (left to right) front: ***Mr. Vic Aliprando*** and ***CW5 (Ret.) Cliff Evans***; second row: ***CW5 (Ret.) Dave Hallett, LTC (Ret.) Mike Knippel, Mr. John Hunter,*** and ***COL (Ret.) Charlie Dove***; third row: ***Mr. Jack Sondag, MAJ Brian Blake, MSG (Ret.) Matt Finn, CW3 (Ret.) Brian Hammell,*** and ***Mr. Josh Chang***; and fourth row: ***COL (Ret.) Will Harrison, LTC (Ret.) Dan Haveman,*** and ***Mr. Joseph Knippel***.

### Jack H. Dibrell Alamo Chapter



CHAPTER COURTESY PHOTO

Chapter Soldiers of the Month (from left), ***SSG William Gilbreath***, January 2011, ***SGT Christopher Curry***, December 2010, receive their AAAA Certificates from LTC Jim Nugent (2nd Bn., 149th Avn. Regt. commander and chapter vice president for membership), and CSM-Select Michael Garcia (bn. CSM) at the "Rough Riders" Annual Dining Out held Feb. 12 in Arlington, TX. Both NCOs serve with the 36th Combat Aviation Brigade's General Support Aviation Battalion, and were recognized for their exceptional contributions to the unit during OIF 08-10, through multiple civil support operations, the 2010 Aerial Gunnery and Annual Training Exercises, and their efforts in helping the unit attain its best-ever scores on the 2010 FORSCOM ARMS Inspection.

### Mid-Atlantic Chapter

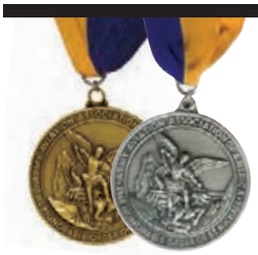


CHAPTER COURTESY PHOTO

***Mike Hilgartner*** (center) is a former Army SGT who lost his leg below the knee in a motorcycle accident and now works at Naval Weapons Station Earle (NWSE), Colts Neck, NJ. At the recent chapter fundraising golf outing for Wounded Warrior, SPC Brendan Marrocco, Hilgartner stood by a presidential humidor donated to the event by Peter Martin from AmeriPack matching bids until the bidding went beyond his means. Seeing how disappointed Mike was, Peter Martin later donated another humidor to the chapter to be presented to Hilgartner. On Feb. 4, chapter president, LTC (Ret.) Ed Carnes (left), joined with NSWE executive officer, CDR Edward Hogan, and presented the humidor to Mike. As Carnes was leaving, Hilgartner handed him a $500 check for the Brendan Marrocco Trust Fund with a simple note in the comment section – "Stay Strong."

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 120





## New Order of St. Michael Recipients

**Silver**
COL Rodney S. Robinson

**Bronze**
CW4 Andrew Toussaint, Ret.
Michael J. Crapanzano
BG Thomas M. Cole
SGM Thomas Shores, Ret.
1SG Joseph J. Dick, Ret.
MAJ L. Michael Lapoint
LTC Robert F. Vicci
CW5 John Nailor
CW4 William Sands
Daniel Baxter
CW3 Michael O'Conner
CPT Cameron Albert
MSG Eric Hagan
John Buchanan
1SG William Self
CW3 Joseph Stoney
MSG Jay Shearer
LTC James Persson
Col Stephen Bernstein
CW4 Roger Howard
CW4 Ahmad Upshaw
SFC Nicholas Beauchamp
Robert Hanson
MAJ Roderic Pauletto
CPT Joseph Alexander
CW3 Michael E. Baujan
CPT Nicholas K. Pianalto
CW4 Stephen L. Allen
CSM Randall R. Perkins
CW5 Andrew I. Gregory
MAJ Chris Moenster
MAJ Travis Young
CPT Jack Windes
SPC Brian Woods
COL Perry Hagaman
CW5 Lonnie Melton
COL William Thurmond
MG Douglas Burnett
1SG Gwendolyn Bartley
1SG Phillip Paniagua
MAJ Michael Hughes
MSG Brenda Thomas
CW4 Ron Rogers
1SG Athur Schreiner
MAJ Daniel Isabell
CW4 David Ware

## New Chapter Officers

**Aloha Chapter**
CW4 Joe Roland; VP Asst Membership

**Armadillo Chapter**
COL Robert Poland, President
CW4 Bobby Deiss, Treasurer

**Aviation Center Chapter**
MAJ Clay Duncan,VP Scholarships

**Bavarian Chapter**
CSM John Sunderman, VP Enlisted Affairs

**Corpus Christi Chapter**
Annette Cross, VP Activities

**Lindbergh Chapter**
Rebecca Lehr, Secretary

**Morning Calm chapter**
CW5 James Massey, VP Warrant Officer Affairs

**Northern Lights Chapter**
CPT Vance Whitt, Secretary

**North Star Chapter**
CPT Jed Gadient, VP Membership

**Pikes Peak Chapter**
CPT Nathan Peper, VP Scholarships

**Prairie Soldier Chapter**
LTC Richard Gray, President

**Ragin' Cajun Chapter**
CW4 Mark Mestre, Secretary

**Rising Sun Chapter**
CW2 Joseph Mattos, Secretary

**Savannah Chapter**
MAJ Geoffrey Whittenberg, VP Programs
COL(R) Rich Noel, Senior Vice President
LTC Mike Demirjian, Treasurer
1SG Mark Carl, 1-3 Representative
MAJ Noma Martini, 2-3 Representative
MAJ George Eyster, 3-17 Representative
MAJ Micheal Stull, 4-3 Representative
LTC Woodard Hopkins, 603d Representative

**ShowMe Chapter**
LTC David Dippold, President
CW2 Zachary Barnes, VP Membership
CPT Brian Hoelscher, Treasurer

**VMI/VWIL Chapter**
CDT Victoria Barrett, VP Membership
CDT Tesla Goodrich, VP Programs

**Volunteer Chapter**
MAJ Steven Todd, Senior Vice President
CPT Mark Jordan, VP West
LTC Joseph Spivey, VP Middle
MAJ Melvin Clawson, VP East
MAJ Jay Deason, Secretary

## Soldier of the Month

SGT Shaine M. Minton
Feb 2011
*Jack H. Dibrel/Alamo Chapter*

SPC Robert A. Ranson Jr.
March 2011
*Jack H. Dibrel/Alamo Chapter*

SSG Melinda E. Simms
January 2011
*Jimmy Doolittle Chapter*

PFC Erica G. Caceres
February 2011
*Jimmy Doolittle Chapter*

SPC Justin D. Cook
December 2010
*North Country Chapter*

SGT Aaron Zigler
March 2011
*North Country Chapter*

## NCO of the Quarter

SGT Micahel A. Roberts
2nd Quarter
*Aviation Center*

## ACES

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*Aviation Center Chapter*

MAJ Aaron D. Ashley
*Black Knights Chapter*

Stanley M. Aronberg
*Central Florida Chapter*

CPT Guillermo Ernesto Martinez
*Aviation Center Chapter*

MAJ Matthew C. Schell
*Midnight Sun Chapter*

1LT Michael C. Chase
*Morning Calm Chapter*

LTC David E. Cooper
*Washington-Potomac Chapter*

## New Lifetime Members

COL Rene I. Beauchamp, Ret.
COL George Bilafer
SSG Michael P. Bumbar, Ret.
CPT Peter F. Cartmell
SPC Travis B. Darnell
CW4 David R. Draper
SSG Sterling R. Dunaway
SFC Jeffrey V. Endslay
MAJ Gerard R. Gout, Ret.
CW5 Jerry A. Heck, Ret.
Sean A. Heileman
Michael Hodges
Daneil Thomas Lorimor
CW5 Charles McAllister, Ret.
CPT Joseph A. McCarthy
Fernado Pitre
1LT Stan R. Skaw
CW4 Edward B. Trexler, Ret.
MAJ Thomas L. Tuttle
CPT Jeremy Vogel
CSM Keith D. Wilbur Jr., Ret.
LTC Carl D. Wiley, Ret.
LTC William R. Wygal

## New Industry Members

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Aerospace Maintenance Solutions
ADEPT Technologies
Aitech Defense Systems, Inc.
Aviatech Corporation
AVROVER
BLEY LLC
Columbus Jack Corporation
Esterline-Palomar Products
Filconn Inc.
Gichner Systems Group Inc.
Icore International, Inc.
Laselec Inc.
Metalite Aviation Lighting
Miro Technologies
NMC-Wollard
Physical Optics Corporation
Pilatus Business Aircraft, Ltd.
Potomac Aviation Technology Corp.-Super AWOS
The Skydyne Company
Spydercrane
Starline Inc.
Tactical Lighting Solutions
Vaisala Inc.
WichiTech Industries, Inc.

## In Memoriam

CW5 David A. Coates, Ret.
SGM Richard L. Jackson, Ret.
COL Dean R. Paquette, Ret.
LTC Mark L. Sherman
LTC John F. Stacy, Ret.

MAR_APRIL 11 Section 3_June04.qxd 3/23/2011 12:20 PM Page 121



## UPCOMING EVENTS

**MAY 2011**
May 3-5 **AHS Annual Forum & Technology Display,** Virginia Beach, VA

**JUNE 2011**
June 20-22 **AAAA 1st Annual Fixed Wing Professional Forum,** Huntsville, AL

**JULY 2011**
July 5-10 **VHPA National Annual 28th Reunion,** Orlando, FL
July 30 **AAAA Scholarship Selection Cmte.,** Arlingotn,VA

**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
Oct 25-27 **9th Annual Luther G. Jones Aviation Summit,** Corpus Christi, TX

**NOVEMBER 2011**
Nov 14-17 **AAAA Aircraft Survivability Professional Forum,** Huntsville, AL

**DECEMBER 2011**
Dec 14-16 **AAAA UAS Professional Forum,** Arlington, VA


ARMYAVIATION

UPCOMING SPECIAL FOCUS:




MAY
- Reserve/Guard Aviation Update
- Annual Forum and Exposition Recap




JUNE
- Special Operations Aviation
- Safety

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**UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION**

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Address Date Birth (mmddyyyy)

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Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)

Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)

# 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

*MARCH/APRIL 1986*

### Convention Issue

The 1986 AAAA National Convention will convene in Atlanta, April 9-12. Thousands of AAAA members representing dozens of chapters worldwide and their supporters will descend upon the capital of the Peach State. They will gather to extol the value and virtues of Army Aviation. There will be meetings, seminars, briefings and symposiums, in addition to luncheons, dinners and awards ceremonies. 102 commercial and military exhibits will occupy 100,000 square feet of floor space in Hall E of the Georgia World Congress Center.







A total of ninety-six hours of functions are planned; all intended to foster a greater public awareness of the Aviation Branch of the United States Army.

### Aviation Testing

The Army is testing the External Store Support System for use on the UH-60 Black Hawk. In development for the ESSS System are crashworthy fuel tanks of 230 gallons capacity. The 230 gallon tanks, when used in conjunction with a pair of 450 gallon tanks, will extend the range of the Black Hawk, allowing for self-deployment beyond the confines of continental United States. However self-deployment trials are not possible until the 450 gallon tanks have been refurbished.

Tests involving both tank types will be held later this year. Meanwhile ESSS will be utilized with the 230 gallon fuel tanks, offering extended operational capability.






## 50 Years Ago

*MARCH/APRIL 1961*

### Presidential Pilot



In January, LTC William A. Howell was reassigned to Ft. Rucker. Since 1957, LTC Howell was commander of the Executive Flight Detachment out of Ft. Belvoir, VA. In addition to these duties, LTC Howell was the personal helicopter pilot for President Dwight D. Eisenhower.

### New Cleaners

If cleanliness is next to Godliness, then the Air Force has a leg up on its sister services. The Air Force recently ordered 180 vacuum cleaners. These cleaners are hardly the handy-dandy housewife helper. Each machine weighs in at nine tons. They will be used to clear harmful debris from AF runways. They have a roughage diet which includes bars, bolts, tools, dead birds and rocks the size of baseballs. Manufacturer is the International Fermont Machinery Company.



### Accident Looking for a Place to Happen?

The adjoining photo shows what appears to be an accident looking for a place to happen. In actuality it is a still shot taken moments before a controlled crash. Stunt pilot Cliff Winters, at the controls of a Messerschmitt 109 mock up, is about to slam into a movie prop during the recent filming for an upcoming motion picture.

*Addendum:* Willi Messerschmitt's famous 109 fighter is commonly referred to as the Me-109. Correct nomenclature is Bf-109, after *Bayerische Flugzeugwerke,* which Willi Messerschmitt joined in 1927. Messerschmitt eventually became the company's director in 1938 and the firm became Messerschmitt A.G.



MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:01 PM Page 123

# 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 Norman M. Bissell, Retired

### Army Aviation Hall of Fame 2007 Induction

Retired Colonel Norman M. "Mike" Bissell made unique contributions to Army Aviation during his military career and after retirement in the service of his country. Graduating from the Virginia Military Institute, he became a parachutist, Ranger and an Army aviator before serving two combat tours in Vietnam as a helicopter pilot. He later graduated from the Command and General Staff College, the Army War College, and was selected as a Senior Army Fellow at Harvard University.

As the director of Flight Training at Fort Rucker, he organized the directorate into a brigade to enhance the career opportunities of the instructor pilots. While commanding the 17th Aviation Brigade in Korea, he redesigned the buffer zone flight procedures along the demilitarized zone, and created and commanded the U.S. Army and Korean Army Combined Aviation Command. He was also an executive officer to the Assistant Secretary of the Army and the J3 for the Joint Chiefs of Staff.



In 1968, he was nominated for the Medal of Honor for rescuing a severely wounded American advisor, extracting him from a landing zone after three attempts. During his second approach to the LZ, his aircraft received heavy enemy machine gun fire, killing his door gunner, and wounding him in the neck. For his heroism, Bissell received the Distinguished Service Cross.

His other awards include the Distinguished Service Medal, the Defense Superior Service Medal, and three Legions of Merit.

In 1987, he became the program manager for joint Boeing/Sikorsky Team vying for the future RAH-66 Comanche helicopter. When his team won the contract, he returned to VMI to serve as the commandant.

Later he became the commandant of the Virginia Women's Institute for Leadership, the only all female cadet corps in the world.

In 2004, he received the Gold award of the Order of St. Michael for his distinguished Aviation service.

MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:51 PM Page 2



MAR_APRIL 11 Section 1_June04.qxd 3/29/2011 2:55 PM Page 3




# Contents

March/April 2011, Vol. 60 No. 3&4

## SPECIAL FOCUS

### Aviation Leadership Update


**8** **Full Spectrum Army Aviation – A Year in Review**
*By MG Anthony G. Crutchfield*

**14** **A Year of Change for the Aviation Warrant Officer**
*By CW5 Michael L. Reese*

**18** **From the Branch CSM's Perspective**
*By CSM Tod L. Glidewell*

**22** **Set The Right Example**
*By BG William T. Wolf*

**24** **Army Aviation Logistics: Yesterday, Today and Tomorrow**
*By COL Terence W. Reeves*

**32** **Army Aviation: Reaching the High Watermark for Deployed Capability**
*By COL William H. Morris*

**38** **AMCOM Update: Transformation with a Purpose**
*By MG James E. Rogers*

**44** **Program Executive Office, Aviation: Staying Ahead of the Evolving Mission**
*By MG William T. Crosby*


## AAAA FORUM & EXPOSITION


**50** **AAAA Annual Professional Forum & Exposition Schedule of Events**

**54** **National Executive Board**

**56** **Exhibit Hall Floor Plan**

**58** **Yellow Pages Listing of Exhibitors and Booth Locations**

**64** **National Award Winners**

**72** **Hall of Fame Inductees**


## FEATURES


**76** **Army Aviation Magazine's Photo Contest 2010 Winners**

**84** **2010 Parker Awards Honor Best Aviation Units**

**86** **2010 AAAA Functional Awards**

**90** **Ask the Flight Surgeon**
*Dr. (MAJ) Nicole Powell-Dunford*

**92** **Membership Update**
*By CW5 Mark W. Grapin*

**96** **Spouses' Corner**
*By Judy Konitzer*

**100** **Joseph P. Cribbins Aviation Product Symposium** *By Gary Nenninger & CW4 Dave Kather, Ret.*

**104** **From the Archives: "Army Aviation: New Uses"**
*By Maj. Gen. Hamilton H. Howze*


## DEPARTMENTS


AAAA News . . . . . 118
AAAA Spotlight . . . . . 69
Advertisers Index . . . . . 112
Art's Attic . . . . . 122
Briefings . . . . . 4
Calendar . . . . . 121
Hall of Fame . . . . . 123
Industry News . . . . . 112
In Memoriam . . . . . 117
Legislative Report . . . . . 116
Letter to the Editor . . . . . 117
Membership Application . . . . . 121
New Members . . . . . 115
People on the Move . . . . . 113
President's Cockpit . . . . . 6


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MAR_APRIL 11 Section 1_June04.qxd 3/28/2011 3:16 PM Page 4

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## ON THE COVER

**PAID ADVERTISEMENT:** ABOUT THE COVER – "Designed to quickly meet the needs of today's warfighters while maintaining the flexibility to rapidly integrate future growth. The AH-6i, the highest tech, lowest risk and quickest to the field Light Attack / Reconnaissance Helicopter solution in the world."

*Caption provided by the advertiser.*

# Briefings ...

**LATE-BREAKING NEWS ANNOUNCEMENTS NOTES**

## Thurman Nominated for Top Korean Command



U.S. ARMY PHOTO

**GEN Thurman**

Defense Secretary Robert M. Gates is recommending that President Barack Obama nominate GEN James D. Thurman to serve as commander, U.S. Forces Korea. Gates made the recommendations during a Pentagon press briefing on Mar. 1. If confirmed by the Senate, Thurman would succeed Army GEN Walter "Skip" Sharp in Korea.

## Chandler Takes Over as SMA



U.S. ARMY PHOTO

**CSM Chandler**

CSM Raymond F. Chandler III was sworn in as the 14th Sergeant Major of the Army by Army Chief of Staff, GEN George W. Casey Jr., during a March 1 standing-room-only ceremony in the Pentagon. The 30-year veteran comes to the Pentagon from his previous assignment as commandant of the U.S. Army Sergeants Major Academy. He succeeds Kenneth Preston, who has served since January 2004.

## Crosby Promoted at Alma Mater



COURTESY PHOTO

Then BG William T. "Tim" Crosby, program executive officer for aviation, receives the insignia for his new rank of major general in a ceremony Feb. 5 in Summerall Chapel at the Citadel. Pinning on the insignia are retired GEN Tom Schwartz and Janice Crosby. The South Carolina venue enabled attendance by Crosby's family, particularly his mother who cannot travel long distances.



**AAAA Hall of Fame Nominations**

June 1– Suspense for nominations for the 2012 induction into the Army Aviation Hall of Fame.

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

## Myles Named DynCorp VP



DYNCORP COURTESY PHOTO

**Myles**

DynCorp International announced on Feb. 10, that MG (Retired) James R. Myles joined the company as Vice President of Aviation Operations, within the company's Aviation business area; he is based in Huntsville, AL. He has extensive experience in aviation maintenance, life-cycle management, and the acquisition and contracting process having retired after three years as commanding general of the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) at Redstone Arsenal. His 36 year career included numerous command billets such as the Army Test and Evaluation Command, aviation brigade and battalion command, and multiple assignments in the 160th Special Operations Aviation Regiment (Airborne).

## Edens Pins On



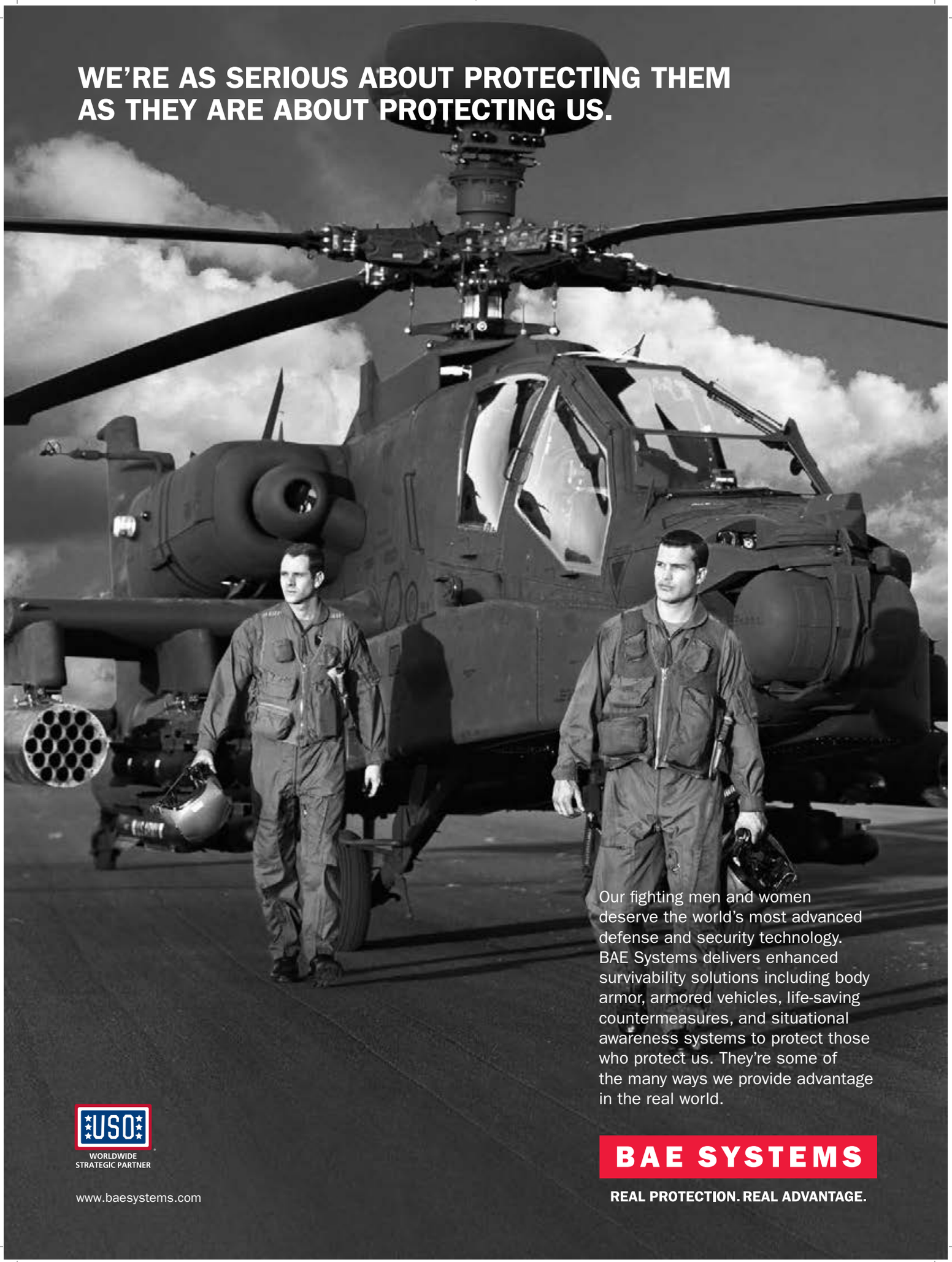
PHOTO BY BREANNA WALTON, ARMY FLIER STAFF

Mia Edens and Liam Edens, children of BG Timothy J. Edens, USAACE and Fort Rucker deputy commanding general, present him with his General Officer Pistol during an Honor Eagle promotion ceremony, Mar. 18 on Howze Field at Ft. Rucker, AL. With Edens are (from left): MG Anthony G. Crutchfield, USAACE and Fort Rucker commanding general, Edens, wife, Leslie, sons 2LT Brandon and Marshall, and daughter Maggie, a West Point cadet.

## CORRECTIONS:

In the February 2011 Fixed Wing article on page 34, the last paragraph at the bottom of the first column should read:

*"Finally, in late 2010, we began coordinating the T-34 Replacement Program for the four T-34 aircraft currently being used by the Army Test and Evaluation Command. One of the materiel solutions under consideration is the Navy/Air Force T-6 program. Other qualified aircraft will be considered in the process which may result in an open competition source selection evaluation board. We anticipate procurement of these replacement aircraft in FYs 12 and 13."*


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MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:29 PM Page 6





# On Final Approach... A Look Back

As a former Cavalryman I have been on a few great rides, but leading the Army Aviation Association of America (AAAA) has been one of the most rewarding experiences of my military, industry, and retired careers. It has been a great honor to represent you and your families' concerns to the highest levels of our military and civilian leadership.

When I say, "you," I mean all of you: Active Duty, National Guard, Reserve, Department of Army Civilian, Industry, and retired. "You" also means all ranks; AAAA is not an "officers only" or retired general officer club.

I wish you all could have been with us at the recent AAAA forums on Unmanned Aircraft Systems, Aircraft Survivability, and Depot Maintenance held this past fall at various venues across the country. Our professional enlisted, NCOs, and warrant officers engaged vigorously in the question and answer periods and were truly inspiring.Tough back and forth exchanges between them and our acquisition, training and doctrine, and operational Army leaders are resulting in real-world solutions for our soldiers in combat.

I could not be prouder of AAAA for providing the platforms necessary for lateral information exchanges that succeed in breaking down our institutional barriers.

All of this professional development support from AAAA has been part of the reason, I believe, for our continued record-setting total membership, size of our Annual Forum and Exposition, and financial strength in the face of the toughest economic times since the 1930s. By year's end, we broke through 18,000 members, our largest ever. Over 7,800 attended our Convention in Fort Worth and over 350,000 square feet of exhibit floor space, again, our largest ever.



PHOTO BY RENE BIDEZ

**AAAA President, BG (Ret.) Rod Wolfe, together with the national officers and executive director, addressing the Annual Meeting in Fort Worth, TX, Apr. 14, 2010.**

As we ended 2010, we were able to add over $600,000 to our general fund AFTER we gave over $150,000 to our Scholarship Foundation, $12,000 to the Hall of Fame, over $17,500 to the Army Aviation Museum Foundation at Fort Rucker, and nearly $80,000 to our AAAA chapters to support local events to make them more affordable for our soldiers.

The Scholarship Foundation, a separate entity from AAAA with a separate board, gave out a record $279,500 to 187 of you and your family members this past year. AAAA takes a great deal of pride in the success of this institution which is arguably the single biggest AAAA membership benefit.

In addition to monetary support, AAAA recognizes excellence in your ranks with 40 national awards including: Soldier and Aviator of the Year, individual unit awards and special functional area awards like Army Aviation Medicine and Trainer of the Year. In fact, we even instituted a new award this last year, the Donald Luce Depot Artisan Award which means even our awards program is at a record-setting level.

The credit for our successes is quite simple; AAAA really works as a team from each individual member, to our AAAA Chapter leaderships, to our national board and committees.

In particular, I want to thank our National Executive Group team: Senior VP and incoming AAAA President, LTG Dan Petrosky; Secretary, BG Howard Yellen; Treasurer, BG E.J. Sinclair; Vice President for Membership, CW5 Mark Grapin; and VP for Chapters, Mr. Bill Weaver. Thank you all.

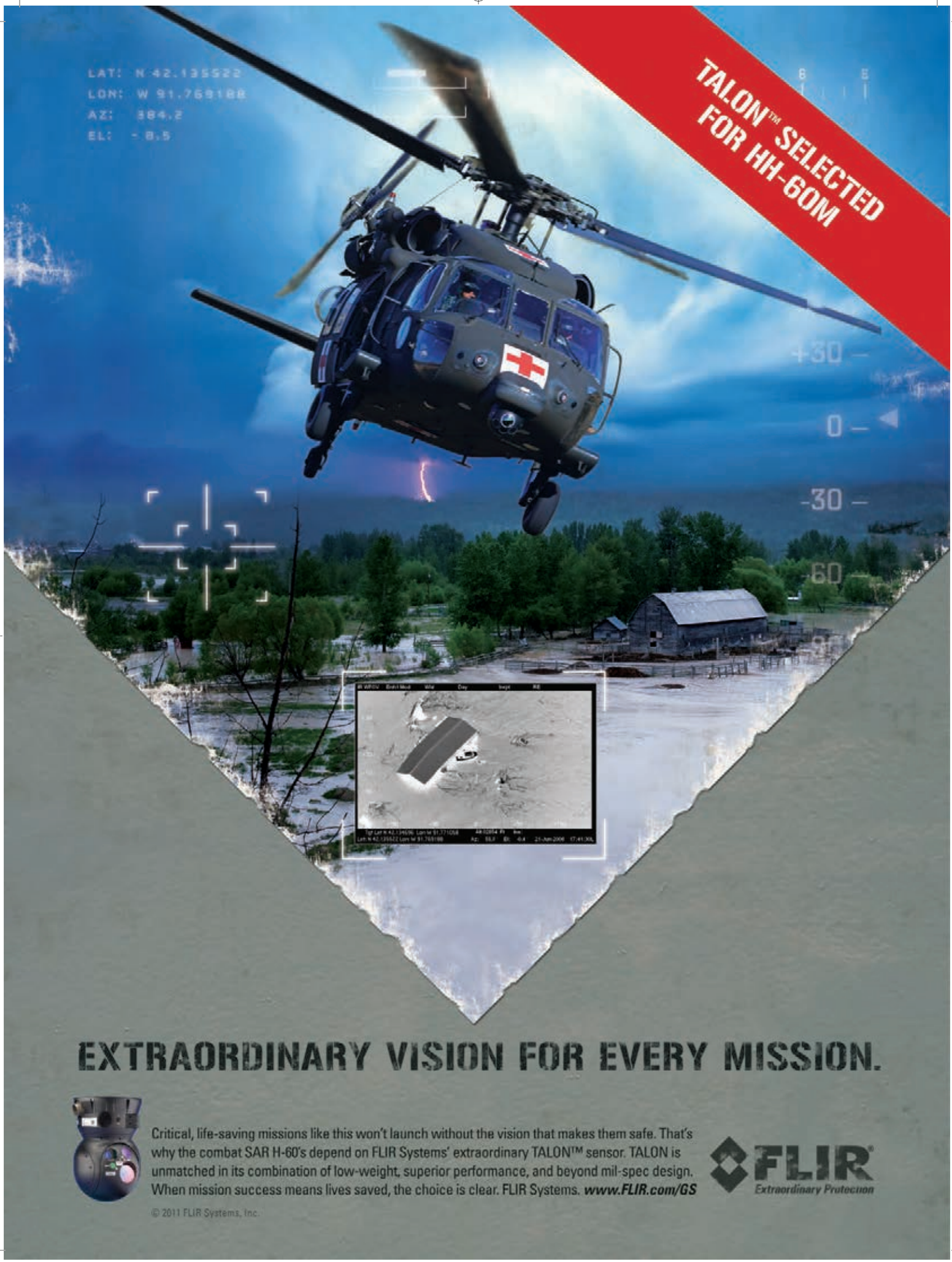
So the bottom line, unlike virtually every other not-for-profit membership association out there, military or civilian, AAAA is financially and structurally stable. Heading into 2011, AAAA will be able to continue serving you and your families in unprecedented ways. I thank you again for the opportunity to lead you in these challenging times.

I look forward to supporting LTG Dan Petrosky and his incoming leadership team, and still look forward daily to living AAAA's mission statement: "Supporting the U.S. Army Aviation Soldier and Family."

❖❖

BG (Ret.) Rod Wolfe
29th AAAA National President

My door is now closed.




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MAR_APRIL 11 Section 1_June04.qxd 3/23/2011 11:20 AM Page 8





# Full Spectrum Army Aviation– A Year in Review

By MG Anthony G. Crutchfield



U.S. ARMY PHOTOGRAPH

**SHINDAND AIR BASE, Afghanistan – A cloud of dust erupts around a CH-47F Chinook assigned to Task Force Comanche, 4th Combat Aviation Brigade, 4th Infantry Division as it lands near an inoperable UH-64A Black Hawk August 2010. The CH-47F towed the UH-64A Black Hawk to a nearby friendly location so that it could have its engines, transmission, main rotor, and tail rotor removed to lessen its weight.**

As in past years, the March/April issue of AAAA magazine gives the Aviation Branch Chief the opportunity to provide a "state of the Aviation Branch" perspective and let those who make up our branch and others see Army Aviation through the leader's lens. Nearly eight months ago I assumed the duties as the Chief of the Aviation Branch. It is a responsibility that gives me great honor yet still humbles me.

Let me explain why.

Since August 2010, I've spent a great deal of my days assessing our branch's organizations and their leaders and ensuring effective lines of communication exist between the training institution at the U.S. Army Aviation Center of Excellence (USAACE) and aviation units in the operating force. I've managed to visit six of the Army's 12 active component combat aviation brigades (CAB) to include three that are currently deployed to Afghanistan.

I've also had the opportunity to meet with a number of our Army's senior leaders, many of whom are not affiliated with the Aviation branch. I did this to get their perspectives and insights on the quality of the professionals we produce, the effectiveness and responsiveness of the support we provide our ground commanders, and the challenges that lie ahead as our Army enters its tenth year of conflict in Afghanistan.

The feedback I've received has been incredibly insightful and supports much of what I've seen and felt about our branch and the professionals who fill its ranks.

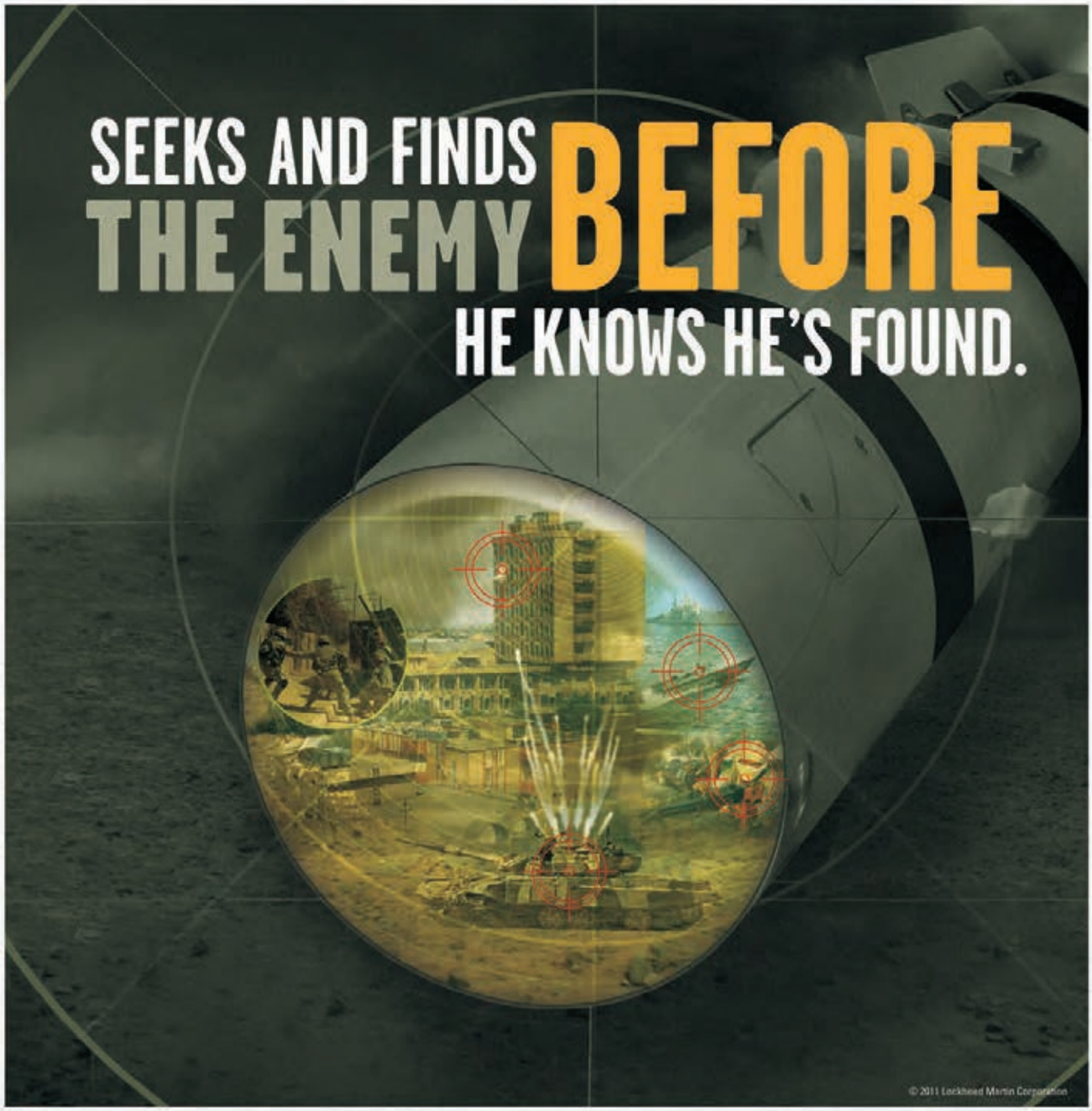
Here are my impressions.

Without question, Army Aviation is meeting the demands of commanders worldwide. In fact, given today's operational tempo, many would argue that we're exceeding the demands.

I see no signs that this insatiable appetite for Army Aviation will decrease in the foreseeable future and the stress on the force and our systems will require a "gut check" to get us through the next few years.

## Stress on the Force

To the credit of our junior and mid-grade leaders, we are getting things done by sheer commitment and deter-






THIS IS HOW | JOINT AIR-TO-GROUND MISSILE

In close combat, the warfighters whose missile detects the threat before the threat detects them are the warfighters who come home. Lockheed Martin's JAGM is the only air-to-ground missile with a cooled tri-mode seeker capable of passively detecting targets from safe standoff range, day and night, in bad weather, against battlefield countermeasures and in adverse conditions. Seeing clearly through the fog of war is all a question of how. And it is the how that Lockheed Martin delivers.

lockheedmartin.com/jagm

LOCKHEED MARTIN

MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 12

mination to accomplishing the mission. Many Aviation Soldiers are in their third or fourth deployment and some are even in their fifth.

As our Army continues to move to a goal of a 1:2 "boots on the ground"/dwell time, our Aviation Soldiers are and will continue to experience a home-station dwell of 1.1 years between deployments. For example, prior to their deployments, the three CABs now in Afghanistan had an 11 to 14-month dwell. This compressed amount of time is not sufficient time for our aviation formations to reset.

Although we are rapidly moving ahead to man and equip our active component with a twelfth CAB, which has been designated the 16th CAB, it will not be ready to deploy in its entirety until late 2015.

Additionally, the Army is moving ahead with the building of a thirteenth active component CAB but unfortunately, it too will not alleviate the current stress on the force.

### Family Resiliency

We cannot forget that while our sons and daughters who wear the Army Combat Uniform are the ones who take the fight to our adversaries, their families are equally as courageous and committed. They too pay a price and their sacrifices run deep.

It is true that while the strength of our nation is our Soldiers, the strength of our Soldiers comes from the strength of their families and we cannot talk about Soldier resiliency without talking about Army Family resiliency. It is one in the same.

### Fleet Stresses

Our aircraft fleet is also being stressed with nearly 17 percent of our rotary wing fleet and nearly 19 percent of our fixed wing fleet deployed to Iraq or Afghanistan. That equates to more Army aircraft deployed today than we had deployed at the height of the surge in Iraq in 2008.

Our aviation maintainers are working feverishly to keep the more than 700 aircraft flying that have been committed to the U.S. Central Command (CENTOM) area of responsibility. Depending on the type, some aircraft are flying up to six times their peacetime mission hours.

### Other Stresses on the Force

The demand for Army Aviation and the compressed dwell time are also stressing the force in different ways.

Our warrant officer and NCO corps are experiencing a larger than normal professional military education (PME) backlog. Many of our experienced warrant officers and NCOs simply defer their required senior leader, advance course or staff course rather than spend the additional time away from their families while they are in the reset phase.

While USAACE has worked hard to send mobile training teams to conduct some of the required PME at home stations, the backlog continues to grow and continues to place our middle and senior grade professionals at career risk.

I've asked CSM Tod Glidewell, our Aviation Branch Senior NCO, and CW5 Mike Reese, our Chief Warrant Officer of the Branch, to develop innovative solutions to our current PME challenge, and they are delivering on that directive.

### VCSA Lauds Accomplishments

So while I know our Aviation force is stressed, have no doubt that our great men and women across our branch, those who wear the uniform along with our civilian and contractor professionals, remain focused on meeting the incredible demands that have been placed on them and their organizations. Their accomplishments are phenomenal.

During last year's annual AAAA professional forum and exposition, GEN Peter Chiarelli, our Army's Vice Chief of Staff, lauded our aviation professionals. "There is not a branch in our Army that is run any better than Army Aviation," he said. "The functional alignment you have, the synergy you have between the building and Rucker and the units is absolutely amazing. And if we were not organized this way, there is absolutely no way we would be able to meet the demands of today, because what you are doing, what your team is doing, every single day, is a miracle."

### Providing Full-Spectrum Support

Consider the fact that since the beginning of Operation Enduring Freedom in late 2001, Army Aviation has logged more than 4.2 million manned and unmanned flight hours in support of operations around the world and across the full spectrum of conflict. It is no coincidence that our CABs are converting to full-spectrum CABs to provide our ground commanders with the most lethal, effective and responsive aviation capabilities needed to exploit the vertical dimension of land power.

The capabilities of the AH-64D attack battalion and OH-58D attack reconnaissance squadron that includes two platoons of RQ-7B Shadow unmanned aircraft systems (UAS) gives our CAB commanders an unmatched reconnaissance, surveillance and target acquisition (RSTA) and precision fire capability.

### Expanding UAS Roles/Missions

The ever-evolving and expanding missions and roles of our UAS over the past year alone has helped our ground commanders achieve information dominance by providing the capability to quickly collect, process and disseminate relevant information to reduce the sensor-to-shooter timeline. In 2010, our Army had more than 1,600 UAS supporting combat operations and humanitarian assistance around the world as well as homeland security efforts stateside.

Having surpassed the one million UAS flight hour mark is indicative that UAS have altered, if not changed the nature of combat.

### Fielding, Recap and Modernizing the Fleet

The ongoing fielding of the UH-72 Lakota, our Army's light utility helicopter, and recapitalization and modernization of the UH-60L/M Black Hawk, the CH-47F Chinook, UAS and ongoing AH-64D Apache Block III and OH-58D upgrades, all while supporting operations in Iraq and Afghanistan, have challenged our leadership but are paying dividends in the warfight.

### Disaster Relief/Humanitarian Support

While our deployed Aviation formations were focused on supporting operations in Iraq and Afghanistan, our disaster relief and humanitarian support efforts in the wake of floods that saturated parts of Pakistan were nothing short of spectacular.

The 16th CAB, while only partially manned and equipped, deployed from Fort Wainwright, Alaska to Pakistan with ten CH-47s, eight UH-60s and approximately 325 personnel.

From early September to the end of

MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 13

November 2010, Task Force Denali transported more than 40,000 displaced civilians and more than 26 million pounds of relief material and equipment.

While deployed, the task force completed nine CH-47 and five UH-60 phase maintenance inspections.

The commitment and devotion of the men and women of Task Force Denali are indicative of the level of professionalism our aviation Soldiers bring to our Army and Nation.

### A Collaborative Effort

As we continue to build, modernize and train to our end-state of a healthy Aviation Branch, postured for full-spectrum operations, in defense of our national interests and our Nation, we will always keep our eyes on the future.

As the U.S. Army Training and Doctrine Command (TRADOC) Army Capabilities Integration Center (ARCIC) prides itself on being the architect of the Army and "thinking for the Army" to meet the demands of a nation at war while anticipating solutions to the challenges of tomorrow, I am surrounded by a team of professionals at USAACE whose sole purpose is to "think for Army Aviation."

With our Capabilities Development and Integration Directorate in the lead, and in collaboration with TRADOC and the ARCIC, we are aggressively looking at the future to find the "aim point" where we will apply a doctrine, organization, training, materiel, leadership and education, personnel and facilities (DOTMLPF) solution for our future efforts. Our current assessment tells us that our aim point lies in the 2030 timeframe.

### A New Technology Fleet by 2030

While we don't know what the solution looks like today and whether it's a lift, attack or utility platform, we know that the current fleet of DoD rotorcraft cannot continue to be incrementally improved to meet future operational requirements. Significant increases in range, speed, payload, survivability, reliability, and reduced logistical footprint are all required.

We can only meet this requirement through the application of new technologies. Knowing that we may not get all that we want, we must ensure the final solution is what the Army and our branch need. It's far from an easy task and the assumptions abound regarding what the 2030 environment will look like.

### Above All – The People

Our branch's saving grace is the quality of professionals I'm honored to lead. I remain humbled by their commitment, dedication and sacrifice. It is they who will determine our branch's future and there is no formation in the Army that is better suited to meet that challenge.

While stressed and tired, their commitment and dedication help to provide context to this year's Army Aviation theme: *Army Aviation: Resilient and Adaptive in the Future Security Environment.*

Above the Best!

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*MG 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.*



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 14





# A Year of Change for the Aviation Warrant Officer

By CW5 Michael L. Reese

This has been a year of transition from Operation Iraqi Freedom evolving into Operation New Dawn; Operation Enduring Freedom increasing requirements; the Korean peninsula garnering attention, again; and Army Aviation deployed at the highest level since the onset of combat operations.

With all of the operational requirements at hand the Army is seeing renewed focus and increased competiveness for promotion, changes to selective continuation, and changes to time in grade policies. In this article I will address issues that are of most concern to the Aviation Warrant Officer, and why some of the changes have been implemented.

## Deployments

The Army has been making great strides in attaining two year dwell per one year deployed (2:1). Most ground brigades are now able to efficiently reset, train, and stand ready to redeploy in this (2:1) Army Force Generating Model. That is not the case for active duty combat aviation brigades (CAB) where the norm is closer to (1:1).

The limited dwell puts a large burden on the unit in respects to reset and training, not to mention the individual professional military development (PMD) requirements.

Since operational requirements for CAB's are not expected to ease in the foreseeable future, commanders will be forced to make difficult decisions on when to send their key and essential personnel to their career developmental schools.

Some units have been successful sending officers out of theater to school, others during dwell, and many a combination of both. Either way, order of merit lists must be developed to ensure warrant officers are able to attend the appropriate schools in order to meet the regulatory requirements for promotion.

## Promotions

Earlier this year two major announcements were made regarding promotions and professional military education (PME). The first was in the form of an all Army activities (ALARACT) message announcing a change to AR 350-1 defining PME backlogs and listing requirements for promotion. The new change states: the Advanced Course is required prior to promotion to CW3; the Staff Course prior to CW4; and the Senior Staff Course prior to CW5.

For this year, officers will not be disqualified for consideration and will not be prevented from pinning if promoted. However, in the future PME will likely be a requirement and is certainly a discriminator for promotion now.

The second significant announcement was shifting the convening of this year's promotion board from January to April; this will likely be a permanent shift realigning Warrant Officer Promotion Boards as they were prior to 2005.

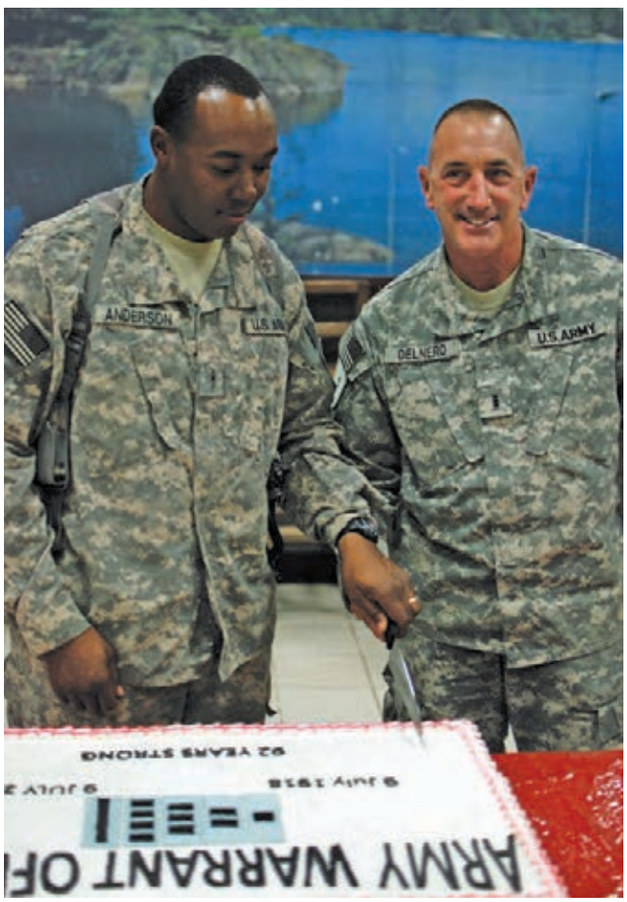


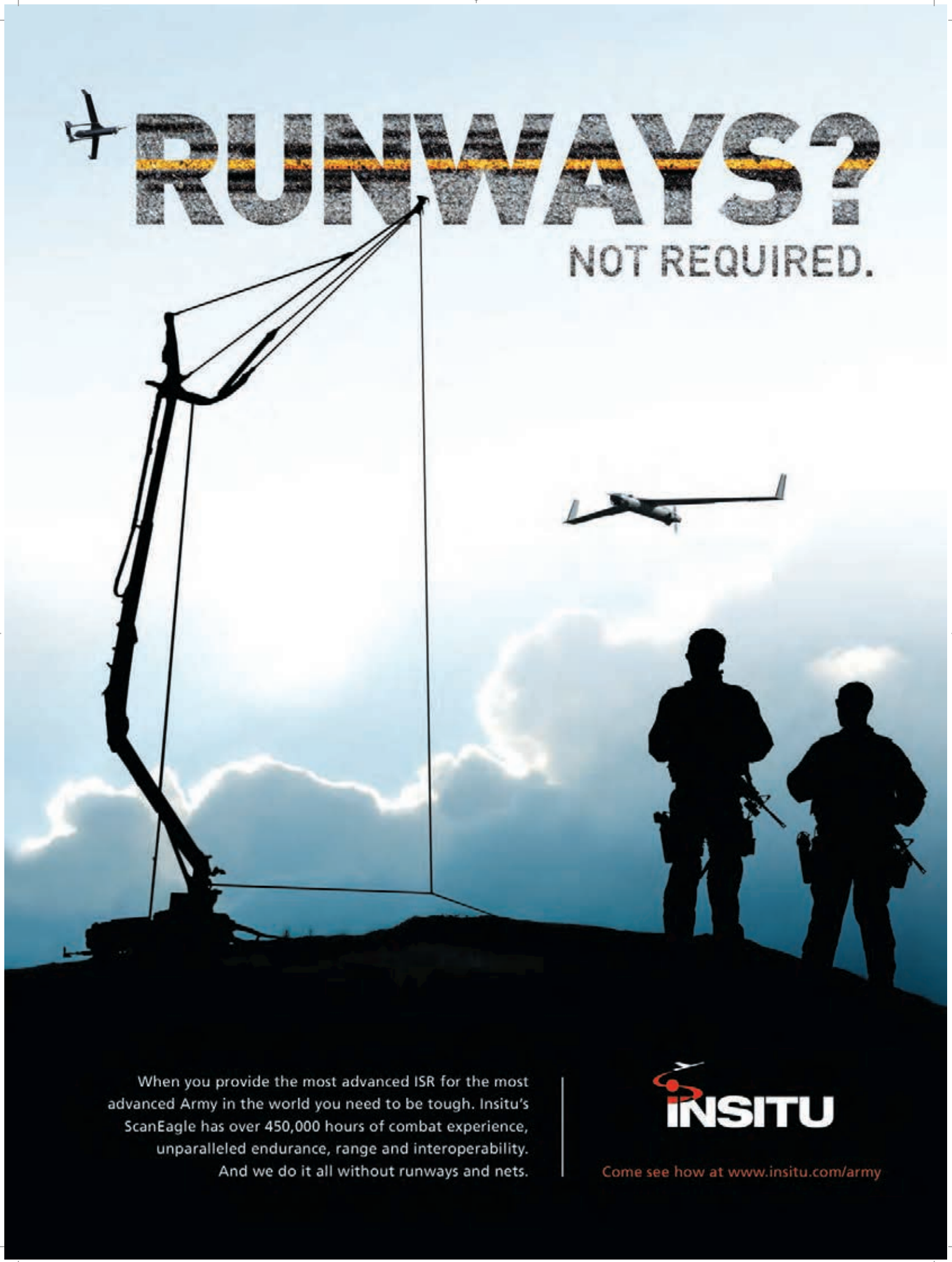

PHOTO BY SPC ROLAND HALE, 1ST CAB PAO

**WO1 Jahmal A. Anderson (left) and CW3 Nicholas J. Delnero, both assigned to the 1st Combat Aviation Brigade and respectively the youngest and oldest warrant officers attending a luncheon celebrating the 92nd birthday of the Army Warrant Officer Corps on Camp Taji, Iraq, July 9, cut a celebratory "warrant-cake."**

Another major change eliminates automatic selective continuation of two time non-selects for CW5 unless the individual is in a critically short MOS and possesses a solid file.

## The Numbers

As of January, 2011, there are 6,448 active duty Aviation Warrant Officers (368 CW5's, 1127 CW4's, 1732 CW3's, and 3221 CW2/WO1's).


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MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 16

The aggregate strength of warrant officers is between 107%-109% in the WO1 thru CW4 ranks and 122.5% in the CW5 grade.

The overall strength in personnel by airframe is strong but some mission design series (MDS)-tracked warrant officers are low, specifically AH-64D trainers (IP/IE/SP) where we are at 85%. All of these numbers directly affect accessions, retention, and the promotion system.

Although some of the statistics may look favorable, like 107% in the CW3 grade, this over strength number may not be enough. With the amount of CABs deployed and each deploying near 100% of its authorized tracked warrant officers, many units, organizations, and directorates will operate at far less than 100%.

Many important positions requiring subject matter expertise such as writing doctrine and instructors with the appropriate level of experience are either unfilled or filled with less qualified personnel.

The Human Resources Command (HRS) does an outstanding job managing personnel in a very complicated resource demanding environment to ensure personnel strengths are met under specific prioritization guidelines.

Our CABs deserve to have first priority when in a deployable status and when HRC is working with a number like 107% (CW3) and with competing requirements such as PME, tracking schools, and TRADOC assignments, the management process is difficult.

### Time in Grade Extensions

Another revision affecting the Aviation Warrant Officer is the time in grade extension for CW2s and CW3s. The extension in reality is going back to the original timeline prior to 2005; that is, an officer will be considered in the primary zone for CW3 and CW4 at the five year mark as opposed to the current four year.

The previous change was required to quickly fill senior warrant officer grades that were being lost faster than the promotion system could fill.

The status is now at an acceptable level and in some grades slightly over strength. That and the need to provide our warrant officers adequate time to professionally develop through PME and tracking commensurate with their rank makes the adjustment necessary.

This policy will commence in FY12 and be phased in over the course of two years; next year's promotion military personnel (MILPER) message announcing time in grade and zones for consideration will provide appropriate guidance for affected officers.

### Future

This year will continue to strain the force in terms of deployments and requirements for promotions. It is critical that commanders, senior warrant officers, and junior warrant officers understand the implications of how PME/PMD will affect the sustainment of our force.

I continue to be amazed at not only how effective our Aviation force is but more so how resilient those are who continue to contribute so much for their family, unit, Army, and Country. I sincerely thank each of you for your continued service.

Above The Best!

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*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.*





# From the Branch CSM's Perspective

By CSM Tod L. Glidewell

Over the last year our branch has been busy to say the least. Whether in ARFORGEN, the eCAB in Operation New Dawn or the three CABs in Operation Enduring Freedom, the Soldiers of this branch continue to provide world class aviation support to our ground brethren, day in and day out.

Rest assured that no matter if we are deployed or in garrison, Army Aviation will continue to be the commanders' choice to answer the call as long as we can continue to do so as a professional force and at an affordable cost. I am confident that the disciplined and professional force that we have built will prevail and that we are prepared for whatever the future may bring.

Your branch is listening; MG Crutchfield, CW5 Reese and I are attempting to visit all of our CABs. The U.S. Army Aviation Center of Excellence (USAACE) staff is also striving to collect data from throughout the aviation enterprise, deployed commander's video teleconferences, After Action Reviews, and the Aviation Training Exercise to provide the best training, personnel and equipment possible.

It seems that no matter where I travel I am asked a couple recurring questions.

■ *Why can't we stay in task force configuration?* There are a couple of reasons: first, no two task forces are the same so it would require the movement of personnel and equipment. Second, since there is not a standard formation, manning and equipping would be nearly impossible since there would not be a standard Modified Table of Organizational Equipment (MTOE).

The good news is that our modular formations are enabling aviation to tailor our force to meet the mission.

Also, aviation leaders and Soldiers are gaining a wealth of aviation knowledge on multifunctional aviation operations that will produce better leaders more capable of mitigating operation risk.



U.S. ARMY PHOTO BY SPC. ROLAND HALE, ECAB, 1ST INF. DIV. PAO

**SSG Christopher Gilliland, a small group leader and instructor at the Demon Academy on Camp Taji, Iraq, mentors a group of students. Gilliland and other enlisted leaders from the Enhanced Combat Aviation Brigade, 1st Infantry Division created the Demon Academy to mentor young and future leaders, as well as prepare them for future professional development courses.**

■ *Personnel*. Retention remains strong and that, coupled with low attrition rates, has several military occupational specialties (MOS) well over-strength. In fact, currently we have only three MOSs that are below 100 percent. Those MOSs are 15Q Air Traffic Control, 15W UAS Operator and 15E UAS Repair.

So, why are we over-strength? Over the last couple years we have worked to retain every possible Soldier and over the last two years the economy has slowed. As a result, we have had low attrition, below ten percent in almost every MOS.

Now we as a branch have a more difficult mission, to retain the quality and not quantity forcing leaders to make tough choices on who can stay in our ranks. In many cases Soldiers are not being given a choice on whether they want to stay as they are being forced to reclassify.

We have worked to reclassify Soldiers into other aviation MOSs where possible; however, those electing reclassify often face a long wait on school dates to arrive.

■ *Unmanned Aircraft Systems* – effective 1 January of this year, 15W Soldiers were moved to the 15P career path for promotions.

Human Resources Command is identifying those previously selected and promoted personnel to move them to the new career path.

Newly fielded Gray Eagle units will also have 15P First Sergeant positions as a result of the change.

■ *What changes are in store for the NCO Academies?* The 15E Sergeant First Class positions will be intro-

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:32 PM Page 19



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 20

## ASK THE BRANCH CSM

**Q:** CSM, I am SSG Shafer and I have just gotten to UASSD (USAREUR Aviation Safety and Standardization Detachment) as the ALSE Evaluator within the last 3 months. I was wondering if you would be able to tell me anything about the ALSE MOS and what happened to it.

**CSM:**
SSG Shafer – Above the Best – great to hear from you.

At present the ALSE MOS cannot move forward to become an MOS due to the fact of Aviation Branch not having a bill payer. Bottom line, when CAB leaders were asked if they would help pay the ALSE bill they overwhelmingly responded with no, due to lack of people already. As a result, between this response and the effort to build the 13th CAB I don't see a short term solution.

We will continue to look at it and viable courses of action to resolve the issue.

Again, appreciate the question.

Above the Best

CSM G

duced on FY12 MTOE and the Rucker NCO Academy Campus will begin conducting the Advanced and Senior Leaders Courses.

As I wrote earlier in the year, we are working to merge the Rucker and Eustis Academies under one leadership here at Rucker. The commandant here at Rucker will represent our branch at all Institute for Non-Commissioned Officer Professional Development functions. As we talk about NCOES, we need your help in reducing the backlog.

Lastly, we are training all students in the new Physical Readiness Training regiment so that they begin to institute in their units upon their return.

■ *How is the Command Slate List going to work?* The first Brigade Command Slate board convened last October and the Battalion Command board convened in January.

The board reviewed the records of all active duty sergeants major and command sergeants major with projected change of responsibility dates (PCORDs) of February 2011 and later unless individuals were within the window of their mandatory retirement date (MRD).

The Command Slate List results will be announced in April of this year and individuals will be scheduled to take their selected position beginning on Oct. 1, 2011.

Human Resources Command also announced that those selected individuals will conduct their Change of Responsibilities 90 days prior to the units Commander changing command.

We have already begun to conduct Changes of Responsibility for those command sergeants major whose PCORDs have come due. PCORDs are set and adjusted through the major commands and branch has no control over them.

There are two major items that seem to have already surfaced concerning the board. First, only four tactical brigades and the associated battalions were open this year, the remaining eight will be open next year as well as several non-tactical units. Second, many of our sergeants major elected to compete for garrison and non-tactical assignments.

Assignments to garrison are limited to the size of the branch and therefore there will be limited Aviation CSMs selected.

■ *What are we doing to improve aviation maintenance*? There are several initiatives that we are working.

After forty years of very little change and nine years of combat, it is time that we take a look at ourselves.

The Concepts Requirements Directorate, soon to be TRADOC Capability Manager-Combat Aviation Brigade (TCM-CAB) is in the process of conducting manpower studies on each airframe to support future MTOE development. They have completed all but the AH-64 as we are awaiting the release of the Block III aircraft. As changes become available we will provide updates.

SGM Puckett, USAALS (Attack Helicopter Division) is working with units in the field to improve the technical inspector portion of the 15S Advanced Leaders Course (ALC).

SGM Puckett's crew has canvassed units through the use of questionnaires to find out what the field would like technical inspectors to be taught at USAALS. If the program shows promising results, expect changes to other ALCs.

Another recent change is the establishment of a sergeant major position under the Deputy Commanding General as an advisor on enlisted training. The sergeant major will oversee all initial military training courses and the continuity that has long been overdue in this area.

The future is bright for Army Aviation and we will continue to work to supply the warfighter with personnel and equipment they need to support the mission.

Soon, we will begin to convert medium CABs into full spectrum brigades that will include a UAS Shadow Troop within the cavalry squadron. This new capability will provide more situational awareness to the CAB as well as to those with whom we share the battle space.

As you can see our branch is moving fast with little time to rest; however, as the opportunities present themselves, I urge you to take the time to care and train a resilient force.

We have one of the most trained and ready forces that we have had in decades and as we work to build the dwell in our units, balance will be key. That balance will require us to maintain the edge that we have forged over eight plus years of deployments.

However, we cannot forget our equipment for if we start to treat it like a rental car fleet and lose pride in ownership it will most surely fail us, or worse we could lose confidence in it.

In closing, I would like to congratulate the individuals and units that will be recognized as this year's awardees by Quad-A.

Although individuals take the stage to receive these accolades, behind them there is a mentor, a formation and a Branch that has had a hand in their success.

Above the Best!

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*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.*

MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 22





# Set The Right Example

By BG William T. Wolf

This month marks the midway point in fiscal year 2011 and our Army is poised to continue our ongoing downward trend in fatal accidents for yet another year. We opened the second quarter 15 percent below last year's total fatality numbers for the same timeframe, and statistics in our key privately owned vehicle (POV) category were even better, down 26 percent for the year. This great news story reflects the commitment and dedication of all our leaders, soldiers, families and civilians to the safety of our force and to each other. Thank you for all your hard work!

This trend is certainly welcome, and it appears we're headed in the right direction in countering the number 1 accidental killer of our Soldiers.

However, we can't become complacent and think our problems with POVs are at a point of solution. The improved numbers we're seeing are actually masking a devastating issue with Soldiers not using seat belts and a majority of our POV fatalities to date have been attributed at least in part to a neglect to buckle up.

The circumstances behind most of these fatalities is remarkably similar: a loss of control, the vehicle striking another vehicle or stationary object and sometimes rolling over, with the Soldier driver and/or passengers ejected during the accident sequence.

At least two of these fatal accidents occurred on post, and a third occurred during the Soldier's drive to work for his regular duty day. Five of the six fatalities were 24 years old or younger, meaning they grew up in an age of mandatory seat belt laws well before they assumed the military obligation of always buckling up.

Willful disregard for standards is a leader, Soldier and family issue, and it will take a concerted effort by all three groups to curb this growing and disturbing trend.



USACRSC PHOTO BY KAMI LISENBY (QNETQ)

**Soldiers from the US Army Combat Readiness/Safety Center model the proper Personal Protective Equipment (PPE) for motorcycle riders.**

For Leaders, off-duty standards enforcement has always been among the most difficult of all responsibilities. First-line supervisors can't be with their Soldiers all the time, but they can engage with them during the duty day about the risks of driving and other off-duty activities.

Since the drive to and from work will be the most dangerous part of the day for many of our Soldiers, it's only logical that leaders spend the time and effort required to ensure their subordinates are informed and empowered to make smart decisions after the duty day ends.

It's also important for leaders to get to know their Soldiers personally so they can learn what interventions work for a given individual. Safety isn't a "one-size-fits-all" pursuit, and an approach that works with one Soldier won't necessarily work for another.

As the weather begins to gradually warm up, many Soldiers will want to bring their motorcycles out of cold weather storage and prepare them for the approaching spring and summer riding season. This is a great time to take the opportunity to have the bike serviced, check the serviceability of personal protective equipment (PPE) and get motorcycle refresher training completed.

Some of the basic riding skills are quickly perishable over the fall/winter months, and now is the time to get some much needed refresher training before taking those long rides later in the season. Our Army continues to lose Soldiers due to acts of indiscipline. The acts of excessive speed, reckless riding, a lack of properly approved motorcycle training and failure to wear proper PPE continue to show up in accident findings.

Leaders, the ruthless enforcement of standards for our motorcycle riders is the only way to stop these senseless losses. Leaders can and should conduct on-the-spot checks for licensing and

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 3:46 PM Page 23

approved motorcycle riding training for their riders, as well as inspecting their Soldiers' motorcycles periodically. Tools and checklists for the inspection of motorcycles and PPE can be found on the U.S. Army Combat Readiness/Safety Center website under the POV/Motorcycle Safety tab.

Another great source of information that also promotes safe riding through experienced rider mentorship is the Motorcycle Mentorship Program (MMP). This installation-based program promotes an environment that can create positive conduct and behavior while riding and serves as a force multiplier that supports a commander's motorcycle accident prevention program.

Because every Soldier has his or her own unique needs, Soldier-to-Soldier and Family engagement is critical in this fight. Friends and family members generally know their Soldiers better than anyone else and have more access to them during their off-duty time. And, because of their close relationships, peers, spouses, parents and siblings can often make an impact even when others have tried unsuccessfully.

Never allow the Soldiers in your life to operate a vehicle unbelted, and let them know your concerns about their unsafe driving habits. You might be met with resistance at first, but, when it comes to a Soldier's life, it's an argument worth having.

Ultimately, the decision to wear a seat belt is a personal choice, but it's one that can be effected through positive interaction with others.

If you're in a leadership position, set the right example by doing the right thing all the time. The same standard applies for Soldier peers and family members.

Make the smart decisions and watch how your behavior affects your friends and loved ones. The simple click of a seat belt is one of the sweetest sounds any driver or passenger will hear before an accident, and there's no better way to save lives on the road than by buckling up.

Each of you is doing a great job every day for our Army and our nation. Thank you for what you do, and let's get the last half of fiscal 2011 off to a great start today by staying engaged in Soldier safety.

There's no better reward than watching your Soldiers thrive in both their on- and off-duty lives, so, do your part by giving them the tools for success!

Army Safe is Army Strong!



U.S. ARMY PHOTO BY SPC ROLAND HALE, ECAB, 1ST INF. DIV. PAO

**BG William T. Wolf, director of Army Safety and commanding general of the U.S. Army Combat Readiness/Safety Center, tours the Taji Warrior Resiliency Campus on Camp Taji, Iraq, Jan. 7, during a visit to the Enhanced Combat Aviation Brigade, 1st Infantry Division.**

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



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:55 PM Page 24





COL Reeves
Commander



CSM Morant
School SGM

# Army Aviation Logistics: Yesterday, Today and Tomorrow

By COL Terence W. Reeves

The Wright Brothers flight in 1903 set the stage for Army Aviation. Aviation logistical support has evolved from a couple of bicycle mechanics to highly skilled aircraft technicians and maintenance test pilots trained in the latest systems, methods and materiel to keep Aviation relevant and agile in the new battle space of the 21st Century.

Nearly 30 years ago when I began my career in Army aviation we were not at war. The norm for a two week field exercise once a quarter went something like this: go fly for a couple of weeks, come back to home station, turn in weapons, throw the keys to the crew chief and head to the club.

It didn't take me long to learn the lesson that the crew chief and maintenance team would keep working to restore the fleet back to a flyable status. The passion that the early maintainers displayed inspires me today as we train new classes of Army Aviation Logisticians at the US Army Aviation Logistics School (USAALS), Fort Eustis, VA.

Aviation logistics, defined as what sustains Army aviation operations, enables commanders to press the fight on a continuous basis and relies on the maintainers to restore the fleet.

## The World of Army Aviation Logistics

Today, we are an Army at war and deployments have replaced the peacetime field training exercises. Today's Army aviation operations span two theaters of war, several CONUS and OCONUS areas of operations.

Aviation logistics is sometimes complex with its multiple systems, layers of supply and maintenance, and unique jargon; in reality it is pretty basic. It begins in the line company with the crew chief who performs the repair task, the technical inspector who verifies the task is performed to standard, and the test pilot who validates the fault is repaired.



USAALS COURTESY PHOTO

That is what most of us understand about aviation logistics, but peel it back, when there is a problem there are parts, people, training and tools to be factored in.

Research, development and acquisition logisticians in PEO Aviation program management offices, the Aviation and Missile Life Cycle Management Command (AMCOM), Defense Logistics Agency (DLA) and the Training and Doctrine Command (TRADOC) all play into aviation logistics.

The TRADOC logisticians from the U.S. Army Aviation Center of Excellence (USAACE) Capabilities Development Integrations Directorate look into the future and design the doctrine and tables of organization and equipment (TO&E) driving the people and tools for the logistics units.

The Aviation Branch Personnel Proponency Office guides the design of duties for military occupational specialties (MOS) and ensures the right numbers of the right kind are in the right place.

AMCOM works to ensure logistically sound procedures and processes are in place while the DLA buys and manages everything from soup to nuts.

The Human Resources Command reserves the training seats in the Structure Manning Decision Review (SMDR) that enables the Recruiting Command to bring the right quality and quantity of Soldiers into USAALS to be trained to become that crew chief/logistician that identifies the maintenance repair task.

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:34 PM Page 26

**Training the Soldier**

I am often asked how and where a Soldier gets training in Aviation logistics. Today's journey to become a crew chief starts at USAALS learning basic skills and tasks to become an aircraft mechanic.

The graduate leaves USAALS with a 10-level MOS and the first assignment will probably be to a combat aviation brigade maintenance team in a line company, the aviation support company (AVUM level) or the aviation support battalion (AVIM level).

The Soldier's skills are basic, immersed in a safety culture with the knowledge to navigate through interactive electronic technical manuals (IETM) and perform basic hands-on tasks and warrior tasks expected of an entry-level Soldier.

They will require mentorship, guidance and training under the steady hand of seasoned aviation maintenance NCOs to build their skill sets. With a few years experience, the apprentice is ready to become a journeyman and make the transformation to Sergeant.

As an NCO, they return to USAALS and attend the Advanced Leadership Course learning more about leadership and the skills to become an aircraft technical inspector. Once a Soldier makes SFC/E7 from MOSs 15B, 15D, 15G or 15H, they receive MOS 15K.

Covering a myriad of technical tasks from the feeder MOSs, the NCO Senior Leaders Course requires a complex matrix utilizing all the assets at USAALS.

The USAALS develops and delivers the 10-level programs of instruction for all 13 aviation logistical MOSs. The aircraft systems mechanics are 15T, UH-60; 15U, CH-47; 15R, AH-64; 15Y, Apache armament; 15S, OH-58D; 15J, Kiowa armament; and 15E, Unmanned Aircraft System maintainer.

The back shop MOSs include 15N, avionics technicians; 15F, aircraft electrician; 15B, turbine engine mechanic; 15D, powertrain repairer; and 15G, airframe repairer.

The 15H10 pneudraulics repair technician training is at Fort Rucker, AL. The officer side of Aviation logistics has the Aviation Maintenance Technician 151A. The USAALS trains the 151A in the relevant skills necessary to perform as a production control officer and to manage aviation logistics operations in emerging systems such as Condition Based Maintenance and automated systems necessary for their first assignment.

This technician brings to the fight NCO experience as well as unique technical training making them ideal for PC Officer or support operations of an aviation support battalion (ASB). New skills are being added to the 151A Warrant Officer Advance Course like Contracting Officer Representative training and Lean Six Sigma analytical techniques.

Aviation commissioned and warrant officers in aviation logistics may attend the Aviation Maintenance Officer Course and the test pilot courses at Fort Rucker where they are taught the tactical maintenance skills to balance operations and maintenance while maintaining bank time and phase flows.

The ASB commanders will attend a Pre-Command Course at Fort Rucker. The challenges are also com-





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MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:35 PM Page 28

plex; joint maintenance operations, working with coalition partners as well as split based operations, the capacity to manage and move retrograde and push repair parts forward to the operating bases must be learned through a career of experience in aviation logistics.

Courses for officers at the Army Logistics University at Fort Lee, VA are highly recommended for those inclined to broaden their scope and knowledge of logistics.

The Aviation Logisticians who continue to gain a working understanding and knowledge of the Aviation Supply Chain at the retail and wholesale levels including sources of supply, part forecasting, Performance Based Logistics, depot level repairables and the National Maintenance Program are better able to advise the operational commanders.

Understanding acquisition and program management is helpful to keep abreast of new technology and systems that are being updated and fielded.

Contracting knowledge is necessary to integrate contractors into operations while ensuring the continued training and development of Soldier technical skills.

An understanding of all levels of aviation maintenance from the crew chief through the aviation classification repair activity depot and Corpus Christi Army Depot, even what the original equipment manufacturer can and cannot do, is required to understand aviation logistics.

This knowledge can be gained on line at the Defense Acquisition University and DLA.

## The Road Ahead

Aviation logistics provides the Aviation Branch the ability to control and shape its combat power.

We have touched on some of the tools available for Soldiers, at all levels, to use to advance their skills and knowledge.

As we develop new systems and move into analysis, interpretation and management of CBM data, we will alter maintenance routines, reporting and support concepts.

While we need to understand and participate within the larger logistics systems, the realities of austere budgets in a cost culture atmosphere may cause some to apply a one size fits all approach to logistics and roll Army Aviation into that construct.

But we have unique requirements which cannot be satisfied by these systems and we need to develop leaders who have the experience, training and credibility to present the reasons why and the way ahead.

To produce these Aviation logistics leaders and technical experts will require development of a clear path that will put aviation logistics leaders in the right assignments, schooling and promotions to work at the levels of increased responsibility while remaining in the Aviation Branch.

Our aviation Soldiers will not fail us if we invest the time and resources to train and prepare them for the future challenges.

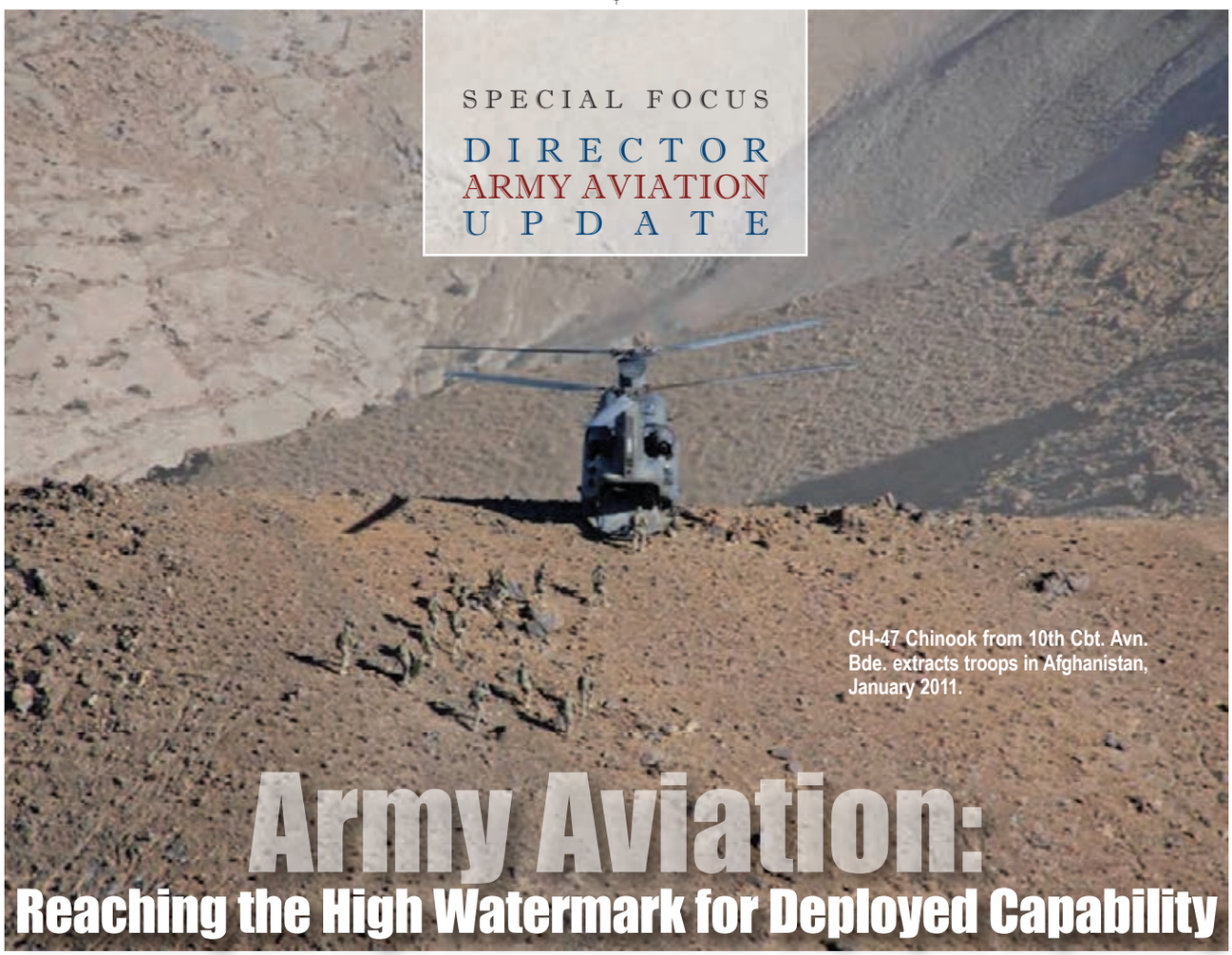
Support and Sustain! Above the Best!

❖❖

*COL Terence W. Reeves is commander of the U.S. Army Aviation Logistics School, Fort Eustis, VA.*



MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 3:36 PM Page 32



SPECIAL FOCUS

DIRECTOR ARMY AVIATION UPDATE

CH-47 Chinook from 10th Cbt. Avn. Bde. extracts troops in Afghanistan, January 2011.

U.S. ARMY PHOTO 10THCAB PAO

# Army Aviation:
## Reaching the High Watermark for Deployed Capability

By COL William H. Morris

There is more Army Aviation deployed in 2011 than at any time since the beginning of 2003; a force at an all-time high watermark for deployed capability. Regardless of the metric used, Army Aviation has a greater presence on the battlefield now than even during the surge of forces in Iraq from 2007 to 2009.

That Army Aviation has been able to meet this unparalleled demand for forces is a credit to our great Aviation leaders, from the junior-most Soldiers in our formations to our noncommissioned, commissioned, and warrant officer leadership at the highest levels of command in the Aviation force.

These leaders are providing the impetus for new organizational constructs and emerging doctrine as they infuse the force with their collective battlefield experience, all of which is helping to form the basis for how today's Army prepares to fight the future threat.

There is no doubt our Nation is in an era of persistent conflict that can best be characterized as a synthesis of irregular warfare and asymmetric tactics, enhanced by an infusion of cheap and highly sophisticated technology available to even our least well resourced adversaries. The combat environment is complex, confusing, and especially challenging to the aviation force.

At the same time, we are only barely able to meet the total demand for Army Aviation from joint force commanders. In fact, some argue that there is an unmet or "suppressed" demand for Army Aviation forces.

Consider the case of a single combat aviation brigade (CAB) in Afghanistan supporting seven brigade combat teams while executing nearly half its missions in support of Special Operations Forces – what might once have seemed implausible or extraordinary has become almost commonplace.

### Meeting the Challenges

Army Aviation's reach, lethality, and versatility have made it the single-most demanded combat multiplier on today's dynamic, modern battlefield where we relentlessly pursue an adaptive adversary in some of the most demanding terrain and environmental conditions in the world.

Although our CABs continue to meet this challenge, we must remain vigilant at identifying and remedying the adverse effects that persistent conflict has had on the force. These effects have been especially acute in the areas of equipment readiness, force generation, and chronic stress and strain on both individual Soldiers and families from repeated combat tours.

Due to the increased frequency of complex missions and multiple deployments we, as Aviation leaders, must be ever-watchful to combat the impacts that these stresses and strains have on the force. We must also continually evaluate our performance on the battlefield to determine whether our organizational designs, doctrine, tactics, and equipment are best-suited for this fight and the next.

We must be quick to make changes where necessary and we must refuse to accept lethargic and bureaucratic systems that prevent us from infusing changes rapidly into the force.

### The Army Aviation Enterprise

To meet these demands, the Army Aviation Enterprise provides an underlying structure that keeps Army Aviation healthy and ensures the


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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:23 PM Page 34



U.S. ARMY PHOTO 10TH CAB PAO

**Pathfinders from the 2nd Bn., 10th Cbt. Avn. Bde., TF Knighthawk on the move in Afghanistan, January 2011.**

future aviation force can meet operational requirements today, tomorrow, and well into the future.

Comprised of elements of the Army Staff, Army Forces Command (FORSCOM), Training and Doctrine Command (TRADOC), the U.S. Army Aviation Center of Excellence (USAACE), Program Executive Office-Aviation (PEO AVN), Army Aviation and Missile Life Cycle Management Command (AMCOM), the Army National Guard Aviation and Safety Office, and the Office of the Chief of the Army Reserve G-3 Aviation Office – among many other disparate organizations across the Army – the Aviation Enterprise seeks to rapidly identify issues of importance to Army Aviation, develop solutions, and rapidly implement changes across the force in order to adapt Army Aviation for future requirements.

Army Aviation's enterprise approach to problem solving has become a hallmark of the Aviation force and is the envy of the Army at large. As demonstrated during the Army Vice Chief of Staff's 2010 portfolio reviews of the aviation fleet and structure, the Aviation Enterprise has developed a well-regarded and highly effective enterprise model for managing change and meeting the demands of current operations.

As the Aviation Enterprise works to manage and improve the Aviation force, our preeminent consideration is minimizing the force's time deployed (boots on the ground or 'BOG') versus time at home station (dwell time), a metric better known as BOG:Dwell.

## Meeting the Demand

It is difficult to imagine that ten years ago anyone could predict the Army would have nearly six full CABs worth of aviation force deployed to combat or forward-deployed to Korea in 2011.

Yet after a decade of combat operations, the active component (AC) aviation brigade force has a BOG:Dwell ratio of approximately 1:1.2 years and the reserve component (RC) aviation brigade force at 1:3.3 years, with some reserve component aviation units, such a CH-47, HH-60 MEDEVAC and fixed wing, at closer to 1:2 years.

These metrics are force-wide averages, with some particular units cycling through combat tours at an even faster rate. For example, the 10th CAB and 4th CAB deployed to combat on their most recent tours with only 12 months between deployments, a BOG:Dwell of 1:1.

While Army Aviation in the AC has been at about 1:1.2 BOG:Dwell, the Army Chief of Staff's near-term goal for the force is 1:2, a rate which has generally been met for most ground forces. For example, brigade combat team BOG:Dwell is at 1:2.

But, as outlined in Aviation Study II, the only way to achieve an Aviation force BOG:Dwell of 1:2 while meeting current and projected demands is to expand the force.

As a result, the Army will grow two additional AC CABs: the 16th CAB and a thirteenth CAB which should be designated later this year. The 16th CAB is being formed from mostly existing, non-aligned aviation units while the thirteenth AC CAB will be activated from the ground up beginning in 2014. We expect the 16th CAB will be deployed in 2012 and that the thirteenth AC CAB should be ready for the fight in 2015.

The Army has not yet decided where to station these new CABs, but an ongoing stationing analysis and environmental impact study should enable the stationing decisions by April of 2011.

## A Continuing Review of Force Structure and Design

Among the most recent changes to the force are: the creation of the Army Special Operations Aviation Command; the addition of one cargo helicopter company to the 160th Special Operations Aviation Regiment; an approved increase of aircraft in the aeromedical evacuation companies from 12 to 15; the creation and activation of Gray Eagle MQ-1C unmanned aircraft systems (UAS) companies (with a basis of issue of one per division headquarters); and a pending effort to develop six standardized theater aviation brigades (TABs) from the current theater aviation command structures.

However, the most significant pending modification to Army Aviation will be the transformation of the 101st CAB to the full spectrum (FS) CAB design. This new CAB design teams the OH-58D aircraft with organic UAS in the CAB's armed reconnaissance squadron to provide improved surveillance and reconnaissance.

The FS CAB uses the current organizational building blocks to provide full-spectrum capability and adds manned/unmanned operations (MUM-O) capability to enhance intelligence, surveillance, and reconnaissance operations. The 101st CAB will begin reorganizing into the FS CAB construct in August 2011 and deploy in support of overseas contingency operations (OCO) in Fiscal Year 2012. Eventually, the Army could convert as many as 15 CABs to the full spectrum design, keeping the remaining six CABs in the heavy design.

## Preparing to Meet Future Needs

The Aviation Enterprise continues to work with the aviation science and technology community to develop enabling technologies that will pro-

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:23 PM Page 36



U.S. ARMY PHOTO BY CW4 DANIEL MCCLINTON

**Two AH-64D Apaches from the 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div., come in for a landing at Camp Taji, Iraq, after completing a reconnaissance mission over Baghdad Nov. 6, 2009.**

vide leap-ahead, revolutionary future aircraft to support the war fighter in the 2025-2030 timeframe.

It is critical that the Army embark now on developing future technologies considering that this process can take years, if not decades; and it is significant that the Army work with its joint partners in developing future systems.

Through the Office of the Secretary of Defense's Future Vertical Lift (OSD/FVL) Working Group, the Army remains committed to developing a technology demonstrator to experiment, test, and integrate various technologies that will ensure mature technologies for future multi-role aircraft that will benefit all the Services.




The OSD/FVL effort is truly a joint effort with participation from all the services, industry (Vertical Lift Consortium), academia, Special Operations Command (SOCOM), NASA, and various other supporting agencies.

This commitment to the future by the Army also included decisions like those made this past year during the Aviation Portfolio Review where the Senior Army Leadership approved the continued science and technology efforts to develop increased capability through the Improved Turbine Engine Program (ITEP). Additionally the Army is currently proceeding as the lead agency for many of these programs and began the foundational analysis on aircraft concepts.

This analysis will greatly assist the aviation community in developing aircraft requirements and informing the future development of Joint Capabilities Integration and Development System (JCIDS) requirements documents.

## Developing Partner Nations Capabilities

Department of Defense (DoD) past efforts to help develop partner nations has largely been limited to foreign military sales and technical assistance fielding teams. Today, DoD is expanding its support for building partner nations' vertical lift capabilities by expanding Security Forces Assistance (SFA) programs. As DoD's largest rotary-wing operator, the Army has the lead for vertical lift assistance and will play an increasing role in future SFA programs.

Most recently, the Army established a Non-Standard Rotary-Wing Project Management Office within the PEO AVN in order to improve materiel risks associated with our use of non-standard aircraft. The Secretary of Defense directed the Army to consider developing a standing capability to provide rotary wing SFA in support of our partners. The Army is also regenerating a capability to provide individual aircraft training and qualification on the Mi-17 helicopter at USAACE, a capability that should be ready in FY12.

Expect non-standard rotary wing training and SFA to be a growing part of our mission and lexicon in the not too distant future.

## Summary

Today's high demand for Army Aviation in our combat theaters is unprecedented. It is a testament to our collective success on the battlefield over the past 10 years that our fellow-warriors on the ground do not want to go into a fight for any length of time without the support of Army Aviation across the breadth and depth of the battlefield.

It is also the same high degree of professionalism that enables and empowers aviation leaders across the force to implement a successful Aviation Enterprise approach to achieve successful change across the force.

As we look to the future of the Aviation Force, whether in continuing to modernize, field the future vertical lift platform, or change the way we support our partner national helicopter forces, Army Aviation will continue to be the model for the rest of the Army.

Above the Best!

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*COL William H. Morris is the director of Army Aviation, G-3/5/7, Headquarters, Department of the Army, Washington, DC.*

MAR_APRIL 11 Section 2_June04.qxd 3/29/2011 2:27 PM Page 38





Aviation Center Logistics Command (ACLC) processes approximately 2,000 separate supply requisitions per day in support of the Aviation Center's aviation repair parts requirements.

ACLC COURTESY PHOTO

# AMCOM Update: Transformation with a Purpose

By MG James E. Rogers

Now and as always, our teams of professionals at the Aviation and Missile Life Cycle Management Command (AMCOM) and across Redstone Arsenal face a host of challenges in executing our missions.

Army aviation OPTEMPO remains extremely high, money is tight, and modernization efforts must continue – under increasingly tight regulatory restrictions. Executing our daily "hot priorities" seemingly consumes all of our time, even as we realize that we have to attack long term goals while we put out the fires.

We are implementing a strategy and actual processes that will allow us to maintain and execute this dual focus, which is necessary to support our Warfighting customers. Transforming both our organizations and processes is key to this strategy.

It's fair to ask "why" when discussing transformation, and all stakeholders want to know how the "what" part will affect and benefit them. The "why" part has several components, some of which I've already mentioned.

*Budget challenges:* We simply have to drive ourselves to greater cost efficiencies, in every area, to stretch the available dollars and deliver maximum benefit to our customers.

*Modernization*: It has to happen!

Funding for research and procurement has to be protected. We are helping in this area by implementing process improvements and organizational changes that reduce the cost of sustaining current operations.

New processes, such as the Army Force Generation Model (ARFORGEN), and other Army initiatives, also mandate that we adapt to accommodate new ways of doing business.

And to answer the "what's in it for me" question – continued relevance to the Army, and improved mission performance come to mind.

There is no doubt in my mind that we have to do this – the only question is, what are the best ways?

## Adapting for Improved Mission Performance

We have begun by verifying our mission statement, and defining a set of short and long term goals for the organization. We are also synchronizing our goals with our higher headquarters, and with our strategic partners in the Aviation Materiel Enterprise (PEO Aviation, the Army Contracting Command - Redstone, and the Aviation & Missile Research, Development, and Engineering Center).

Next, we're developing a "roadmap" of process improvements that lead from our present baseline, to

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:24 PM Page 40



PHOTO BY ED MICKLEY, CGAD PAO

One of Corpus Christi Army Depot's electronics artisans checks a myriad of wiring connections on a UH-60 Black Hawk using a DITMCO test fixture. This device can check and verify more than 20,000 test points on the aircraft.



CORPUS CHRISTI ARMY DEPOT PHOTO

Workers wear safety harnesses and other required Personal Protective Equipment (PPE) while working an OH-58A cabin Phase II structural preparation at Corpus Christi Army Depot, TX.

our short and long term goals. To achieve these, we are already launching initiatives, using *Lean Six Sigma* methods, which attack inefficiencies and identified weaknesses in our processes or organizational structure.

## Priorities

Of our many missions, the following priority tasks will remain our focus as we execute our transformative processes.

First and foremost, support to our Warfighters: maintaining readiness, supporting pre-deployment and post-deployment requirements, responding to the needs of our Soldiers and civilians downrange – will be our number one priority. We will not compromise any of our ongoing efforts that keep us in close touch with the needs of the community, and we are in fact looking for ways to expand these.

For example, we are sending our Aviation Resources Assessment & Analysis (ARAA) Team to Afghanistan, at the request of U.S. Forces Afghanistan, to assist them in improving the effectiveness and efficiency of their entire aviation readiness support structure.

*Reset* of our Aviation equipment has been extraordinarily successful and we will maintain that while we continue to implement process improvements and quality control procedures to reduce time, costs, and errors.

We will continue to work with our PEO partners to embed equipment upgrades and required modifications during the reset periods only, to maximize the availability of aircraft for training. We must also grow these partnerships to accommodate the expansion of *foreign military sales (FMS)* missions, and to address requirements to increase our technology protection efforts

Implementation and refinement of the *Logistics Modernization Program (LMP)* will continue.

Both of our depots reorganized internally to accommodate LMP and exploit its capabilities; HQs AMCOM will soon do the same.

Thanks to LMP, we now "see" over 167 million dollars of assets that were previously hidden; couple this with better visibility of maintenance actions and movement of items, and we are able to satisfy customer requests more rapidly and reduce backorders.

Our investment in *Condition Based Maintenance (CBM)* is generating a savings in repair parts expenditures, of over 200 million dollars in 2010, by reducing CBM-equipped units' parts consumption.

Aligning all installation aviation maintenance activities into a single *Aviation Maintenance Enterprise (AME)* will result in a more efficient distribution of work, application of common standards, and implementation of best practices at all facilities, with the end result being better support to our customers.

Instituting the Fleet Management Expanded (FMX) initiative at TRADOC maintenance activities will demonstrate similar positive results for those installations.

## Adaptability

In the past, we have demonstrated the ability to adapt our organization and processes to accommodate change; our assumption of the supply and maintenance mission in support of the training fleet at Fort Rucker is a great example. Today, AMCOM's Aviation Center Logistics Command (ACLC) sets the pace for adopting continuous organizational and process changes needed to ensure success and gain efficiencies.

Using Lean principles, ACLC has generated six additional aircraft for training by reducing work in process times; they've also freed up huge amounts of hangar space, and recorded cost avoidances in excess of 300 million dollars.

Our depots at Corpus Christi and Letterkenny are similarly embracing continuous improvement initiatives designed to make them even more cost competitive in the future. They are also seeking to expand and improve our partnering opportunities with industry, as these have proven to be "win-win" agreements. And initiatives designed to better train our workforce and recruit top-quality people (including veterans and wounded warriors) will remain a priority as we seek constant regeneration of our world-class workforce.

## The Biggest Challenge

Our biggest challenge – across the Army – will be maintaining our present level of support as contingency funds are reduced or eliminated.

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:25 PM Page 41

# Combat Deployed



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

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

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

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MAR_APRIL 11 Section 2_June04.qxd 3/30/2011 3:51 PM Page 42



ACLC COURTESY PHOTO

**ACLC workers have manufactured movable storage containers to secure aircraft equipment and components during phased maintenance, allowing a more efficient process to populate and de-populate aircraft. This step, and others developed using Lean Six Sigma methods, have allowed ACLC to greatly reduce the time required to execute aircraft phases.**

For AMCOM, and undoubtedly most Army organizations, we can expect funding in the next few years to be flat or decline. Under these circumstances, it will not be easy to continue our present level of support, but reducing our effort is not an option.

There are more Army aircraft deployed in theater now than at any other time since the start of combat operations in 2001, and the number will not decline any time soon.

We must find efficiencies across our supply chain, literally from the factories and depots to the flight lines.

To accomplish this, the entire team: industry partners, program managers, contracting specialists, AMCOM, and even our customers – will have to work together to achieve every saving and efficiency possible in this complex system.

## Maintaining Focus

Our challenge as leaders is to maintain a focus and collective energy on implementing continuous improvement. We must articulate achievable goals and objectives to the workforce, and then set the right priorities that will allow our employees to achieve a balance between current mission and transformation.

If we do that, our world class team of Soldiers, Army civilians, and contractors will rise to every challenge and excel. We are already on this path, and we will continue to push and grow in this direction.

I am looking forward to the dialogue we must have as a community to achieve our mutual goals. Continuing to sustain the most capable aviation and missile force in the world is a challenge I'm proud to be a part of!

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



MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 3:40 PM Page 44

SPECIAL FOCUS

PEO AVIATION UPDATE

# Program Executive Office, Aviation:
## Staying Ahead of the Evolving Mission

By MG William T. Crosby

Army Aviation platforms continue to exceed expectations and excel in performance in support of Operation New Dawn and Operation Enduring Freedom, flying over 4.3 million hours while operating at four to six times the peacetime operational flight rate. The credit for such continued success goes to the Soldiers on the ground and the aviation crews who do an outstanding job of keeping our aircraft viable in the fight. Whether conducting scouting missions, resupply, air assaults, or reconnaissance, surveillance, and target acquisition, Army aviation remains a critical enabler in these types of environments and in this type of war.

As we continue to improve Army aviation, the PEO Aviation workforce continues to earn the ground commander's confidence and respect through hard work, devotion, and intelligent application of strategies. My metric for success is the feedback we obtain from these combat commanders.

Our top priority in PEO Aviation is to reduce the burden on the Soldiers so that they can continue to execute the challenging missions they perform every day.



The CH-47F Chinook continues to support the warfighters on the ground and has recently been modernized to integrate the Garmin 696, an improved gun mount, and the electronic control unit.

PEO AVN COURTESY PHOTO

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:25 PM Page 45

### Life Cycle Management

Increased usage places a greater burden on maintainers, shortens aircraft lifespan, and increases support costs. Aviation is in a continual process of transformation, RESET, and projection of combat power. As the life cycle manager for all aviation platforms, my project managers are charged with cradle-to-grave execution of aviation platforms.

The next few years will prove to be the most challenging in the execution of life cycle management in the history of Army Aviation.

Our job lies in improving the integration of acquisition and sustainment into the LCM process in order to increase system readiness for the warfighter and identify ways to reduce total ownership costs through the use of Life Cycle Sustainment Metrics including reliability, maintainability, total ownership cost, and mean down time of aviation platforms.

### PEO Aviation G-3

In an effort to ease the acquisition workload of brigade commanders and to allow them to focus more on training for combat missions, we have a new, fully established G-3 office charged with interfacing between the acquisition community and brigade commanders and coordinating with PEOs responsible for equipment used in combat aviation brigades.

The G-3's mission is to synchronize execution of the PEO mission, which is to ensure unity of effort in support of the warfighter.

Included in this set of responsibilities is the development of PEO-wide priorities, the direction of PEO operations, and the provision of policies and strategies for developing and sustaining training and leadership systems.

The G-3 will identify PEO, CAB, and project manager's requirements and resource adjustments to ensure mission success and improve CAB readiness, sustainment, safety, and flight operations.

The G-3 will also maintain a PEO "War Room" Center with an Action Tracking System that will provide fleet management visibility concerning aviation maintenance and logistics issues affecting the CABs, while applying Lean Six Sigma techniques to improve PM/Assistant PM business practices.

### Mission Growth, Modernization and Efficiencies Within the Project Offices

We continue to modernize our airframes and tackle obsolescence and sustainment challenges. All project managers must address obsolescence throughout the life cycle of any program. Long term sustainment is key to the logistical support of our aviation platforms.

PM Apache has developed a long-term obsolescence mitigation and product support strategy that, when combined with the evolving modernization effort, will ensure the Apache remains relevant and ready for as long as it flies in support of the ground Soldier.

The Block III Program has entered Low Rate Initial Production and will improve performance, situational awareness, and sustainability while filling the capability gaps that commanders have on the battlefield, including the latest technology in Manned Unmanned Teaming Level 4 capability. The first inductions have occurred with the first Block III airframe rolling off the assembly line by the end of FY11.

PM Armed Scout Helicopter (ASH) has undergone significant mission growth with recent additions





PEO AVN COURTESY PHOTOS

The OH-58D Kiowa Warrior will soon receive an upgrade to its design.



An AH-64D Apache Longbow Block III flies over Yuma Proving Grounds during the Limited User Test in November 2009.



The MQ-1C Gray Eagle is the Army's newest and largest UAS; shown is the QRC2 version, weaponized with four HELLFIRE missiles.

such as the OH-58 A/C and TH-67 training helicopter fleets, which includes sustainment and program management requirements to support the institutional training base.

The OH-58F Kiowa Warrior Cockpit and Sensor Upgrade Program is on schedule and includes the Control Display Subsystem CDS5 cockpit enhancement and the installation of a modern sensor combating obsolescence and sustainment issues.

The emerging Armed Aerial Scout Helicopter mission is currently in the final stages of analysis with the final report expected during the second quarter of 2011.

The Analysis of Alternatives (AoA) is ongoing and will likely result in a requirement for a new manned, armed reconnaissance helicopter, an additional upgrade to the Kiowa Warrior design, or requirements for more unmanned aircraft systems (UAS).

Demands for increased UAS support have created a groundswell of requests. The most recent are for additional small UAS in Afghanistan which the PM has answered by acquiring, fielding, and training operators as well as by employing the Puma UAS to OEF. They have also initiated doubling the number of Raven systems fielded to deployed brigade combat teams.

PM UAS is making initial preparations to deploy a quick reaction capability (QRC) Vertical Take-Off and Landing UAS capability in support of increased intelligence, surveillance, and reconnaissance requirements in theater, resetting a DARPA-owned YMQ-18A (Hummingbird), and conducting fit checks of the DARPA advanced remote ground unattended sensor (ARGUS) payload.

Upon successful completion of integration test flights, the YMQ-18A and appropriate payloads will fly operational missions in Afghanistan by the end of FY11. Additionally, two Special Operations Command (SOCOM)-owned Hummingbirds, the first of the Block II configuration, will be upgraded for possible deployment to OEF in 2QFY12 to join the QRC aircraft deployed there in FY11.

While the arrival of the CH-47F marks a major milestone, Soldier Focused Logistics, which consolidated and integrated key Chinook support organizations and personnel into one centralized location, has proven to be an effective army transformation program by improving communications and providing quicker response times to support the CH-47 fleet.

Modernization efforts continue to be integrated into the Chinook fleet, including the development/incorporation/addition of: (1) the Garmin 696, (2) the improved gun mount, and (3) the Electronic Control Unit.

To maximize dwell time and improve the Soldier's quality of life, PM Cargo developed and executed the CH-47F Chinook Helicopter New Equipment Training Team (NETT) as a new model for Aviation. The program took over two years to develop and provides Soldiers comprehensive training at the unit's duty location.

Army senior leadership has recognized the value of the CH-47F NET program and is now the preferred method to train deploying units.

PM Utility fielded 172 brand new Black Hawk/Lakota aircraft as well as 48 recapitalized Black Hawks last year. They are on track to field another 169 new Black Hawks/Lakota aircraft, and an additional 48 recapitalized Black Hawks this year. Black Hawk assembly lines now feature the "M" series aircraft, with both HH-60Ms and UH-60Ms in full production.

The PM continues to support the production of Navy, other government agencies (OGA), and foreign military sales (FMS) aircraft as well.

New mission equipment packages (MEPs) and sub-systems have been well received in the field.

The UH-72A Lakota program continues its rapid progress with 214 aircraft on contract, 148 delivered, and 141 flying with the Active Army and Army National Guard. In the upcoming year, the aircraft will begin receiving the security and support (S&S) battalion MEP and will significantly improve the capability of the Lakota in Homeland Security, border

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 48



PEO AVN COURTESY PHOTOS

148 UH-72A Lakota aircraft have been delivered and 141 flying with the Active Army and Army National Guard.



Mi-17

patrol, and counter drug missions.

The Aviation Systems Project Management Office touches virtually every aspect of Army Aviation. With five product offices managing over 90 products, their mission is far reaching and critical to aviation operations.

The PM AS team is working diligently to develop and integrate new and improved products and systems for Army aircraft and maintainers around the world.

The Army senior leadership has recognized the magnitude of work required to acquire, field, sustain, and modernize the Army's fixed wing (FW) fleet and also recently approved the creation of a new Project Office for Fixed Wing.

Approximately 100 additional FW aircraft will be integrated into the PM which will remain at Redstone Arsenal as part of the PEO Aviation.

PM AS continues to move forward, bringing together the power of interoperability and networking, and linking new and legacy systems for increased combat capability.

PEO Aviation's newest project office for Non-Standard Rotary Wing Aircraft (NSRWA) continues to work closely with industry partners to improve support to the warfighter. Safety, airworthiness, and responsive support to all the non-standard platforms will remain the core function of all non-standard PMO operations.

The new NSRWA PM is responsible for executing all procurement, sustainment, and technical support to meet the requirements for aircraft and crews in support of DoD and partner nations.

In December 2010, the Acquisition Decision Memorandum authorized transfer procurement authority for 21 Mi-17 aircraft for the Combined Security Transition Command - Afghanistan (CSTC-A) to the Department of the Army.

Since its inception, the NSRWA PMO has grown to over 100 personnel, assumed responsibilities for other non-standard aircraft procurement, and delivered new Mi-17s to Iraq and Afghanistan. The Project Office is applying lessons learned and will orchestrate a comprehensive assimilation plan that will allow the Project Office to remain responsive to the new non-standard customers without compromising support to the Mi-17 community.

## An Eye Towards the Future

As budgets come down, it is going to be more difficult to resource Army Aviation at the same level in the future. However we will continue to successfully modify, upgrade, and remanufacture current, existing platforms to increase the life of our aircraft's survivability. Even with all of the great work we are doing in upgrading and supporting the current fleet, we recognize that now is the time to invest in the science and technology required to develop the future fleet.

Our current fleet will not last forever, and there are limits to our ability to upgrade current designs to meet future needs. Acquiring the amount that we need to invest in science and technology programs to effectively replace our continuously aging systems is going to be a challenge.

With no significant funding set aside or development programs approved, we have to accept risks in some areas, make trades in others, and agree on where our major investments need to be focused. At the same time, we must also fight to sustain our current resources.

Teams within the Army and OSD are working diligently to define the future Aviation environment and force, leading to the definition of capabilities that must be realized to be successful on the future battlefield.

As PEO Aviation cares for the aging fleet, our organization will continue to support the development and execution of a new investment strategy that will provide for new platforms ready to field in the 2025 timeframe and beyond.

❖❖

*MG William T. (Tim) Crosby is the U.S. Army program executive officer for aviation, Redstone Arsenal, AL.*

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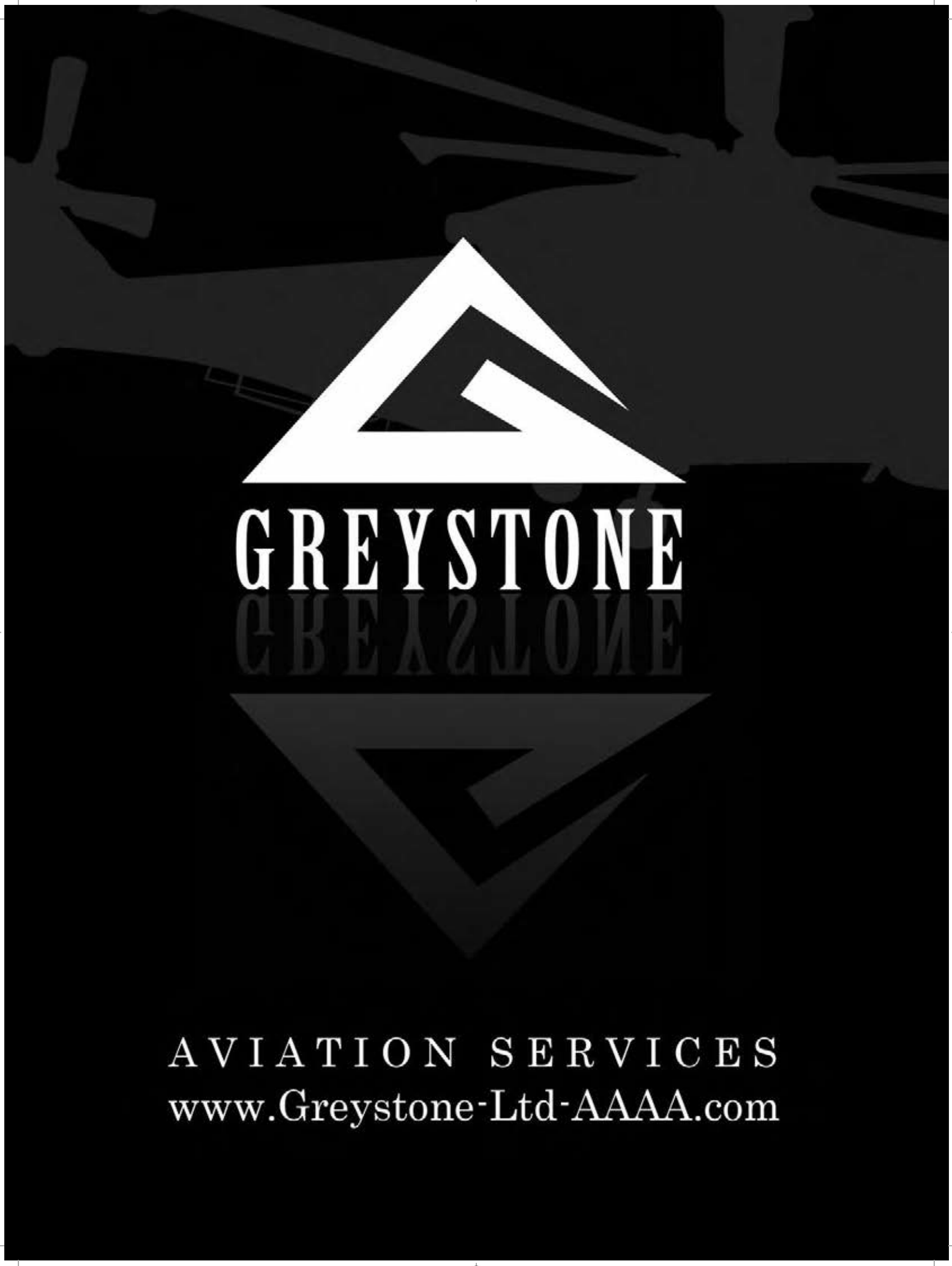
AAAA SCHOLARSHIP FOUNDATION

AAAA SCHOLARSHIP FOUNDATION supports the personal development of AAAA members and their families with annual education scholarships and interest-free loans. The FOUNDATION thrives on the generosity of private donors, industry, honorary and memorial donations.

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 49



MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 9:32 AM Page 50

# AAAA Professional Forum and Exposition
# 2011 Schedule of Events

## Saturday April 16, 2011

**0700-1800** **Air Assault Chapter Golf Tournament**
Gaylord Springs Golf Links Course
**1300-1700** **AAAA Registration Center Open** Governor's A
**1700-1800** **National Awardees Briefing** Governor's C

## Sunday April 17, 2011

**0900-1900** **AAAA Registration Center Open** Governor's A
**0930-1130** **AAAA National Executive Board Meeting**
Governor's C
**1130-1300** **NEB Luncheon (Invitation Only)** Governor's D
**1300-1600** **Press Room Open** Ryman Studio AB
**1300-1430** **Annual Meeting: Discussion of AAAA Initiatives and Membership Awards presented.** Delta B
(Chapter leadership and all AAAA Members are encouraged to attend. Refreshments served – Open Bar & Snacks).
**1600-1900** **Early Bird Reception & Opening of Exhibits**
Exhibit Hall

## Monday April 18, 2011

**0715-1600** **AAAA Registration Center Open** Governor's A
**0715-0815** **Eye Opener Coffee** Delta A
**0715-0815** **Speakers Breakfast** (Invitation Only)
Governor's Chamber E
**0715-1600** **Press Room Open** Ryman Studio AB
**0815-1030** **Professional Sessions Opening** Delta A
0815-0845 **Welcome, Presentation of Colors**
**BG Rod Wolfe, Ret.,** AAAA President
0845-0900 **Host Command Welcome**
**BG Jeffrey N. Colt,** Deputy Commanding General (Rear), 101st Airborne Division (Air Assault)
0900-0930 **Aviation Branch Opening Remarks**
**MG Anthony G. Crutchfield,** CG U.S. Army Aviation Center of Excellence (USAACE) and Fort Rucker
0930-1030 **Keynote Address & AAAA Awards**
**GEN James D. Thurman,** CG U.S. Army Forces Command (FORSCOM)
**1030-1600** **Exhibit Hall and Two Briefing Areas Open**
(AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC)
PM Briefing Area Alpha # 3433
(Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMF-JTRS)
PM Briefing Area Bravo #2329
**1100-1600** **U.S. Army HRC Career Guidance** Exhibit Hall, Bth 1500
**1130-1300** **AAAA Scholarship Lunch** (Ticketed Event) Delta B
**COL Robert P. Birmingham, Ret,** President of AAASFI Board of Governors
Presentation of Scholarship Donations
U.S. Army Aviation Museum Donations
**1300-1430** **Professional Session Breakouts**
1300-1345 **Warrant Officer Update:** Bayou C
**CW5 Michael L. Reese,** Aviation Branch Chief Warrant Officer
1300-1345 **Enlisted Update:** Bayou D
**CSM Tod L. Glidewell,** Aviation Branch Command Sergeant Major
1345-1430 **U.S. Army HRC Officer Mgmt Update:** Bayou C
**LTC Charles Dalcourt**
1345-1430 **U.S. Army HRC Enlisted Mgmt Update:** Bayou D
**LTC Randall Haws,** Avn. Branch Chief, Enlisted
**1400-1630** **AAAA Scholarship Foundation Board Meeting**
Governor's C

## Tuesday April 19, 2011

**0700-1600** **AAAA Registration Center Open** Governor's A
**0700-0800** **Speakers Breakfast** (Invitation Only)
Governor's Chamber E
**0700-0800** **Eye Opener Coffee** Delta A
**0700-1600** **Press Room Open** Ryman Studio AB
**0830-1130** **Prof. Sessions: Resilient and Adaptive** Delta A
0830-0900 **Aviation Safety**
**BG William T. Wolf,** Commanding General, Combat Readiness and Safety Center (USACSC)
0900-0930 **Special Operations Aviation**
**BG Kevin W. Mangum,** Commanding General, U.S. Army Special Operations Aviation Command (ARSOAC)
0930-1045 **Integrated Warfighting Forum**
**Host: MG Anthony G. Crutchfield,** CG, U.S. Army Aviation COE and Fort Rucker
**MG David D. Halverson,** CG, U.S. Army Fires COE and Fort Sill
**BG Theodore D. Martin,** Commandant, U.S. Army Armor School, Fort Benning
**Mr. William Moore,** SES, Deputy to the CG, U.S. Army Sustainment COE and Fort Lee.
**Mr. Jerry Proctor, SES,** Deputy to the CG U.S. Army Intel COE and Fort Huachuca
1045-1130 **Resilient and Adaptive**
**GEN Hugh H. Shelton, (Ret.),** former Chairman JCS
**1130-1600** **Exhibit Hall and Two Briefing Areas Open**
(AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC)
PM Briefing Area Alpha # 3433
(Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMFJTRS)
PM Briefing Area Bravo #2329
**1130-1600** **U.S. Army HRC Career Guidance** Exhibit Hall, Bth 1500
**1200-1330** **Spouse Working Luncheon** (Ticketed Event) Delta C
**Ms. Nicolette Maroulis,** Wounded Veteran Athlete
**1230-1400** **Breakout Session 1: CAB Commander Panel**
Bayou CD
**Chair:** **COL Daniel L. Ball, Chief of Staff, USAACE**
**COL Donald N. Galli, Cdr., 3rd CAB**
**COL William K. Gayler, Cdr., 101st CAB**
**COL Frank M. Muth, Cdr., 1ID CAB**
**COL Frank W. Tate, Cdr., 25th CAB**
**1330-1530** **Cub Club Reunion** (Members/Invitation Only)
**1345-1630** **Spouse Wellness Cafe** Delta D
**1400-1530** **Breakout Session 2: UAS Panel** Bayou CD
**Chair:** **COL Robert J. Sova,** TRADOC Capability Mgr, UAS
**COL Gregory B. Gonzalez,** PM UAS
**COL Steven D. Mathias,** DCO, ARSOAC
**COL Charles Sexton,** Cdr., 2 BCT
**COL Grant Webb,** CDR., JUASA COE
**1400-1500** **AAAA Membership Committee Meeting** Governor's C
**1500-1600** **AAAA NEB & Chapter Presidents Session** Governor's C

*Continued on page 52*

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 9:38 AM Page 52




## AAAA Professional Forum and Exposition

# 2011 Schedule of Events

**Tuesday April 19, 2011** *continued*

| | | |
|---|---|---|
| **1530-1630** | **Breakout Session 3: Future Vertical Lift** | **Bayou CD** |
| **Chair:** | **Mr. Ellis Golson,** Director, Capability Development & Integration Directorate, (CDID), Fort Rucker. | |
| | **MG James O. Barclay III,** ADCS G-3/5/7 | |
| | **COL Thomas H. Bryant,** Cdr., AATD (AMRDEC) | |
| | **COL Joseph Jellison, Dir.,** TPO-AB, (CRD) | |
| | **COL William H. Morris,** DCS, DA G 3/5/7 DAMO-AV | |
| | **Col Robert T. Tobin,** USMC, OPNAV N88, 5D453 | |
| **1730-2100** | **Army Aviation HoF Dinner** (Ticketed Event) | **Delta BC** |
| 1730-1800 | **Ticket Pick Up** | **Delta Lobby BCD** |
| 1800-1900 | **Reception** | **Delta Lobby BCD** |
| 1800-1900 | **HoF Inductee Assembly** | **Delta A Lobby** |
| 1900-2100 | **HoF Dinner** | **Delta BC** |
| **2100-0100** | **AAAA Chapter Reception** | **Presidential CDE** |

**Wednesday April 20, 2011**

| | | |
|---|---|---|
| **0730-1600** | **AAAA Registration Center Open** | **Governor's A** |
| **0730-0830** | **First Light Breakfast (Invitation only)** | **Delta B** |
| | **LTG William N. Phillips,** Military Deputy/Director, Army Acquisition Corps Office of the AssistantSecretary of the Army (AL&T) | |
| **0730-0900** | **Eye Opener Coffee** | **Delta A** |
| **0730-1600** | **Press Room Open** | **Ryman Studio AB** |
| **0900-1100** | **Professional Sessions: The Future Security Environment** | **Delta A** |
| 0900-0930 | **Describing the Future Security Environment** | |
| | **Mr. Maxie McFarland,** Deputy Chief of Staff for Intelligence (G-2) TRADOC | |
| 0930-1000 | **Equipping for the Futue Security Environment** | |
| | **MG William T. Crosby,** PEO Aviation | |
| 1000-1030 | **Supporting the Future Security Environment** | |
| | **MG James E. Rogers,** CG, U.S. Army Aviation and Missile Command | |
| 1030-1100 | **Future Concepts in a Cost Culture** | |
| | **LTG Robert E. Durbin,** Special Assistant to the Chief of Staff, Army for Enterprise Management | |
| **1100-1600** | **Exhibit Hall and Two Briefing Areas Open** | |
| | (AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC) | **PM Briefing Area Alpha # 3433** |
| | (Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMF-JTRS) | **PM Briefing Area Bravo #2329** |
| **1100-1600** | **U.S. Army HRC Career Guidance** | **Exhibit Hall, Bth 1500** |
| **1200-1330** | **AAAA 50 Year Members, Charter Members, & Cub Club Luncheon** (Invitation Only) | **Governor's D** |
| **1800-2200** | **AAAA Annual Banquet** (Ticketed Event) | **Delta A** |
| | **Featuring Country Artist Trace Adkins** | |
| 1800-1845 | **Assigned Seat Verification** | **Delta Lobby A** |
| 1800-1845 | **Reception** | **Delta Lobby A** |
| 1800-1845 | **VIP Head Table Assembly** | **Delta D** |
| 1900-2200 | **Banquet and Entertainment** | **Delta A** |
| | NOTE: The AAAA Annual Banquet is assigned seating only. Ticket Booth located in the Registration area for your seating assignment prior to 12 noon on April 20 | |
| **2100-2400** | **AAAA Farewell Bash** | **Delta BC** |
| | Say your goodbyes to your friends until next year. Music for dancing, listening pleasure and beverages. | |

**See you next year in Nashville, TN, April 1-4, 2012**

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

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:06 PM Page 54

# AAAA Professional Forum and Exposition

# 2011 National Executive Board

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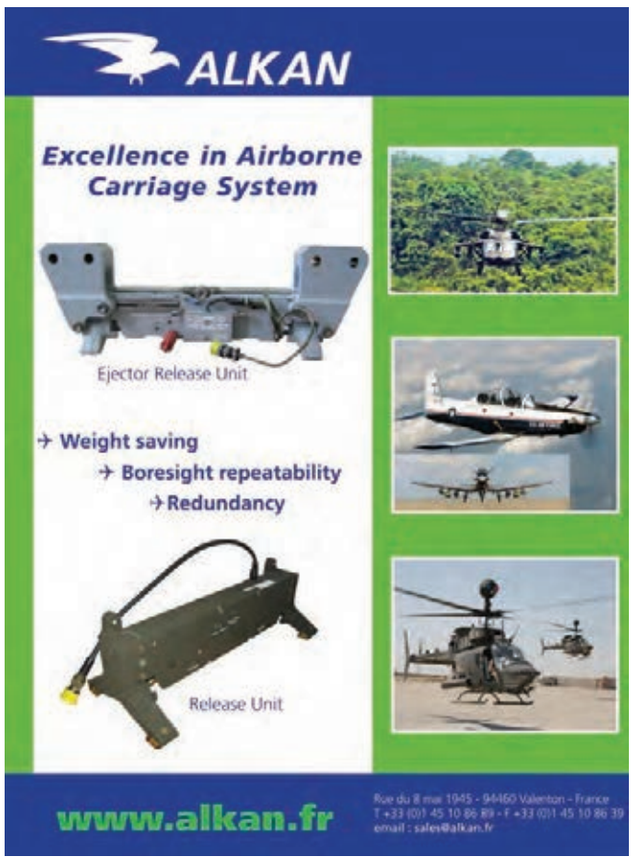
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Mr. Philip J. Dunford
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Mr. Scott Starrett

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(150 or More Members)

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**Aviation Center Chapter**
MG Rudolph Ostovich III, Ret.
**Washington-Potomac Chapter**
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# AAAA Professional Forum and Exposition

# 2011 Ryman Exhibit Hall



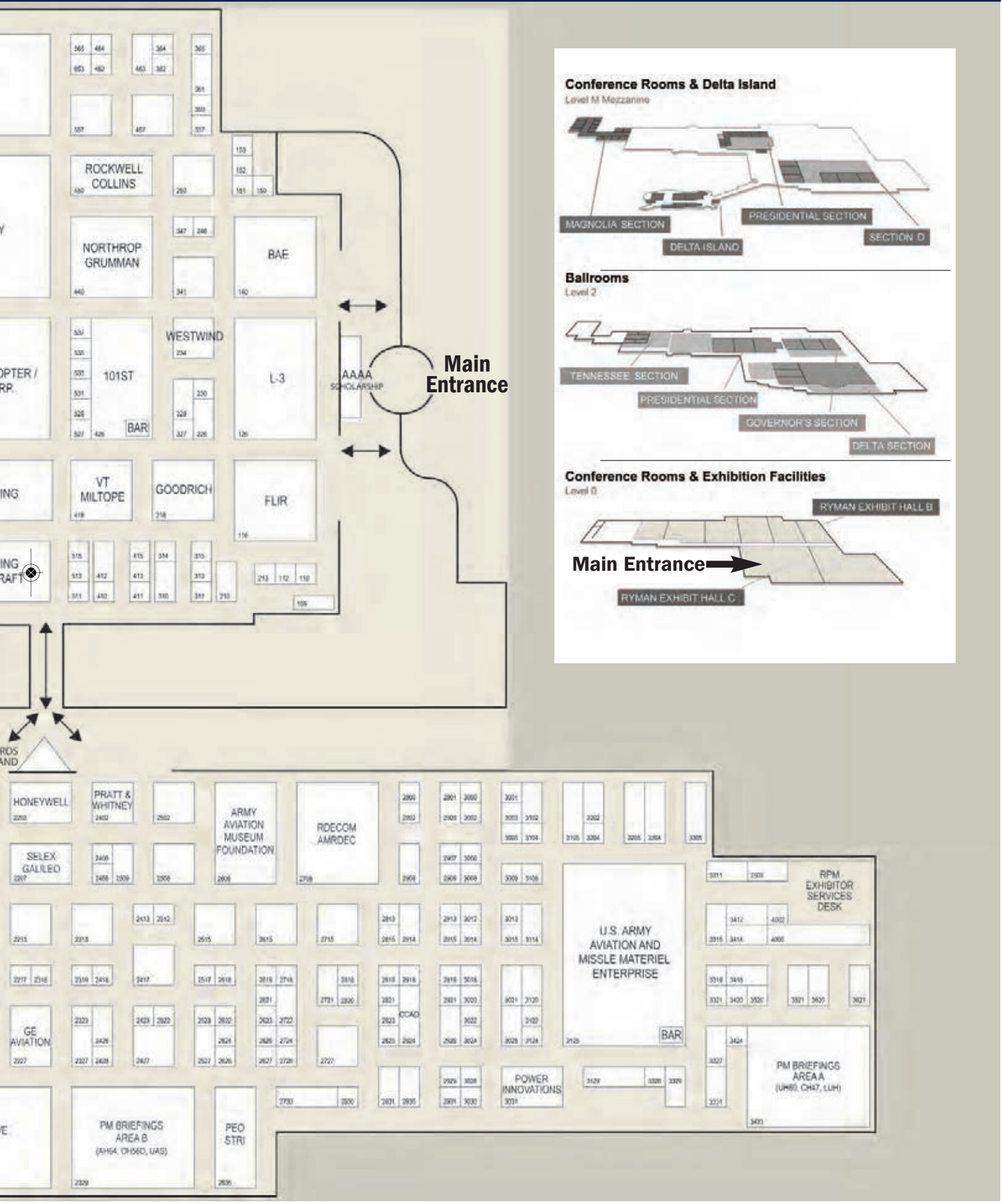

## Exhibit Hall Hours

**April 17, Sunday**
4:00 PM – 7:00 PM
Early Bird Reception

**April 18, Monday**
10:30 AM – 4:00 PM

**April 19, Tuesday**
11:30 AM – 4:00 PM

**April 20, Wednesday**
11:00 AM – 4:00 PM


ROCKWELL COLLINS
NORTHROP GRUMMAN
BAE
WESTWIND
101ST
BAR
L-3
AAAA SCHOLARSHIP
Main Entrance
VT MILTOPE
GOODRICH
FLIR
HONEYWELL
PRATT & WHITNEY
ARMY AVIATION MUSEUM FOUNDATION
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SELEX GALILEO
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CCAD
U.S. ARMY AVIATION AND MISSLE MATERIEL ENTERPRISE
BAR
POWER INNOVATIONS
RPM EXHIBITOR SERVICES DESK
PM BRIEFINGS AREA A
(UH60, CH47, LUH)
PM BRIEFINGS AREA B
(AH64, CH58D, UAS)
PEO STRI


Conference Rooms & Delta Island
Level M Mezzanine
MAGNOLIA SECTION
PRESIDENTIAL SECTION
SECTION D
DELTA ISLAND
Ballrooms
Level 2
TENNESSEE SECTION
PRESIDENTIAL SECTION
GOVERNOR'S SECTION
DELTA SECTION
Conference Rooms & Exhibition Facilities
Level 0
RYMAN EXHIBIT HALL B
Main Entrance
RYMAN EXHIBIT HALL C

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:08 PM Page 58

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

**Exhibitor.....Booth#**
11th Aviation Command/USAR Aviation .....2136
160th SOAR (A).....826
21st Cavalry.....2123
3M Aerospace .....3025
AAAA/Scholarship Foundation .....Main Entrance
AAAA Merchandise .....109
AAFMAA (Army & Air Force Mutual Aid Association) .....515
**AAI Corporation.....526**
AAR CORP. .....1140
ACES Systems .....2318
Acme Aerospace Inc.....1919
ADEPT Technologies.....2508
**ADS Inc. .....3412**
Advanced Torque Products .....1421
AECOM .....3114
AEgis Technologies .....3021
Aerial Machine and Tool .....1409
Aero Dynamix, Inc. .....716
Aerospace Maintenance Solutions .....1712
Aerospace Optics, Inc. .....415
AeroVironment, Inc. (AV).....1701
AGC Aerospace & Defense (CAT, Integrated Composites, Unitech Composites, APSE, Veracity, Valair Aviation) .....2119
AGE Logistics Corporation .....1914
AgustaWestland.....2007
Air Comm Corporation.....2825
Air Methods Products Division.....2821
Air Rescue Systems Corporation .....1702
Air Tractor, Inc. .....152
Aircraft & Commercial Enterprises .....2919
Aitech Defense Systems, Inc. .....3002
Alion Rapid Engineering Solutions Group.....2721
All-System Aerospace Int'l. Inc./Heli-Sysco Inc. ..2918
Altair Engineering.....1100
American Airlines/Snowball Express .....1556
Ameripack, Inc. .....2031
AMETEK Aerospace & Defense .....2820
Ampex Data Systems .....112
AmSafe .....3104
Ancra International.....2819




**Aranea Solutions Inc. .....3311**
ARINC .....250
Armed Forces Insurance .....1005
Armed Services Mutual Benefit Association (ASMBA) .....1003
ArmorWorks .....2427
Armstrong Tools.....1916
Army Air Force Exchange Service (AAFES) .....3030
Army Antiterrorism Branch.....2900
Army Aviation Museum Foundation, Inc.....2608
Army Fisher Houses - US Army Medical Command ....537
Army Historical Museum .....1402
Army Oil Analysis Program Management Office ..2901
ARNG Aviation & Safety Division .....1414
Association of the U.S. Army.....2907
Astronics DME Corporation.....2426
ATEC .....2406
ATEC/AEROVAN .....2509
ATK Alliant Techsystems .....2017
Aurora Flight Sciences .....457

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Av-DEC .....2517
Avenge, Inc.....1446
Aviall Services Inc .....1345
Aviatech Corp. .....3108
AVIATRIX, Inc. .....1812
Avion Avtask .....2724
Avion Solutions, Inc. .....329
Avionics Technologies "ATI Engineering Services" 1460
AVOX Systems .....151
AVROVER .....1363
AVX Aircraft Company .....2913
B.E. Meyers & Co. Inc. .....2813
BAE Systems.....140
Barnes Aerospace .....2512
Battelle .....1159
Becker Avionics Inc .....327
Bell Helicopter/AAI Corporation .....526
Big Ass Fans .....3621
BLEY LLC .....1933
The Boeing Company .....510, 518
Breeze-Eastern Corporation .....462
CAE .....1058
CALCULEX, Inc. .....2718
Camber Corporation .....1265
Cargo Helicopters PMO.....1426
CAST Navigation, LLC.....2100
CATI Training Systems .....3620
CECOM Communications-Electronics Command 2929
Cessna Aircraft Company .....313
Chamber of Commerce of Huntsville/Madison Co. 3001
Chandler/May, Inc.....2313
Chemring Group PLC .....2013
Click Bond, Inc. .....2621
COBHAM .....1466
Cocoon, Inc.....1716
Columbia Helicopters, Inc.....1237
Columbus Jack Corporation .....1718
Combat Helicopter Pilots Association .....3328
Combat Medical Systems, LLC .....1165
Contract Fabrication & Design.....1053
Corpus Christi Army Depot .....2924
Crestwood Technology Group .....315
CSC .....2417
Cubic Defense Applications.....3521
Curtiss-Wright Controls Electronic Systems .....2418
Dakota Air Parts Int'l., Inc.....2624
Dallas Airmotive.....2327
Danalco Inc.....2902
Darley .....2619
Dayton T. Brown, Inc. .....1437
Dayton-Granger, Inc. .....964
Defense Acquisition University .....2903
Defense News & Army Times .....1361
Dillon Aero, Inc. .....1004
Discovery of Flight Foundation/Wright Experience ..3022
DiSTI Corporation .....314
DLA Aviation .....3129
Donaldson Company (AFS).....1440
DRC .....3124
DRIFIRE/Optimer Brands .....2323
DRS Technologies .....916
Dynamic Control Inc./Permali Gloucester Ltd. ....4000
DynCorp International .....910
EADS North America .....940
East/West Industries, Inc. .....1417




**Eaton, Aerospace Group.....2815**
EDMO Distributors, Inc. .....311
Elbit Systems of America.....1210
EMS Aviation .....359
EMTEQ .....1713
Envelop Protective Covers .....653




**Essex Industries .....411**
Esterline - Palomar Products.....1458
Esterline CMC Electronics.....1359
Fastening Systems International, Inc. .....1819
FILCONN INC.....2830
First Command Financial Services .....1164
Flight Safety International .....1425
FLIR Systems .....116
Florida Turbine Technologies Inc. .....1907
FNH USA, LLC .....1320
Fort Rucker DIsplay.....1304
Freeman Holdings Group .....2319
GasTops Inc. .....2408
GE Aviation .....2227
General Atomics Aeronautical Systems, Inc.....1801
General Dynamics C4 Systems.....1326
GENTEX Corporation .....153
Gichner Systems Group Inc. .....1719
Goodrich Corporation .....218
Greenwich AeroGroup (Summit Aviation, DAC International, Professional Aircraft Accessories) ..1350
H.W. Farren Co. Aircraft Transportation .....1434
Handling Systems, Inc. .....1405




**Harris Corporation.....720**

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:09 PM Page 60

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

Hawk Enterprises, LLC .....1918
Hawker Beechcraft Corporation .....2228
HEATCON Composite Systems .....1061
Helicomb International Inc. .....3122
Helispec Inc .....2626
Honeywell .....2203
Hontek Corporation .....846
Howell Instruments, Inc. .....210
HRCoE .....1500
Icore International, Inc. .....2823
IEE - Industrial Electronic Engineers, Inc. .....1300

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**Insitu Inc. .....2502**
Inter-Coastal Electronics, Inc. .....463
Interface Displays & Controls, Inc. .....3009
Intevac Photonics, Inc. .....150
Inventory Locator Service, LLC .....410
Isodyne, Inc. .....1235
ITT .....341
J Chadwick Co. .....2217
JHT Inc. .....2915
Joint Aircraft Survivability Program Office (JASPO) ..1939
Kaman Aerospace .....1365
K-CON Inc. .....2625
KenJer Industries/BoltByte Tools .....1937
King Aerospace Inc. .....365
Kipper Tool Company .....1923
Knowledge Based Systems, Inc. .....2921
Kratos Defense & Security .....3508
L-3 Communications .....126
LaBarge, Inc .....1334
Laselec Inc. .....2909
Latshaw Training Group, Inc. .....3008
LAVERSAB INC .....2001
Liquid Measurement Systems .....817
Little Giant Ladder Systems .....1710
Lockheed Martin .....1016
Logis-Tech, Inc. .....2413
Luminator .....2727
M & S Machining, Inc. .....3520
M1 Support Services .....1000
Martin-Baker Aircraft Company, Ltd. .....1353
Massif Mountain Gear .....1007
MED-TRANS .....1435
Meggitt .....848
Metalite Aviation Lighting .....3319
Micro-Coax, Inc. .....213
Middletown Composites .....2618
Military Child Education Coalition .....533
Military Officers Association of America (MOAA) 3012
Military Parts Exchange / Dynatech .....2113
Miro Technologies .....2623
MonoSol LLC .....3003
Moog Inc. .....2722
Mustang Survival, Inc. .....1236
NAMMO, Inc. .....1065
National Aviation Hall of Fame .....3618
National Defense Industrial Association .....513
National Guard Bureau Office of Legislative Liaison ..3204
NAVAIR IBST .....3202
NAVAIR PMA209 GPWS/TAWS .....3205
NCS Technologies, Inc. .....3424
NGA-National Geospatial Intelligence Agency ....2831
NGRAIN .....3315
Night Stalkers Association .....1700A
NMC-Wollard .....1708
Norduyn .....1059
Northrop Grumman Corporation .....440
Onboard Systems .....1436
O'Neil & Associates, Inc. .....3005
Ontario Knife Company .....2523
Oppenheimer Precision Products .....1714
Orbit International Corp. .....357
Order of Daedalians .....527

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**Oregon Aero, Inc. .....226**
Oshkosh Specialty Vehicles .....1200
OSU-University Multispectral Laboratories .....3329
Oxley Inc. .....464
Palomar Display Products, Inc. .....2212
Paramount Panels, Inc. .....413
Parvus Corporation .....3420
Phantom Products Inc. .....1134
Physical Optics Corporation .....3006
Piasecki Aircraft Corporation .....412
Pilatus Business Aircraft, Ltd. .....2428
PM Apache .....1540
PM ARES (Aerial Reconnaissance & Exploitation Systems) .....2014
PM ASE .....1301

PM BRIEFINGS
Area A – Booth 3433
Area B – Booth 2329

PM JCSS/PM SKOT/PD TMDE .....2039
Polaris Defense .....1010
Port-A-Cool, LLC .....2522
Potomac Aviation Technology Corp.-Super AWOS .....1462
Power Innovations International, Inc. .....3031
PPG Aerospace .....1259
Pratt & Whitney .....2402
Product Manager Air Warrior .....3105
Product Manager Aviation Ground Support Equipment (PM AGSE) .....1723
Program Management Office Non-Standard Rotary Wing Aviation .....1456
Project Manager For Aviation Systems .....1730
Protective Group .....2023
QmaxTest Research .....3014
QRP, Incorporated, APEM Company .....1931
Raytheon Company .....1226
RDECOM - AMRDEC .....2708
Redstone Test Center .....3304

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**Robertson Fuel Systems .....819**
Rockwell Collins .....450
Rolls-Royce .....1046
Rotor & Wing Magazine .....1700
S3, Inc. .....2224
Sabreliner Corporation .....2101
Safran .....1052
Sandel Avionics .....3321
Sanmina-SCI Corporation, Defense and Aerospace Systems Division .....3120
Science Applications International Corp. .....1220
Secure, Rugged Portable Systems .....1322
Seitz Scientific Industries Inc. .....347
SELEX GALILEO .....2207
Sensor Systems, Inc. .....1001

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**Sentient Vision Systems Ltd .....1815**

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**SES .....840**
Shephard Group .....362
Sierra Nevada Corporation .....1253

Sikorsky
A United Technologies Company

**Sikorsky .....540**
SKF Aerospace .....364
Skydyne Company .....3018
Snap-On Industrial .....2008

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:09 PM Page 62

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

South Alabama Aviation Advantage.....3000
Specmat Technologies Inc. .....2627
**Spectrolab, Inc. .....4002**
Spectrum Associates, Inc. .....565

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**SPX Precision Components .....951**
SPYDERCRANE .....1558
Staco Systems.....1066
Stark Aerospace .....2515
Starline Inc. .....3020
Stevens Aviation, Inc. .....2908
Still Serving Veterans .....529
Superior Controls.....2925
Survival Systems USA Inc. .....1234
Sustainable Range Program .....3331




**Symetrics Industries, LLC .....2018**
Tactical Lighting Solutions .....3013
TAPS-Tragedy Assistance Program For Survivors 531
TDK-Lambda Americas .....1407
Team Wendy .....2914
Teledyne Brown Engineering.....2213
Telephonics Corporation .....1258
Terma .....511
TFAB Manufacturing Inc. .....3327
THALES.....2622

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**TIGHITCO, Inc. .....361**
Times Microwave Systems .....230
Timken Aerospace Transmissions, LLC .....958
Tobyhanna Army Depot .....2931
Torch Technologies .....246
Triumph Group Inc. .....1901
TUI University .....1704
U.S. Army Aeromedical Research Laboratory (USAARL) .....3102
U.S. Army AMRDEC Prototype Integration Facility (PIF) .....2715
U.S. Army Aviation and Missile Materiel Enterprise .....3125
U.S. Army CECOM Software Engineering Center (SEC) .....2930
U.S. Army CERDEC - Fort Monmouth, NJ .....1400
U.S. Army Combat Readiness/Safety Center .....3414
U.S. Army Operational Test Command .....1468
U.S. Army PEO STRI .....2636, 2730
U.S. Army Reserve Aviation/11th Avivation Command .....2136
U.S. Army Yuma Proving Ground .....3305
UAE Special Operations Command .....1204
Unique Handmade Creations, Inc. .....906
Universal Avionics Systems Corporation.....2012
University of Tennessee .....2818
Unmanned Aircraft Systems Project Office .....1707
URS .....710
US Dynamics Corporation .....3024
USAA .....2112
USAACE .....626
USAALS A & P Programs .....1470
Utility Helicopters Project Office .....556
Vaisala Inc. .....3015
U.S. Army Reserve Aviation/11th Aviation Command .....2136

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Vermillion, Inc. .....1101

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**Vertical 911 .....2423**
Vertical de Aviacion Ltda. .....557
Vertol Systems Company, Inc.....947
Virtual Reality Media, a.s. (VRM) .....1461
VT Group .....2527
VT MILTOPE .....418
W.L. Gore & Associates, Inc. .....310
Westone Laboratories, Inc. .....1201
WestWind Technologies Inc. .....234
WichiTech Industries, Inc. .....3028
Wiley X, Inc.....2726
Wiremasters, Inc.....3418
Wyle .....1158
Yulista Aviation.....2615




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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:37 PM Page 64

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



DAC Kelton

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

Sponsored by the Boeing Company

### Mr. James W. Kelton

**Air Traffic Control Product Management Office**
**Redstone Arsenal, Alabama**

As the assistant product manager for the Army's Tactical Airspace Integration System (TAIS), Mr. Jim Kelton is the driving force in solving many of the complex issues associated with managing low-level airspace.

His efforts directly affect combat effectiveness by providing tactical commanders freedom of maneuver in the third dimension of battle space.

His efforts in the Airspace Integration Improvements Initiative (AI3) are revolutionary and will change the face of both Air Traffic Control (ATC) and Airspace Command and Control (AC2).

He understands not only the complexities of ATC and AC2, but also the need to dynamically provide that same picture back to aircraft in flight.

He provided the vision and organized efforts to expand airspace deconfliction capabilities in joint, coalition, training, and Homeland Defense environments.

Under his leadership TAIS systems were successfully employed in support of the Coalition Attack Guidance Experiment in Canada, Army North Exercise Vibrant Response, and in airspace information centers around the world.

He has continually improved TAIS, streamlining the ability to rapidly clear airspace for immediate missions.

His contributions significantly enhance safety and effectiveness of the tactical and national airspace environments and demonstrate his dedicated service to the U.S. Army.



CW4 Fauth

## James H. McClellan Aviation Safety Award

Sponsored by GE Aviation

### CW4 Jason A. Fauth

**Headquarters and Headquarters Company, 6th Battalion,**
**101st Combat Aviation Brigade**
**Fort Campbell, Kentucky**

CW4 Jason Fauth has made an outstanding contribution to the success and safety of the 6th Battalion, 101st Combat Aviation Brigade and Army Aviation through his dedicated focus on composite risk management and aviation safety.

His efforts directly contributed to 22,300 combat flight hours flown in support of Operation Enduring Freedom 10-11.

His outstanding leadership as the Task Force Shadow Safety Officer allowed TF Shadow to accomplish some of the most complex combat missions ever executed in Regional Command-South, Afghanistan.

His dedicated professionalism as an aviator and trainer has enabled the growth of not only aviation safety officers but aviators of all ranks throughout the formation. Ever the consummate teacher, he has become the senior mentor and advisor to all levels of command across the brigade.

His implementation of a Close Call Data Base to track, report, and communicate ground and air hazards has been an essential part of TF Shadow's mission success enabling visibility of all daily hazards experienced in southern Afghanistan.

His contributions to Army Aviation by providing outstanding leadership ensured the success of the rapid deployment mission of TF Shadow and his hard work and dedication identify him as this year's winner of the James H. McClellan Aviation Safety Award.



SPC Randall

## Henry Q. Dunn Crew Chief of the Year

Sponsored by Robertson Fuel Systems

### SPC Wilhelm L. Randall

**Company C, 3rd Battalion,**
**4th Combat Aviation Brigade**
**Task Force Comanche**
**Afghanistan**

SPC Wilhelm Randall has performed well above his peers displaying exceptional motivation, courage, and selflessness.

Amassing over 245 flight hours and 58 missions while in combat, his phenomenal work ethic is extremely valuable to his unit.

In addition to his individual accomplishments for the company, he has distinguished himself on two separate occasions which had a positive effect on the successful mission accomplishment of Task Force Comanche as a whole in Afghanistan.

The first event was the successful extraction of a MEDEVAC aircrew that experienced a hard landing.

They required assistance and SPC Randall and his crew extracted the stranded crew and wounded patient of the other aircraft under the cover of darkness.

In the second event, he exhibited exemplary courage after being approved into a hot landing zone under enemy fire on an air assault.

He exited his aircraft to expedite the loading of ground forces onto the Blackhawk.

He did this selflessly under enemy fire without any regard to his own safety.

SPC Randall's contributions to the mission of Army Aviation in support of Operation Enduring Freedom earned him recognition as the 2010 AAAA Henry Q. Dunn Crew Chief of the Year.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:38 PM Page 66

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



SPC Frazee

## Aviation Soldier of the Year
Sponsored by
Bell Helicopter Textron

### SPC Cory S. Frazee
**Company B, 603rd Aviation Support Battalion, 3rd Combat Aviation Brigade**
**Hunter Army Airfield, Georgia**

Specialist Frazee, a Chinook Repair Technician assigned to Company B, 603rd Aviation Support Battalion, proved to be an outstanding and hard-working Soldier.

He is a mission focused Soldier with a desire to learn and excel, and has demonstrated the core attributes and fundamental abilities of a successful future leader.

He consistently displayed excellence in all aspects of soldiering and Chinook aircraft maintenance, from simple discipline, to aircraft recovery operations, to phase maintenance inspections.

He participated in twelve Chinook phase inspections, taking the lead on three of them, including both the most challenging and fastest executed in the brigade.

He served as a critical member of the aircraft recovery team where he was indispensable on five recovery missions, taking the lead on one mission.

He progressed as one of two Chinook door gunners in the battalion and completed over 50 combat hours during the course of 35 maintenance test flights.

SPC Frazee continues to demonstrate a technical skill, maturity and leadership potential far beyond that of his peers and junior NCOs and is unequivocally the best soldier in the battalion and most deserving of recognition as the AAAA Soldier of the Year.



SFC Lopez

## Rodney J.T. Yano Noncommissioned Officer of the Year
Sponsored by
Lockheed Martin Corp.

### SFC Rafael C. Lopez II
**Company D, 4th Battalion, 3rd Combat Aviation Brigade**
**Hunter Army Airfield, Georgia**

SFC Rafael Lopez is one of the finest NCOs in Army Aviation today. He was instrumental in the success of Task Force Brawler during Operation Enduring Freedom in 2010.

As the Maintenance Platoon Sergeant for Delta Company, he led in the production of combat power across the 3rd CAB's most expansive area of responsibility in Afghanistan, helping to sustain a fleet of as many as 17 UH-60L, 11 CH-47, 12 AH-64, and six UH-60A helicopters.

He is the complete package: a values-based, professional Warrior who leads from the front in all aspects of a Noncommissioned Officer.

He transformed his platoon of inexperienced Soldiers from three different MOSs into a cohesive unit that completed eight phase inspections each on Blackhawks and Apaches, while tackling copious scheduled and unscheduled maintenance.

He equipped his Soldiers for every challenge of combat: physically, mentally, and emotionally; developing their technical abilities, shaping their physical fitness, honing their marksmanship and life-saving skills, taking care of their families, and preparing them for the future.

His conspicuous, positive contributions directly empowered Task Force Brawler in the war on terrorism and identify him as the clear choice for the Rodney J.T. Yano NCO of the Year Award.



CW3 Lacrosse

## Michael J. Novosel Army Aviator of the Year
Sponsored by
Sikorsky Aircraft Corp.

### CW3 Jason J. Lacrosse
**Company C, 5th Battalion, 158th Aviation Regiment, 12th Combat Aviation Brigade**
**Katterbach Army Airfield, Germany**

CW3 Jason Lacrosse deployed with Charlie Company, 5th Battalion, 158th Aviation Regiment in support of Operation Iraqi Freedom in June 2009. While deployed to Iraq's Multi-National Force-West he served as the Forward Operating Base Korean Village MEDEVAC site officer-in-charge until the company received change of mission orders to move to Afghanistan in support of Operation Enduring Freedom.

He was instrumental in the unit's environment qualifications upon its arrival in Afghanistan. He used his previous Afghanistan deployment experiences to train the company's thirty aviators in high altitude and mountain flying techniques.

He later served as the Regional Command-West's Forward Operating Base Farah MEDEVAC site officer-in-charge for four months before being selected by the command to set up the Kunduz Provisional Reconstructive Team MEDEVAC site in Afghanistan's Regional Command-North.

He was the air mission commander for the "Good Friday" MEDEVAC mission on April 2nd, 2010 in Kunduz, Afghanistan where, under his leadership as an air mission commander, two MEDEVAC UH-60s and one MEDEVAC chase UH-60 safely evacuated 11 wounded German Soldiers under extremely heavy fire from enemy forces over the course of the three hour long mission. The Good Friday mission was the German military's single largest engagement since the end of World War II, and CW3 Lacrosse was awarded the Silver Star and Germany's second highest military award, the German Gold Cross for Valor.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:38 PM Page 68

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



COL Thurgood

## Robert M. Leich Award

Sponsored by Northrup Grumman Corp. ESSS

## Utility Helicopters Project Office Program Executive Office, Aviation

**Redstone Arsenal, Alabama**



Mr. Gore

Project Manager: COL L. Neil Thurgood
Deputy Product Manager: Mr. Gregory D. Gore

When we wake up in the morning, there are more than 400 Utility Helicopters in active combat zones. Concurrently, more than 300 Utility Helicopters are processing through Preset.

Every day more than 300 Utility Helicopters move through the sustainment process. These actions supporting deployed combat Soldiers are the Project Office's number one priority.

Accordingly, this fleet has amassed the highest number of combat helicopter hours in history, over 1.5 million combat hours and over 6 million total fleet hours. Nevertheless, that is not the entire picture - simultaneously, 900 additional utility helicopters are ready to respond to worldwide natural disasters, rescues, MEDEVACs and similar operations.

Our Aviation Soldiers have borne the brunt of Army operations for the past 12 months and their efforts, their conviction, their wisdom and their persistence have produced spectacular results. Accordingly, the Utility Helicopters Team has taken wartime actions to rapidly increase our aircraft fleets, digitize our systems, improve situational awareness, modernize the airframes, and field sophisticated sensor systems.These include 118 new UH-60M Black Hawks, 54 new UH-72A Lakota's, and 435 new T701d engines.

Army Aviation's Utility Helicopters Team and aviation enterprise have changed aviation's vector. Today the aviation team provides the heart of our Army's OPTEMPO and the soul of our commitment to the Soldier.



MAJ Smith

## AAAA Army Reserve Aviation Unit of the Year

Sponsored by Honeywell International

## Company B, 5th Battalion, 159th GSAB

**Fort Eustis, Virginia**



SGT DeHart

Commander: MAJ Aaron L. Smith
Senior NCO: 1st SGT Mark E. DeHart

The Soldiers of B/5-159th General Support Aviation Battalion (Freight Train) distinguished themselves from September 28, 2009 to September 27, 2010 while deployed to Iraq in support of Operation Iraqi Freedom 10-12. Assigned to Task Force 12 (12th Combat Aviation Brigade), the unit represented U.S. Army Reserve Aviation outstandingly by outperforming prior CH-47D Chinook units with only half the airframes and by deploying to OIF with 100% of their unit NVG qualified.

Freight Train Soldiers flew over 5,500 hours averaging over 80 hours per airframe per month, conducted more than 1000 combat operations, delivered over 7,056,000 pounds of cargo, and 552,000 pounds external sling load. They transported over 50,000 troops, Iraqi forces and contractors throughout their area of operation, U.S. Division – South (USD-S).

Freight Train provided effective and efficient support by establishing a self run Space A cargo yard to service all of USD-S and established relationships with all movement control teams and arrival and departure airfield control groups (ADACG) providing proactive "Space A" passenger service to maximize every flight. They also conducted a number of air assaults against high value targets and provided air assault training to Iraqi forces.

The achievements of the Soldiers of B/5-159th GSAB identify them as the 2010 AAAA USAR Unit of the Year.



LTC Pond

## AAAA John J. Stanko Army National Guard Aviation Unit of the Year

Sponsored by Honeywell International

## 1st Battalion, 147th Aviation Regiment

**Coalition Operating Base Adder, Iraq**



CSM Christianson

Commander: LTC Martin J. Pond
Senior NCO: CSM David R. Christianson

TF Ironhawk, comprised of units and Soldiers from the states of Wisconsin, Michigan, and Indiana, the 1-147th Assault Helicopter Battalion (AHB), augmented with G Company 2-135th MEDEVAC from Colorado, and Kansas, as well as A Company 1-1 Attack from 1eCAB 1ID, Ft Riley Kansas, provided unparalleled support as part of the enhanced Combat Aviation Brigade, 1st Infantry Division during Operation Iraqi Freedom and, subsequently, Operation New Dawn. TF Ironhawk easily distinguished itself as the leader in the implementation of the UH-60M into the total combat force with the exceptionally high OPTEMPO required to support U.S. Division-South resulting in the battalion's successful execution of 1,986 combat missions and 15,000 combat hours in four months. Unit Soldiers flew in excess of 6,000 training hours, becoming subject matter experts, all without any accidents. The three assault companies moved over 5,600 passengers and 660,000 pounds of cargo during their 12,000 combat hours. The attack companies flew just under 3,000 combat hours while executing a variety of missions, to include counter indigenous defense fighter; intelligence, surveillance and reconnaissance; and air to ground mission support. The MEDEVAC company provided twenty-four hour coverage at four locations transporting 109 patients with 102 missions and logging more than 1,100 hours.

The outstanding mission accomplishment by Soldiers of TF Ironhawk identifies them as the 2010 AAAA John J. Stanko Army National Guard Aviation Unit of the Year.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:39 PM Page 70

# AAAA Professional Forum and Exposition

# 2011 National Award Winners



LTC Musiol

## AAAA Active Army Aviation Unit of the Year

Sponsored by the L-3 Communications Integrated Systems Group

### 1st Battalion, 3rd Combat Aviation Brigade, Task Force Viper

**Hunter Army Airfield, Georgia**

Commander: LTC Michael J. Musiol
Senior NCO: CSM Terry L. Sparks



CSM Sparks

1st Battalion, 3rd Combat Aviation Brigade, Task Force Viper, was a blend of Active Duty and National Guard Soldiers who provided outstanding mission support to Operation Enduring Freedom from FOB Salerno in Afghanistan.

During combat operations, Task Force Viper operated at a record pace of 2,200–2,600 combat flight hours each month; totaling 29,400 combat hours on 34 aircraft in 12 months. This was facilitated by an unsurpassed maintenance program which completed over one hundred thousand accident free maintenance man-hours to produce an incredible 83% Operational Readiness (OR) rate overall for task force aircraft.

The Vipers successfully conducted over 3,500 missions including 392 deliberate and hasty air assaults; assisted in capturing 96 high value targets and 346 detainees; killed 812 insurgents; moved over 30,000 passengers and 7 million short tons of cargo; evacuated 1,070 casualties, and pumped over 5.7 million gallons of fuel at four separate forward area refueling points.

Task Force Soldiers earned 4 Distinguished Flying Crosses, 43 awards for valor, and over 100 Combat Action Badges.

The achievements of the Soldiers of Task Force Viper are tremendous – sustaining combat power by providing the absolute best aviation capabilities in the world clearly identify them as the 2010 AAAA Active Aviation Unit of the Year.



COL Galli

## AAAA Outstanding Aviation Unit of the Year

Sponsored by the Boeing Company

### 3rd Combat Aviation Brigade, Task Force Falcon

**Hunter Army Airfield, Georgia**

Commander: COL Donald N. Galli
Senior NCO: CSM Richard D. Stidley



CSM Stidley

3rd Combat Aviation Brigade, TF Falcon, operated from 15 forward operating bases (FOBs) across Regional Command-East (RC-E), Afghanistan.

They sustained the highest operational tempo of any Operation Enduring Freedom aviation brigade to date flying in excess of 154,500 combat flight hours, including rotary wing, fixed wing and unmanned aerial systems. All told, TF Falcon had under its command and control 252 aircraft and over 5,006 military and civilian personnel, which included aviation oversight of Polish, Korean, French, and Czech Aviation Forces.

TF Falcon established initiatives to protect the Afghan people and Coalition Forces to include partnering with the Afghan National Security Forces and Afghanistan Air Force to conduct successful training programs and establishing a ground combat platoon to conduct security operations. The TF also supported Afghan and Coalition ground forces through an initiative called Falcon Strike, an aviation-centric counter-improvised explosive device operation, which resulted in a 76% decrease in IED activity along Highway 1. TF Falcon was the first aviation brigade to routinely fly the OH-58D Kiowa Warrior above 6,000 feet and was responsible for 1,534 enemy killed in action and assisted with the capture of 947 insurgents.

The extraordinary accomplishments of TF Falcon Soldiers identify them as the 2010 AAAA Outstanding Aviation Unit of the Year.

## Top Chapter of the Year, Master

Sponsored by AAAA National

### Tennessee Valley Chapter

**Huntsville, Alabama**

Chapter President:
Mr. Gary S. Nenninger

2010 was a tremendous year for the Tennessee Valley Chapter (TVC)as it continues its commitment to Army Aviation, the Warfighter, and the Huntsville/Redstone community.

Highlights included: hosting the largest annual Joseph P. Cribbins Aviation Product Symposium (APS) and recording an all time high number of exhibitor booths; hosting the 2nd Annual "Strong Bonds" weekend for more than 250 family members from Ft. Campbell, KY; supporting deployed Warfighters and the Wounded Warrior program with $15,000 in phone cards, personally delivered in theater by Chapter members; sponsoring the Honor Flight Tennessee Valley Program that flies WWII veterans from Huntsville, AL to Washington DC to view the WWII memorial; and contributing $50,000 to the AAAA National Scholarship effort.

In addition, the chapter reached a new peak membership of 2,010, remaining the largest AAAA chapter, averaging more than 100 new members per year over the last three years.

From sponsoring golf tournaments, fishing tournaments, an Order of St. Michael Ball, and numerous community projects to a strong local awards program, the TVC continues to excel in providing support to the aviation Warfighter, military families, and its members and is unquestionably deserving of recognition as the 2010 AAAA Top Master Chapter.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:45 PM Page 71

## Top Chapter of the Year, Senior

Sponsored by AAAA National

### Thunder Mountain Chapter

**Fort Huachuca, Arizona**

Chapter President:
CWO5 Luis Zamudio

The Thunder Mountain Chapter was formed in 2006 shortly after the Aviation Branch took over proponency for unmanned aircraft systems (UAS) at Fort Huachuca, Arizona. It is not a conventional chapter in the sense that a large percentage of the members are not mainstream aviation; they are soldiers, civilians and contractors who come from other walks of life.

During these four short years the chapter has grown to a Senior Chapter status with a membership of at least 70 members as of the last count.

Chapter members, together with personnel from the chapter's sponsoring unit, the Unmanned Aircraft Systems Training Battalion (UASTB), provided numerous hours of community service to include support to the Sierra Vista Oktoberfest, Bisbee 1000, Habitat for Humanity, and the Ft. Huachuca Meyer's Elementary School Spring Carnival and middle school track meet, to name a few.

Chapter members and UASTB personnel also donated over 4,000 nonperishable items to the Chaplains' Food Locker to help struggling military families and, for the last 5 years, the Bike drive, raising enough for approximately 75 to 100 bikes.

The chapter has contributed annually to the AAAA Scholarship since its second year in existence.

These accomplishments identify the Thunder Mountain Chapter as the 2010 AAAA Top Senior Chapter.



MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:01 PM Page 72

# AAAA Professional Forum and Exposition
# 2011 Hall of Fame Inductees



COL Forrester

## Colonel Patrick G. Forrester, Retired

Retired Colonel Patrick G. Forrester made unique contributions to Army Aviation and the National Aeronautics and Space Administration (NASA) over a thirty-two year Army and NASA career. Graduating from West Point in 1979, he went on to complete Airborne and Ranger School, Army Flight School and the Instructor Pilot Course. He served as an instructor pilot at Fort Rucker and as the Aide-de-Camp to the Deputy Commanding General.

Following assignments with the 25th Aviation Brigade as a platoon leader, operations officer, and battalion level S-3, he earned a Master of Science Degree in Mechanical and Aerospace Engineering from the University of Virginia. In 1992, he graduated from the U.S. Naval Test Pilot School followed by assignments to Edwards AFB and to the U.S. Army Technical Test Center (ATTC), Fort Rucker, AL. He served as a company commander and adjutant while simultaneously conducting test flights and evaluations.

NASA selected him as an astronaut candidate in 1996. After astronaut training, he served as a capsule communicator (CAPCOM) in Mission Control, as the technical assistant to the Director of Flight Crew Operations, and as the Commander of the U.S. Army Astronaut Detachment.

In 2001, he flew as a mission specialist aboard Space Shuttle Discovery on STS-105 to the International Space Station (ISS). In 2007, he made his second trip to the ISS on STS-117 aboard Space Shuttle Atlantis. He made his third trip into space aboard Discovery on STS-128 in August 2009. During his three missions to the ISS, he amassed over 950 hours (39+ days) traveling in space, and flew over 16.4 million miles. He conducted four spacewalks accumulating 25 hours, 22 minutes of EVA time.

He has flown over 5000 hours, logging time in more than 50 different types of aircraft. His career can be summed up succinctly by saying, "He is an Army Aviator first, an Astronaut second, and a Soldier always."



LTG Jones

## Lieutenant General Anthony R. Jones, Retired

LTG Anthony R. Jones distinguished himself through exceptionally meritorious service in Army Aviation. A master Army aviator with extensive experience across the globe in conventional and special operations assignments, he was instrumental in ensuring that Army Aviation was recognized as a combat maneuver capability and critical to the fight.

His career began as an Infantry officer, dual-tracked until Aviation became a branch. As a young staff officer, he drafted the initial Volunteer Statement for Special Operations Soldiers. Later, during his command of the TF 160 CH-47 lift company, the aerial refueling probe, crash-worthy fuel tanks, and enhanced cockpit modifications enabling long range deployments became a reality for Special Operations Aviation.

LTG Jones was also a forerunner in attaining recognition of Aviation leaders by his selection as the chief of staff, 24th Infantry Division, an assistant division commander for the 1st Armored Division, the chief of staff, U.S. Army Europe, and later the deputy commanding general, Training and Doctrine Command. These assignments gave Army Aviation a leading role in the many historical events that occurred in our Army.

As the commanding general of the Army Aviation Center, from 1998 through 2001, he led Army Aviation through a very pivotal period, introducing multi-functional organizations, developing new Army doctrine, new training models, and the transition of the Total Army. His Army Aviation Modernization Campaign Plan became the basis for the future. In addition to unit organizational changes and divesting of aging combat systems, the plan included changes such as Flight School XXI, increased use of modern simulations, a level-C survival, evasion, resistance, escape program, and a water survival/dunker training program. These programs are now standard for aviator and leader development.

LTG Jones was the Soldier's soldier. He championed aviation modernization, leader development, and readiness. Fulfilling his commitment to Soldiers and their families are hallmarks of his leadership. He established a clear vision for Army Aviation that has evolved into today's most competent maneuver force on the battlefield.



SP5 Hook

## Specialist Five Steven B. Hook, Retired

Specialist Five Steve Hook was the "Charles Kelly of DUSTOFF medics." He put every life entrusted to his care above his own, routinely risking his life for the wounded. By his demeanor and example he contributed immeasurably to a unit that sustained fifty percent casualties and still evacuated some 4,000 patients each month. He was absolutely fearless, the model for all that the combat medic has been or could ever aspire to be.

Hook was among the few crewmembers with the qualifications and courage to rescue patients in zero/zero weather, at night under instrument conditions to the pickup site where the crew looked for flares and descended through the weather and mountains. On one such mission, he guided the pilots through the clouds to a unit pinned down and surrounded by the enemy. He left the aircraft and raced through enemy fire to get the patient. Once on board, he skillfully treated his wounds and saved his life.

On his final mission he volunteered to rescue wounded from an ARVN outpost surrounded by the enemy and under heavy mortar fire. On two missions into this area he was forced again to leave the aircraft, as the friendlies were pinned down. He repeatedly raced across open areas to load the wounded while the enemy concentrated small arms fire, RPGs and mortar on him and his ship. On his third trip the enemy zeroed in on the DUSTOFF ship. A direct mortar hit severely wounded him; shrapnel dug deep into his brain and seriously damaged one arm. He would spend many months in the hospital and years recovering.

He is not famous nor did he die in a blaze of glory, but he left his blood and sweat on many battlefields setting an example for all who care for others.

Steve Hook was inducted into the DUSTOFF Hall of Fame on 24 February 2002.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:58 PM Page 74

# AAAA Professional Forum and Exposition

# 2011 Hall of Fame Inductees



LTC Mills

## Lieutenant Colonel Hugh L. Mills Jr., Retired

Hugh L. Mills, Jr. was one of the most decorated pilots during the Vietnam War. During his two tours in Vietnam as an aero scout and one as a cobra pilot, he flew more than 3,300 combat hours and developed many of the U.S. Army's air cavalry aero scout tactics. He was shot down 16 times and wounded three times, earning numerous decorations for valor, including three Silver Stars, the Legion of Merit, four Distinguish-ed Flying Crosses and three Bronze Stars, one for valor in ground combat. The government of Vietnam awarded him the Cross of Gallantry with Silver Star and Palm, the Vietnamese Honor Medal First Class and the Civic Action Honor Medal First Class.

Mills, who commanded the aero scout platoon of the 4th Cavalry, was described by Major General A.E. Milloy, 1st Infantry Division commanding general, as "the most courageous small unit leader in the First Division with the highest kill ratio of any combat in the Big Red One."

Among his accomplishments, were developing a pilot technique to correct the OH-6 Cayuse "Hughes Tail Spin," which had killed numerous aviators; leading air cavalry raids into Laos, Cambodia and North Vietnam; commanding the Army's first night-attack helicopter unit with crude night vision systems; and he was the first Army pilot to test the XM-8 40mm grenade launcher in combat.

Mills co-authored a book about his experiences in Vietnam, "Low Level Hell: A Scout Pilot in the Big Red One." He retired in 1993 after 26 years of service.



BG Sinclair

## Brigadier General Edward J. Sinclair, Retired

Brigadier General E.J. Sinclair spent his career in Army Aviation advancing the art and science of flight, and enhancing the capabilities and readiness of tactical aviation units. He concluded his career as the Aviation Branch Chief and Commanding General of the Army Aviation Warfighting Center from 2003-2006.

This period was marked by intense demands for Aviation combat proficiency, comprehensive transformation of Aviation unit structure, and generation of requirements supporting a massive acquisition reinvestment. At no time since the formation of the Branch was there such a simultaneous set of challenges undertaken by the Branch Chief and set with such high expectations within the Aviation community. His exemplary leadership during this critical period resulted in the unsurpassed Aviation force we see in current operations.

Prior to assuming duties as the Aviation Branch Chief, he commanded units at every level from platoon to brigade. With his promotion to brigadier general, he was assigned as the Assistant Division Commander, 101st Air Assault Division during Operation Enduring Freedom and the initial months of Operation Iraqi Freedom. As the Deputy Aviation Branch Chief from July 2003 – December 2003, his accumulated experience and recent warfighting insights positively impacted the Aviation Task Force, tasked with transforming Army Aviation into a modular, capabilities-based maneuver arm, optimized for the Joint fight, with a shortened logistics tail. Under Sinclair's command, the recommendations identified by the Task Force were implemented.

As a result of his leadership, vision, and commitment, Army Aviation has maximized its potential more than any other Branch.



CSM Buford

## Command Sergeant Major Buford Thomas Jr., Retired

Command Sergeant Major Buford Thomas' over 30 years of service was exemplified by professional competence, tenacity of purpose, and intellectual foresight. His focused approach to mission accomplishment centered on ensuring the enlisted ranks of Army Special Operations Aviation, comprised of 43 different military occupational specialties, were manned and trained to enable the Nation's fastest deployable aviation task force to meet its no-notice contingency requirements. While serving as a battalion and Regiment command sergeant major with the 160th Special Operations Aviation Regiment (Airborne) his training of the battle staff NCOs and subordinate leaders allowed the unit to operate from four separate locations around the world in support of the CENTCOM Commander's requirements during Operation Enduring Freedom.

He displayed the highest standards of performance, achievement and devotion to duty while setting the course for aviation as part of the Army's transformation initiative. Command Sergeant Major Thomas flawlessly led the Aviation Center and Fort Rucker in transforming the aviation Soldier and Noncommissioned Officer training, Unmanned Aerial Systems transition, restructuring the Army's combat aviation brigades, and spearheading numerous military pay and training initiatives for Soldiers. He always focused on the warfighter and mission accomplishment and has used his wealth of experience in forming a first-class team to propel the Aviation Branch to new standards of excellence.

A true expert in both conventional Army Aviation and Special Operations Aviation missions, he has numerous deployments as a senior NCO all over the globe. Throughout his 30 plus year career, he trained, led and mentored countless Soldiers across Army Aviation's ranks. His outstanding contributions will clearly have lasting effects for many, many years to come.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:55 PM Page 76

# ARMY AVIATION presents the 2010 Photography Contest Winners



ARMY AVIATION Magazine is proud to present the winners of our sixth annual photography contest. 69 qualified AAAA members, submitting 160 Army aviation related photographs taken during 2010, competed for the top 12 places. We congratulate the winners and thank all of the contestants for their efforts and service. We invite all AAAA members to participate in our 2011 contest. Visit the AAAA website, www.quad-a.org for details and submission requirements.

Bill Harris, *Publisher*

## 1st Place

**"Waiting for the Wounded" by CPT Eric Megerdoomian**
*Eagle Team, Operations Group, National Training Center, Fort Irwin, CA*
*30 September 2010; Fort Irwin, CA*

**Pathfinders from the 101st Airborne Division (Air Assault) move their injured to a casualty evacuation (CASEVAC) UH-60 after taking casualties while clearing a cave complex at the National Training Center at Fort Irwin, CA**

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:27 PM Page 78



## 2nd Place

**"Flying Into Kamdesh Valley"**
**by LTC Thomas von Eschenbach**
*3rd Squadron, 17th Cavalry Regiment (TF Lighthorse), 3rd Combat Aviation Brigade, Savannah, GA*
*14 April 2010; Nangarhar, Nuristan, Kunar and Laghman Provinces (N2KL) region of Regional Command-East, Afghanistan*

**A TF Lighthorse Scout Weapons Team conducts a photo recon of the abandoned outposts of Keating and Fristche that were overrun by Taliban forces in the fall of 2009.**

## 3rd Place

**"TF Hammerhead Air Assault"**
**by SFC Tyrone C. Marshall, Jr.**
*25th Combat Aviation Brigade, Public Affairs Office, Wheeler Army Airfield, HI*
*23 April 2010; Salah ad Din Province, Northern Iraq*

**CH47-D Chinooks from Company B, 3rd Battalion, Task Force Hammerhead, 25th Combat Aviation Brigade, insert a tripartite force of U.S. Soldiers, Iraqi police and Army Soldiers during an air assault in northern Iraq, April 23, 2010.**





## 4th Place

**"Overlooking Big Sister"**
**by SPC Jeremy A. Ganz**
*Company B, 2nd Battalion, Combat Aviation Brigade, 1st Infantry Division, Fort Riley, KS*
*24 April 2010; Baghdad, Iraq*

**Flying in formation on the way to Baghdad.**

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 2:32 PM Page 80



### Honorable Mention
**"Sling Load" by CPT Joshua R. Bell**
*Troop A, 2nd Squadron, 17th Cavalry, 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault), Fort Campbell, KY*
*30 August 2010; Kandahar Province, Afghanistan*

**CH-47 conducts a resupply mission of an observation post in support of Operation Enduring Freedom.**

### Honorable Mention
**"Air Volcano Flies by Seoul (Korea) Enroute to K-16" by LTC Erik Gilbert**
*2nd Battalion (Assault), 2nd Combat Aviation Brigade, 2nd Infantry Division, Republic of Korea*
*24 September 2010; Seoul, Korea*

**A UH-60 mounted with Air Volcano system and half of a full load of inert training mines flies over the Han River and the city of Seoul, South Korea on the way back home to K-16.**





### Honorable Mention
**"Rock Storm on the PZ" by SGT Scott J. Tant**
*Headquarters and Headquarters Company, 4th Battalion, 3rd Combat Aviation Brigade, Task Force Brawler, Savannah, GA*
*11 July 2010; Outside the village of Shulock, Afghanistan*

**The advantage of being a ground unit organic to an aviation unit: you can get to remote locations quickly and safely. The disadvantage: pickup zones with thousands of pinball sized rocks.**

### Honorable Mention
**"Mt. Shasta Rescue" by SGT Jonathan C. Guibord**
*Company C., 168th General Support Aviation Battalion, California Army National Guard, Mather, CA*
*1 April 2010; Mount Shasta, CA*

**A CH-47 Chinook and crew from Company B, 1st Battalion, 126th Aviation Regiment out of Stockton, California, near the 14,179 ft. summit of Mt. Shasta as rescue crews retrieve the body of one of two missing hikers from a violent snow storm; the other hiker managed to hike to safety under his own power.**



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### Honorable Mention

**"Predawn Preflight" by CW2 Daniel J. Layman**
*Company B, 1st Battalion, 227th Aviation Regiment, Killeen, TX*
*5 March 2010; Camp Taji, Iraq*

**A maintenance light set on the adjacent pad provided a unique perspective on an Apache attack helicopter prior to a pre-dawn mission.**

### Honorable Mention

**"Constant Hawk" by CW3 Timmy D. Pisone**
*Task Force ODIN, Fayetteville, NC*
*9 April 2010; Contingency Operating Base Speicher, Iraq*

**A "Constant Hawk" C23-Sherpa aircraft gets inspected prior to the next day's mission. Constant Hawk is a critical intelligence, surveillance and reconnaissance (ISR) system.**





### Honorable Mention

**"DUSTOFF Crew on the Hoist" by Mr. Terence W. Moore**
*Retired Australian Army, Houston, TX*
*30 April 2010; German Provincial Reconstruction Team, Konduz, Afghanistan*

**5th Battalion, 158 Aviation Regiment Dustoff Crew, SSG Travis Brown on the hoist and SPC Matthew Baker, crew chief are recent German Gold Cross recipients for bravery during combat operations on April 2, 2010 in Konduz, Afghanistan.**



### Honorable Mention

**"2ID CSM firing a 50 cal on MPRC" by Cadet Oswald N. Essel**
*Headquarters and Headquarters Company, 2nd Combat Aviation Brigade, Republic of Korea*
*26 May 2010; Multi-Purpose Range Complex, Republic of Korea*

**CSM Burrowes, 2 Infantry Division CSM, fires a .50 caliber machine gun mounted on a Chinook during a U.S.-Republic of Korea Army combined exercise.**



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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 84

# 2010 Parker Awards Honor Best Aviation Units



PHOTOS BY RUSSELL SELLERS, FT. RUCKER PAO

LTC Woodard B. Hopkins III (second from left), commander, and CSM James P. Snyder, senior NCO of the 603rd Aviation Support Battalion accept the 2010 Parker award for Top Overall and Combat Service Support Unit. Presenting the award are (from left) LTG (Ret.) Ellis D. Parker (the award's namesake); BG Anthony G. Crutchfield, Aviation Branch Chief and commanding general, U.S. Army Aviation Center of Excellence; and GEN (Ret.) Richard A. Cody, former Army vice chief of staff.

The U.S. Army Aviation Center of Excellence (USAACE) honored the best battalion-level aviation units Feb. 2 at Fort Rucker, AL. The winners of the 2010 LTG Ellis D. Parker Outstanding Aviation Unit competition were recognized at an annual awards luncheon held during the Aviation Senior Leaders Conference.

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

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

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

Then BG Anthony G. Crutchfield, USAACE commanding general, and former Army Vice Chief of Staff, GEN (Ret.) Richard A. Cody presented the awards.



CW3 Eric W. Collier accepts the 2010 Parker award for the Best Combat Unit on behalf of 5th Bn., 101st Avn. Regt. which was still deployed from Parker, Crutchfield and Cody.



Parker, Crutchfield, and Cody present the 2010 Parker award for the Best Table of Distribution and Allowances Unit to LTC Brian T. Hughes and SGM Johnny A. Jones, commander and senior NCO, respectively, of the Special Operations Aviation Training Battalion, (SOATB), 160th Special Operations Aviation Regiment (SOAR).

## Top Unit & Best Combat Service Support Unit

The overall winner of the 2010 Ellis D. Parker Award and the outstanding unit in the Combat category is the **603rd Avn. Spt. Bn.,** 3rd Avn. Regt., Ft. Stewart, GA.

A critical player in ongoing full spectrum operation in support of US Forces in Afghanistan, the battalion has completed seven downed aircraft recoveries without incident, moved over 232,000 tons of cargo, issued over 229,000 Class IX aviation repair parts, and completed 7,000 aircraft services and repairs.

Earning the reputation of the "work horse" for an aviation brigade, they provided force sustainment to 14 forward operating bases while maintaining an impeccable safety record.

LTC Woodard B. Hopkins III and CSM James P. Snyder accepted the award.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 85

## Best Combat Unit

The outstanding Combat unit is the **5th Bn., 101st Avn. Regt.**, Ft. Campbell, KY. Unit soldiers flew 16,742 combat hours in support of Operation Enduring Freedom X-XI with a mission capable rate of 85 percent.

Task Force Eagle Assault combined outstanding maintenance statistics while operating at an austere base without organic assets, posted the highest operational tempo in Regional Command South, while sustaining the finest safety record of any aviation unit in this theater.

CW3 Eric W. Collier, the battalion safety officer, accepted the award on behalf of the unit which was still deployed.

## Best Combat Support Unit

The winner of the outstanding Combat Support unit is the **2nd Bn., 1st Avn. Regt.**, Ft. Riley, KS.

Normally consisting of seven companies, Task Force Fighting Eagle grew to nine companies with more than 700 Soldiers and an additional 16 aircraft flying over 20,000 combat hours throughout Iraq. 2-1 Gen. Spt. Avn. Bn. (GSAB) soldiers transported a little under 113,000 personnel, 5 million pounds of cargo, provided medical evacuation, and manned four air traffic control facilities.

LTC Christopher C. Prather and CSM Donald E. Wright accepted the award.

## Best Table of Distribution and Allowances Unit

The winner of the outstanding unit in the Table of Distribution and Allowances category is the **160th Special Operations Aviation Training Battalion. (SOATB)**, Ft. Campbell, KY. This unique unit is the worlds most rigorous and professional aviation training organization.

SOATB is responsible for providing the 160th Special Operations Aviation Regiment (Airborne) (SOAR-A) combat battalions and National Mission Force assets with special operations operators, support personnel, and staff training to the exacting standards of the Regiment. LTC Brian T. Hughes and SGM Johnny A. Jones accepted the award.






MAR_APRIL 11 Section CONVENTION_June04.qxd 3/30/2011 4:09 PM Page 86

# AAAA Presents the 2010 Functional Awards



PHOTO BY RUSSELL SELLERS, FT. RUCKER PAO

**2010 AAAA Functional Award Winners (from left) – CPT Troy W. Akers, CW2 Edwin Reyes, SPC Douglas Ludlow, SFC Romairick E. Whiteing, CPT Jared K. Koelling, 1SG Terri Clavon, SSG Moises A. Morales, SGT David Ruiz, SGT Zackery K. Blansett, 2LT Douglas L. Hill, CW3 Craig Root, and CW4 Guy E. Davis, Jr.**

In conjunction with the U.S. Army Aviation Center of Excellence (USAACE), AAAA paid tribute to the 2010 National Functional Awards winners Feb. 2 during the annual Aviation Senior Leaders Conference at Fort Rucker, AL.

AAAA's President, BG (Ret.) Rod Wolfe, and then-BG Anthony G. Crutchfield, Aviation Branch chief and USAACE commanding general, were joined by BG Raymond P. Palumbo, commanding general, U.S. Army Alaska, and deputy commanding general U.S. Alaskan Command; CW5 Michael R. Reese, chief warrant officer of the branch; CSM Tod Glidewell, branch command sergeant major; and industry partners, association members and many of the branch's senior commanders, chief warrant officers and non-commissioned officers to honor this year's individual and unit winners.

The Raytheon Company sponsors all of the Air Traffic Control awards.

The *Air Traffic Control Unit of the Year* is **Company F, 5th Battalion, 158th Aviation Regiment,** Katterbach, Germany.

The "Phantoms" of F/5-158th Avn. ensured tactical proficiency through the utilization of the U.S. Air Force Europe's (USAFE) advanced simulation trainer at Ramstein AFB, Germany.

As a result, the 12th Cbt. Avn. Bde (CAB) became the first aviation unit in the history of the Joint Multinational Readiness Center (JMRC) to integrate an ATC system that provided actual radar guidance during simulated IMC recoveries within the "box."

Co. F Soldiers also utilized both tactical and fixed base facilities extensively during its deployment to Mosul, Iraq and its subsequent re-tasking to establish the initial Army ATC tower in Regional Command-West's (RC-W) Shindand Airbase, Afghanistan.

CPT Jared K. Koelling and 1SG Terri Clavon accepted the award on behalf of their soldiers.

The *Air Traffic Control Facility of the Year* is **Shank Tower,** Afghanistan, managed by **Co. F, 5th Bn., 158th Avn. Regt.**

With the expanding needs of U.S. and coalition assets to Regional Command-East, Shank Tower went from controlling only helicopters out of a helicopter landing zone with no airspace to landing large fixed wing aircraft on a concrete runway in Class D Airspace.

With over 165,000 movements without accident or incident throughout the year, Shank Tower demonstrated that along with conducting the normal aspects of ATC Services it could also go above and beyond the required standards anyone could expect of an ATC Facility.

CW2 Edwin Reyes and SFC Romairick E. Whiteing accepted the award on behalf of the unit soldiers.

The *Air Traffic Maintenance Technician of the Year* is **SSG Moises A. Morales** with Co. F, 2nd Bn., 3rd Cbt. Avn. Bde.

While serving as Maintenance Chief of Shank Army Airfield (AAF), Afghanistan Air Traffic Control (ATC) Tower, SSG Morales

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 87

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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 88

# AAAA Presents the 2010 Functional Awards

was responsible for the training of two air traffic control maintenance teams, and the deployment of ATC maintenance equipment, valued in excess of one million dollars in support of Operation Enduring Freedom (OEF) X.

His expertise on ATC equipment was pivotal during the permanent use of the AN/TSW 7A and producing no faults found for more than 12 consecutive months.

---

The *Air Traffic Control Manager of the Year* is **SFC Romairick E. Whiteing** with Co. F, 2nd Bn., 3rd Cbt. Avn. Bde.

While serving as the Air Traffic Control Noncommissioned Officer in Charge (NCOIC) and Terminal Platoon Sergeant (PSG) of FOB Shank, Afghanistan, SFC Whiteing oversaw the training and supervision of 17 U.S. Army ATC specialists.

He managed the coordination between agencies on Shank Army Airfield (AAF) as well as adjacent agencies in the Shank AAF airspace.

He also managed, oversaw and maintained the development of training records and the facility training program.

---

The *Air Traffic Controller of the Year* is **SPC Douglas Ludlow** with 1st Bn., 58th Avn. Regt.

Working in the Basra International Airport Tower, SPC Ludlow's expertise was essential to the transition of services on Basra International Airport to the Government of Iraq.

His accomplishments were even more impressive considering the variety of commercial carriers, U.S. Air Force, U.S. Army, Department of State, and Iraqi Military aircraft, and unmanned aircraft systems (UAS), present and operating at Basra International Airport under dangerous and ever changing conditions.

---

The *Aviation Trainer of the Year* is **CW4 Guy E. Davis, Jr.** with 1st Bn., 3rd Cbt. Avn. Bde., Task Force Viper/Task Force Brawler.

L3 Communications sponsors this award.

Initially deployed to Afghanistan as the battalion master gunner with Task Force Viper in support of OEF X, CW4 Davis developed the TF gunnery sustainment plan.

Three months into the deployment, he was personally selected by the brigade commander to be the Task Force Brawler Standardization Instructor Pilot at FOB Shank, quickly and successfully making the adjustment to the demands of a multi-aircraft task force consisting of AH-64Ds, CH-47Ds, UH-60Ls, and MEDEVAC aircraft – a fleet of more than 41 aircraft.

---

The *Army Aviation Medicine Award recipient* is **CPT Troy W. Akers,** 1st Bn., 3rd Cbt. Avn. Bde., Task Force Viper.

This award is sponsored by the Gentex Corporation.

CPT Akers is a highly respected medical professional and leader whose steady demeanor and composed manner brought calm to the most chaotic situations.

He united both his aid station and flight MEDEVAC detachment with the combat support hospital on Forward Operating Base (FOB) Salerno in an effort to ensure seamless medical coverage to the area of operations.

He personally flew as the senior medical officer on over 90 MEDEVAC missions, including several under fire.

---

The *Army Aviation Air/Sea Rescue* award is sponsored by Goodrich Hoist and Winch and was presented to the crew who has performed a rescue using a personnel hoist. This year's recipients are **CW3 Craig Root, 2LT Douglas L. Hill, SGT Zackery K. Blansett, and SGT David Ruiz,** DUSTOFF 92, with Co. C, 2nd Bn., 3rd Cbt. Avn. Bde., Task Force Knighthawk.

On 11 June 2010, DUSTOFF 92 saved the lives of three wounded Soldiers under enemy fire in the rugged terrain of eastern Afghanistan.

As they lowered their medic they received small arms fire, breaking contact and calling for Scout Weapons Team support.

They then initiated a second hoist and again came under fire.

The ground unit, flight medic, and able patients returned fire while the crew called for an Attack Weapons Team (AWT) and loitered off-station. With the AWT established, the crew decided the patients' conditions merited another extraction attempt.

While hoisting the first patient, the crew again received fire but held their position until the patient was secured. The pilot-in-command then instructed the medic to move his patients 150 meters into a small draw. The crew successfully extracted the remaining personnel while masked behind the ridgeline.

The crew of DUSTOFF 92 ultimately took 13 enemy rounds while providing Dedicated Unhesitating Service To Our Fighting Forces, and saved the lives of three U.S. Soldiers.

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The *Army Aviation DUSTOFF Flight Medic of the Year* award, sponsored by Air Methods Corporation, was presented to **SGT Michael G. Patangan,** Co. C, 5th Bn., 158th Avn. Regt.

Based out of Kandahar Army Airfield in Regional Command-South (RC-South), Afghanistan, SGT Patangan supported MEDEVAC operations throughout multiple operating bases in RC-South and RC-West.

He was involved in some of the largest air MEDEVAC operations in OEF history, most notably Operation Moshtarak, the retaking of Marjah in the Helmand River Valley. He personally participated in nearly 200 life saving missions.

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It should be noted that, beginning this year, the **Fixed Wing Unit of the Year** award will be presented at the Annual AAAA FW Professional Forum to be held Jun. 20-22 in Huntsville, AL.

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

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 90





# Dealing With a Disqualified Flight Physical

By Dr. (MAJ) Nicole Powell-Dunford

***Q: I just PCS'd to my unit and was shocked to discover that my flight physical has been disqualified for 2 years. Had it not been for my new flight surgeon checking my flight physical status on the computer during my 'report to new duty station up-slip' appointment, I still wouldn't know – I told him before he checked that I was good to go. Now he has ordered some extra tests that should help qualify me.***

***Does a disqualified physical mean that I am automatically grounded?***

***How is it possible that no one alerted me or my Commander?***

***Can't administrative personnel catch this kind of thing?***

***I can't go a week overdue on my flu shot without hearing about it – why not the same for a disqualified physical?***

**FS:** Flight surgeons are charged with ensuring that flight physicals and waivers are tracked from initiation to final approval in accordance with AR 40-501, Standards of Medical Fitness.

In units lacking a dedicated flight surgeon or one who has not come up to speed with on-line tracking, it is easy for incomplete or disqualified flight physicals and waivers to fall through the cracks.

A flight physical can be disqualified for a number of reasons.

For example a flight physical submitted as a short physical when in fact a long physical is due, a flight physical missing an EKG code/result or a flight physical with insufficient history about a medication or condition reported on step I of the flight physical will usually result in a 'Disqualified – Incomplete' status.

Because of the high number of flight physicals and waivers processed through U.S. Army Aeromedical Activity (USAAMA) at Fort Rucker, a local flight surgeon is typically not notified when a flight physical is disqualified, unless there is an exceptional circumstance such as documented presence of coronary artery disease, major head injury or other mandatory grounding condition that the local flight surgeon failed to disqualify at the local level.

In these cases, USAAMA will make an effort to contact the local flight surgeon by e-mail to confirm the crew member has been grounded.

A crew member who, in good faith, made the effort to fulfill the annual flight physical requirement and does not have health problems does not need to be automatically grounded for an administrative type of medical disqualification, for example a missing EKG code or a required study that was omitted on the annual physical through no fault of their own.

Some units, particularly within the National Guard, may not have a dedicated flight surgeon who tracks the status of the unit flight physicals and waivers. Although it is a far cry from the 18-24 month process it once was, a final physical and waiver status may take several weeks to finalize once submitted to USAAMA. Waivers then need to receive final approval through Human Resources Command or the National Guard Bureau.

Furthermore, the on-line flight physical tracking system, AERO, is only accessible on DoD computers which not all reserve component flight surgeons can regularly access.

If your unit does not have regular access to a flight surgeon to track flight physicals and waivers, it is possible for medics or administrative personnel to obtain read only AERO access through submission of an MFR confirming need, documentation of a security clearance and the annual HIPAA training certificate to *aero-helpdesk@amedd.army.mil*.

Although efforts are underway to add the DA 4186 medical certificate to the Centralized Aviation Flight Records System (CAFRS) and a qualified physical is now a 'green light' item on AKO medical readiness indicator, AERO does not 'talk' to CAFRS or other electronic health record systems.

Some units have made dramatic improvements in flight physical and waiver tracking by formalizing a local tracking system, getting the 1SGs involved, and ensuring administrative personnel with regular access to DoD computers obtain AERO access when a local flight surgeon is not available.

Medical fitness for flight is serious business – flight pay, long term health, and safety of flight are at stake. What is your unit's flight physical and waiver tracking system?

**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!

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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.

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*Dr. (MAJ) Nicole Powell-Dunford is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, Ala.*

MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 2:14 PM Page 92





# Preserving Our Legacy and Maintaining Our Voice

By CW5 Mark W. Grapin

I never met Eddie Ward. He died on a Thursday in 1965, and wasn't found in his Dayton, Ohio apartment until Saturday.

He was interred in his unmarked Ohio grave days later; and two generations later, not even his surviving family was aware of his significance to our Branch and our Army.

Our nation's first Aviation Soldier was plucked from the U.S. Army Signal corps ranks and assigned to the fledgling Aeronautical Division on 1 August 1907 to take charge of "all matters pertaining to military ballooning, air machines, and all kindred subjects." If not for the diligence of Kentucky historian Dr. Edward M. (Mac) Coffman, his uniqueness in our Army Aviation legacy may never have been noted by our professional Association.

But forty-four years after his passing, the Army Aviation Association of America remembered Eddie Ward in his hometown of Pine Knot, Kentucky. In fact, if you're anywhere near the central Kentucky-Tennessee border on March 31st, stop by the McCreary county courthouse and join the citizens of his hometown in celebrating Eddie Ward day!

Many of us understand the deep debt of gratitude we owe our Cub Club. But how many of us can name even three of the members? And how many of us have sat with even one of them to hear their first-hand account of flying – in today's terms, cross-FLOT – to unmask the formations of the Third Reich and relay word to dispatch certain allied death on battlefields so far from home, and so long ago?

With so many of our Aviation greats taxiing clear of the active runway, our charge has never been more imperative to capture and preserve every one of their stories. Most came home – or are coming home – from their tours of duty to quiet civilian lives. And while some continue to tack on a few extra service stripes to their dress uniforms, none get to exceed their bingo fuel time.



PHOTO COURTESY OF DR. EDWARD M. (MAC) COFFMAN

**Corporal Eddie Ward (seated, center) in front of a U.S. Army Signal corps balloon basket in Norfolk, VA, 1907.**

As if to punctuate this axiom, the person considered by many of us to be the Father of Army Guard Aviation departed the traffic pattern quietly this autumn – Colonel (Ret.) John J. Stanko, Jr., and I remember him very well. He advocated for the right thing, or the right person, or the right state, or the right aircraft – not for political favor or his personal scorecard, but because each was the right thing to do at the right time.

Not all of the calls were perfect, but each was a part of an outstanding picture of holistic service to Army Aviation. And, we honor his service by preserving these stories and legacy for our next generation – for whom navigating by water towers, sectionals and AM radio stations is the stuff in history books.

## Progress in Preserving our Legacy

I don't get to Monroe, Connecticut very often. It's not really convenient to travel to, is not near a major airport, nor necessarily close to an Interstate freeway.

But buried in boxes stacked floor-to-ceiling at our National office is the very best collection of archives from our Branch history. Many of the yellowed pages dating from the 1950s now crumble to the touch, and many of the faces in the tens of thousands of photographs are recognizable to a dwindling few people on this side of Jordan.

Many attempts have been initiated over several years to catalogue this archive, and transfer these precious artifacts to electronic medium. But thanks to the groundswell of support from across our Association, Bill Harris – our Executive Director – recently added the staff necessary to undertake the cataloguing and conversion process in earnest.




Photo provided by GAMSTAT/RGW

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MAR_APRIL 11 Section 2_June04.qxd 3/25/2011 2:51 PM Page 94

Nearly every day, photos are being faxed to those who were there and names are being put to faces in snapshots as some boxes see the light of day for the first time in decades.

The lessons we learned from Eddie Ward run far deeper than tending a balloon basket or gas envelope. He taught us to be aware of history as it unfolds, and to be watchful for the obscure corners of the fabric of our corps.

We are watchful of how the warts and wrinkles of the UH-72A are smoothed, and how the crudeness of hand-launching a Raven UAV will likely seem a generation from now. In fact, more than a few have wondered at the commonality of hand-propping a Piper Cub to tossing our smallest unmanned aircraft systems skyward to begin their tasks of aerial surveillance.

The preservation of our legacy, and the story of our Branch, is an underpinning core value of our Association and a sound return on investment of every dollar of our membership dues.

### The Challenge of Maintaining or Rekindling Chapter Vitality

During my briefing to the National Executive Board this fall, LTG (Ret.) John M. (Mark) Curran asked what I saw as the greatest challenge to the success in standing-up a local chapter.

It's a question I couldn't have scripted better and the response warrants repeating in this forum. If I had to narrow the critical elements of success for either standing up a chapter or maintaining the success of an existing one, it's command support. If a battalion commander supports AAAA, but their brigade commander doesn't, the fate of the chapter suddenly hangs in the balance.

While deployments, exercises, new equipment training, and a thousand other things each erode the time we are able to dedicate to chapter meetings and related activities, this understandable crunch of the schedule is sometimes not at the heart of why some chapters wane in their activities – or even go to seed.

Occasionally, a new senior commander arrives who was never really involved with our professional association and never read on the inherent value AAAA brings to their formation.

I will strongly advocate it is in our collective best interest to invest in the success of every one of our chapters.

We offer twelve opportunities a year for that senior commander to recognize excellence in their formation with new flexibility in our "-of the month" award program; access to a local and national professional awards program which is among the best of those found in any branch of our Army; access to a robust scholarship program for the Aviation Soldier and their family members; and access to a wide variety of professional forums and conferences spaced across the calendar and operational spectrum.

Our National officers and staff remain at the ready to meet with each of our senior Aviation Leaders to explore how Quad-A can effectively augment command recognition programs and broadcast local successes to a national audience.

### Membership Committee Update

We made a great deal of progress in the weeks leading up to, and during, our last National Executive Board meeting in three major avenues.

First, we expanded the Soldier-of-the-Month program, to give each of our Chapters the flexibility to recognize excellence where they find it. This program was previously limited to recognition of those in the ranks of Private to Specialist/Corporal, and failed to take into account certain demographic limitations.

By expanding this program to allow chapters to recognize NCOs of the month, Service Civilians of the Month, Contractors of the Month, Firefighters of the Month, or any such award, we are more likely to continue expansion of our membership and recognition programs on a national scale – all of which is complimentary to the awardee and local chapter.

Second, we are very near a joint Life Membership program with another of our professional association partners – effectively expanding the current U.S. Army Warrant Officers Association (USAWOA)-AAAA program of annual joint membership. Details will follow on the dues schedule in the next month or so, but we are certain this program expansion will benefit a key demographic of our membership.

And third, if ever a panel of experts deserved the title of "Blue Ribbon," it's the host of talent who volunteered to define and charter a pilot study of our Virtual State-Centric (VSC) Chapter initiative. We'll carefully map out the steps necessary to define and explore whether the concept of virtual chapters is right for our Association, and carefully determine whether and how virtual chapters may complement – without impeding – traditional chapters.

The modest membership increases in many of our key demographics – enlisted, warrant officers, and service civilians – each serve as testament to our commitment to serve our Aviation Soldiers and their families while abiding our overarching charter to give a voice to every corner of our Army Aviation community.

Next month, we'll further explore the progress made in key aspects of our most visible membership programs, and dig a little deeper into how UAS are adding a significant dynamic to our Association.

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*.

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CW5 Mark W. Grapin
AAAA Vice President for Membership



# Scholarships for Families

By Judy Konitzer

"There is no doubt that the AAAA scholarship program continues to be one of AAAA's most outstanding benefits," according to COL (Ret.) Robert P. Birmingham, the Scholarship Foundation's (AAAASFI) current President.

The 2010 program was the largest in the Foundation's history as a result of exceptional chapter, industry, and individual contributions with a total $279,500 being awarded to 187 recipients. For the first time, AAAASFI had an exhibit on the floor of the 2010 Annual Convention, where volunteers raised over $13,000 for the Foundation. The program began in 1963 and to date $4,262,450 has been awarded to 2,484 recipients.

Members, their spouses, and unmarried children, siblings, and grandchildren of current and deceased AAAA members are eligible for scholarships and interest free loans for undergraduate, upperclassmen and graduate levels.

BG (Ret.) James M. Hesson, a past president of AAAASFI, indicates that "management of the funds is handled by a well-qualified financial institution to ensure that the assets are protected and long-term growth occurs."

Hesson adds, "As the historical growth of investment instruments has exceeded that amount, we plan to grow the value and to keep up with inflation as we progress toward the future. Noteworthy is the fact that AAAASFI is a totally separate entity with a separate charter and purpose from AAAA with no funds comingled. Futher, all costs associated with operating the AAAASFI, i.e. management fees for investment advisor etc., are borne by AAAA. We can truly say that our overhead costs are zero!"

Although there is a perception that the selection process is biased toward senior officers, Hesson counters, "As one who has sat on numerous selection panels, I can personally dispute the allegation. Before anyone on the selection panel sees an applicant's package, the AAAA office purges all names or references to rank by blocking out data which could reveal names, ranks, or references which could lead to inferring rank. The applicants' files pass through many evaluators' hands that individually score the applicant resulting in an Order of Merit list based on the sum of all individual scores. The applicant with the highest merit standings receives the highest dollar awards with grants taking precedence over loans." MG (Ret.) Richard E. "Dick" Stephenson adds, "The program is one of the absolute best due its exclusive primacy of merit as the essential criterion."

## Volunteers Getting Involved

Hundreds of dedicated volunteers over the years have contributed to the success of the program. It is interesting to see how some of them got involved.

***BG (Ret.) Jim Hesson*** served as a governor of the AAAASFI board (AAAASFI BOG) from 1989 to 1991.




MID-ATLANTIC CHAPTER PHOTO

**Scholarship Foundation board members and volunteers alike, staff the first scholarship fundraising booth in April at the 2010 Annual Convention in Fort Worth, TX. (from left) Darla Hall, LTC (Ret.) Ed Carnes, Kit Roache, BG (Ret.) Jim Hesson; COL (Ret.) Jill Ludowese, and Connie Hansen.**

When his work schedule took precedence, he became inactive; however, in 1998 when two of his grandchildren were awarded scholarships Hesson said, "I felt an obligation to participate in the Foundation after that and in 2001 became its President." He has been active ever since.

***Ron and Carol Kurowsky's*** daughter Melissa received the two year Dean Kelly AAAA Scholarship in 1987, followed by their son Jay's receiving it two years later. This led to the Kurowskys' involvement in AAAA's Fort Monmouth Chapter as well as Ron serving on the AAAASFI BOG as its treasurer. Carol says "You don't need a rank to join AAAA's volunteers, so become an active member of your local chapter. Get involved, help the Soldiers and their families, and you'll be all that you can be."

***Connie Hansen*** established a scholarship in her husband CW3 Stephen A. Hansen's name, after she lost him to an aircraft accident in 1988. From awards committee to appointed member of the AAFSI BOG and currently serving as its elected secretary, Connie says, "My involvement with the scholarship foundation has kept me connected to old and new friends in the Army Aviation community, but most importantly given me a sense of fulfillment in keeping Steve's memory alive while helping a student fulfill their educational goals."

***COL (Ret.) Thomas Harrison's*** son and daughter both received scholarships and he shared that "the scholarships were important to our children from a sense of accomplishment perspective. Merit based awards are great recognition for hard work." Tom serves as Vice President of the AAAASFI BOG with his wife Katrina sharing in a lot of the work. Tom says "the most gratifying part of the volunteer effort is seeing the caliber of applicants. It is humbling."

## Accolades from Students

Students (freshmen, upperclassmen and graduate students) from large and smaller institutions with varied majors have provided some testimonials of appreciation,

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:27 PM Page 97

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MID-ATLANTIC CHAPTER PHOTO

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:27 PM Page 98

## From the Army Aviation First Lady

By Kim Crutchfield

I am truly looking forward to this year's AAAA Annual Professional Forum and Exposition in Nashville, TN. Not only is this event always a great opportunity to see old friends and meet new ones, but it is also a time for spouses to reconnect and recharge their inner spirit with this year's focus on wellness and resiliency. Remember that we are all better for each other when we take care of ourselves. Taking a "time out" for yourself should be a priority, not an afterthought, which is why the wellness and resiliency theme was chosen.

I would also like to take this time to thank AAAA for their contributions to scholarships for family members, to include spouses, who want to further their education. As a former teacher, I have known several high school seniors who have applied and received scholarships from AAAA and they are truly grateful.

I also want to commend AAAA for their support of the Honorable Order of Our Lady of Loreto Award, which recognizes military spouses who have contributed unique support to the Army Aviation Family and community. I am so thankful to AAAA for creating this award after my husband suggested to the Board several years ago that Aviation spouses deserved to be recognized by an award similar to the Molly Pitcher award which is bestowed on Field Artillery and Air Defense Artillery spouses.

Since 2004, 426 Army Aviation Spouses have been recognized for their contributions to the Aviation Family and community. Our Aviation Family and our Army Family are blessed to have such wonderful spouses who give their time and energy to make each other's lives a little better. Thank you so much for all that you do!

Above the Best! ❖

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

which I am pleased to share with you.

***Kelsey Windsor Hamilton*,** Auburn University, Class of 2014, majors in Business with plans to eventually earn an MBA, writes: "I am writing to thank you for your generous $2000 AAAA scholarship in memory of LTG (Ret.) Harry W.O. Kinnard. I feel especially privileged to receive the first AAAA Scholarship in his memory." Kelsey's great grandfather LTC (Ret.) R.F. Windsor served with LTG Kinnard during the Battle of the Bulge. She adds, "You have lightened my financial burden which will allow me to focus more on the most important aspect of school, learning. Your generosity inspires me to help others and continue to give back to the community; most importantly, I promise that when I am able, I will help students achieve their goals just as you have helped me."

***Madeline Chais*,** freshman at the University of Michigan, and the recipient of North Texas Chapter V Matching Scholarship, writes "I can't tell you how much this means to me and my family. The scholarship funds will ease the financial burden of starting my freshman year. I am so proud of my grandfather's honor and dedication to military service to our country. With this scholarship, I too feel like I have a small part in making his accomplishments even more meaningful."

***Christopher Rawson*,** electrical/ mechanical engineering technology major at Rochester Institute of Technology writes, "Please accept my sincere thanks and appreciation to the scholarship committee for selecting me as this year's recipient of the Empire Chapter Matching Scholarship. Upon completion of this program, I hope to find employment as an engineering technologist and become an engaged member of my community."

***Samantha Swinsick*,** Arizona State University, and recipient of the Arizona Chapter Joe C. Koch Memorial Matching Scholarship is looking "forward to beginning my college career in chemistry and AAAA has certainly been a big help in getting me started."

***Brandilynne Schierland*,** Luther College, Iowa, and a recipient of one of the 3 Otter-Caribou Heritage Scholarships, thanks "the AAAA Scholarship Foundation, and the AAAA National Awards Committee for taking time out of your busy schedules to carefully review my application…and I am honored to be one of the chosen recipients. I plan on pursuing an education in the field of psychology and then continuing on into the physical therapy program."

***D. Alex Wood*,** writes, "It is with great respect and personal pride that I accept the Griffin Chapter CW3 Timothy Breneman Memorial Matching Scholarship. As I look forward to my college career at the University of Notre Dame, I anticipate the next four years to be exciting, challenging, and rewarding."

***Frank Keyser Family on behalf of Madelyn*,** University of Pennsylvania and recipient of the Vietman Helicopter Association Heritage Scholarship writes, "Our entire family thanks you for the support AAAA continues to give Maddie and the children of other membership families as they pursue their education in certainly challenging times. For Maddie, the scholarship really helps relieve some of the financial stress and allows her to focus and enjoy her experience at Penn following her dream of a career in Nursing."

***Samantha E. Mayes*,** University of Alabama at Birmingham, writes, "I would like to thank you for awarding me the Tennessee Valley Chapter MAJ Jeffrey DeCarlo Matching Scholarship. It will help to ease the monetary burden that is associated with pursuing a Master's degree in Education. I really appreciate the assistance that your organization provided to me."

***Carolyn M. Webers*,** a masters degree candidate at the University of Alabama, says, "I am very grateful to have received the Aviation Center Chapter Matching Scholarship. I am so thankful for the generosity of those who have helped to fund this scholarship and for their support of my continuing education."

### Getting Involved With Your Chapters

Congratulations to all awardees. And thank you to all chapters who currently participate. Others can participate by just raising $500 (small) and $1000 (larger) chapters with a match from AAAA. For more information contact us at 203-268-2450 or visit *www.quad-a.org*.

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

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 100

# Annual Joseph P. Cribbins Aviation Product Symposium

By Mr. Gary Nenninger and CW4 Dave Kather, Retired



PHOTOS BY JOSEPH RAMIREZ

**CW4 Tamara Cureton accepts the Logistics Unit of the Year Award on behalf of the Soldiers of the 96th Aviation Support Battalion which remains deployed to Afghanistan. Presenting the award are (left to right) MG James E. Rogers, AMCOM CG; MG Anthony G. Crutchfield, USAACE CG and Aviation Branch Chief; BG (Ret.) Rodney A. Wolfe, AAAA National President; and MG William T. Crosby, PEO Aviation.**



PHOTOS BY JOSEPH RAMIREZ

**Ms. Peri Widener accepts the Materiel Readiness Award for a Major Contractor for Boeing's Global Services and Support Army Integrated Logistics (AIL) organization from Rogers, Crutchfield, Wolfe, and Crosby.**

The AAAA and the Tennessee Valley Chapter hosted the 37th Annual Joseph P. Cribbins Aviation Product Symposium Feb. 9 and 10, 2011 at the Von Braun Civic Center in Huntsville, AL. The intent of the symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning support to the aviation warfighter.

This year's symposium was extremely successful, with over 510 attendees and 80 industry and government partners hosting booths in the exhibit hall of the Civic Center.

Named in honor of the former special assistant to the Deputy Chief of Staff for Logistics and the chief of the Aviation Logistics Office, the theme of this year's symposium was *Army Aviation: The New Challenge.*

On Wednesday of the two-day event, MG James E. Rogers, commanding general, Aviation and Missile Life Cycle Management Command (AMCOM) gave an update, speaking of the "huge demand" for Army aircraft. He reminded industry partners to "help us to become more efficient" and that we all work together as a "team of teams." He was followed by the "Supporting and Modernizing the Force through Combat Operations" panel.

Chaired by COL Dennis Williamson, Ret., PEO Aviation G3, the panel was comprised of COL Neil Thurgood, project manager (PM) Utility; Mr. John Palumbo, Sikorsky; COL Shane Openshaw, PM Apache; Mr. Tim Sassenrath, Boeing; Mr. Jeff Langhout, deputy PM Cargo; Mr. Raymond Haddad, Boeing; and COL Robert Grigsby, PM Armed Scout Helicopter with Mr. Jim Schultz, Bell/Textron.

The 2011 Project Management Office (PMO) Awards were presented next with the following being recognized:

- Apache PMO award to Mr. John Lund, Systems Dynamics
- Armed Scout PMO award to Alion-McNally Center for Production Technologies
- Aviation Systems PMO award to NMC-Wollard
- Cargo PMO award to Mr. Sebastian Arrigo and the Millville Aircraft Modification Center
- Unmanned Aircraft Systems PMO award to AeroVironment
- Utility PMO award to Ms. Dawn Hilliard, Wyle CAS
- Soldier Warrior PMO award to Ms. Mardenna Turnbough, CSC
- AMCOM G-3 award to Aranea solutions Inc.
- Aviation and Missile Research, Development, and Engineering Center (AMRDEC) award to Mr. Jerry Heck, CGI/Stanley, (Dynetics)
- Aviation Engineering Directorate award to Camber Corporation
- Integrated Materiel Management Center (IMMC) award to Eaton Corporation
- Corpus Christi Army Depot (CCAD) award to General Electric-Aviation

On the second day, with the winter weather causing delays, the event hosted several guest speakers and panel presentations with follow-on question and answer sessions. After Gary Nenninger, TVC President opened the session, Huntsville Mayor Tommy Battle was in attendance to welcome the participants and he was slightly harassed about getting the icy streets cleared up.

Then Mr. Ross R. Guckert, the assistant deputy for

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MAR_APRIL 11 Section 2_June04.qxd 3/25/2011 3:47 PM Page 102



Mr. Raymond Haddad accepts the Materiel Readiness Award for an Industry Team on behalf of the Boeing Interim Contractor Support Team from Rogers, Crutchfield, Wolfe, and Crosby.



PHOTOS BY JOSEPH RAMIREZ

Mr. Eric Minter is presented the Materiel Readiness Award for an Individual by Rogers, Crutchfield, Wolfe, and Crosby.

acquisition systems management, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology) presented both total force and aviation modernization strategies in an austere fiscal environment.

He was followed by MG Tim Crosby, Program Executive Officer, Aviation who provided the PEO update.

MG Crosby talked of being more efficient under a constrained budget and the "tough calls" that will have to be made in the future. He was followed by the "System Supply Chain Management and Modernization" Panel.

Ms. Lisha Adams, Executive Director, IMMC, chaired the panel with members COL Tony Potts, PM Avn. Systems; Mr. Mark Curran, L-3 Com; COL Greg Gonzalez, PM UAS; and Mr. Steve Reid, AAI.

During lunch, BG Rod Wolfe, Ret., AAAA national president, discussed the upcoming Annual Forum in Nashville, TN and introduced the luncheon speaker, MG Anthony G. Crutchfield, aviation branch chief and commanding general of the U.S. Army Aviation Center of Excellence (USAACE).

MG Crutchfield's speech was about the Future of Army Aviation and how we are to get to the end state of "a healthy Aviation Branch postured for full-spectrum operations, in defense of our national interests and our Nation."

The luncheon was followed by the "Transitioning the Fight" Panel, chaired by COL Brian Diaz, TRADOC Capabilities Manager Utility/Lift; and consisting of COL Terry Jamison, 82nd Combat Aviation Brigade (CAB); COL Barry Keeling, National Guard Bureau, COL Donald Galli, 3rd CAB and CSM Tod M. Glidewell, Aviation Branch & USAACE CSM.

Mr. Keith Roberson, G3 AMCOM spoke next addressing aviation maintenance initiatives. He was followed by COL Christopher Carlile, CCAD and COL Donald Nitti, Aviation Field Maintenance Directorate Reset with updates on their respective operations.

A major highlight of the symposium was the evening's awards dinner. Following relaxing entertainment by comedian Rik Thomas, MG Rogers, MG Crutchfield, MG Crosby and BG Rod A. Wolfe, Ret. presented the AAAA 2010 Functional Awards for Logistical and Materiel Readiness.

The Outstanding Logistics Support Unit of the Year was the **96th Aviation Support Battalion**, Task Force Troubleshooter, 101st Combat Aviation Brigade based in Kandahar, Afghanistan.

LTC William W. Ferguson, commander, and CSM Todd W. Vance are both still deployed. CW4 Tamara Cureton accepted the award on behalf of the unit for their serving with great distinction while deployed in support of Operation Enduring Freedom (OEF).

The Materiel Readiness Award for a Contribution by an Industry Team, Group or Special Unit was awarded to **Boeing Interim Contractor Support Team**, Huntsville, AL. Mr. Raymond Haddad accepted the award for the ICS team's variety of services to the CH-47F community.

The Materiel Readiness Award for a Contribution by a Major Contractor was presented to **The Boeing Company**, Huntsville, AL. Ms. Peri Widener accepted the award for Boeing's Global Services and Support Army Integrated Logistics (AIL) organization for supporting the Chinook and Apache programs.

And the final award, Materiel Readiness Award for a Contribution by an Individual Member of Industry was awarded to **Eric Minter**, of CAS Group, Wyle, Inc. for his immense contribution to Army Aviation as the Common Missile Warning System/Advanced Threat Infra-Red Counter Measures (CMWS/ATIRCM) fielding manager for PMO Aircraft Survivability Equipment.

The symposium also provided a unique opportunity to highlight the great work of the AAAA Scholarship Foundation.

The generosity of the attendees and AAAA members was overwhelming and greatly appreciated, as the TVC received more than $19,500 in scholarship donations.

This year's Cribbins APS continued a 37-year tradition of growth and improvement, but more importantly, service to Army Aviation and its Soldiers.

❖❖

*Gary Nenninger is the president and Dave Kather is the vice president for publicity of the AAAA Tennessee Valley Chapter, Huntsville, TN.*

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 104

FROM THE ARCHIVES
Article from the April, 1958 issue of ARMY AVIATION Magazine.

# Army Aviation: New Uses

By Maj. Gen. Hamilton H. Howze



AAPI PHOTO

During Exercise Sabre Hawk, Seventh Army's biggest maneuver since World War II, Army aviation units were widely employed in providing tactical mobility to attacking"Red Forces."

An enthusiast on the subject has no difficulty in visualizing multiple uses for light aviation; the task is in fact altogether too simple. But in the process one comes up sharply against the old problem of personnel spaces. It is so easy to use personnel for the various supporting activities in a modern army that one runs out of spaces for the troops to be supported, making it possible to achieve the ideal army: everybody fully engaged in the rear areas, nobody left to be shot at.

Even so, I predict a bright future for Army aviation, for it offers a solution to some of the Army's most pressing tactical problems. And its pilots, as in the past, will have the privilege of being shot at.

In this article I do not attempt to outline the functions of Army aviation, which I hope are now broadly known in the Army. What I call "new uses" all fall within our authorized functions.

I'll start with the use of aircraft for the movement of combat troops. Perhaps this cannot be designated, with complete propriety, a "new use" of Army aviation, because the Army already has a considerable number of helicopter and fixed-wing aviation transport companies, comprising a total of several hundred troop-carrying aircraft. These units are broadly distributed in the continental United States, in the Far East Command, and in Europe, and participate regularly in troop exercises in those areas.

But while this sort of thing has lost some of its novelty, the proper tactical exploitation of the capabilities of slow-flying aircraft in the movement of combat units does require a new understanding and a new imaginative application.

It should be first acknowledged that the helicopter is not a routine substitute for the truck. The helicopter is sufficiently expensive and difficult to maintain, and its availability in quantity is thereby sufficiently restricted, to make it a special-purpose item. Its use should be reserved for certain special purposes, for which it is indispensable.

Actually some (not all) of the jobs of the helicopter may be undertaken by short-take-off-and-landing airplanes when greater discretion in the selection of landing areas is operationally possible.

In moving troops, the helicopter will perhaps find its greatest utility as an obstacle crosser. It has unparalleled capabilities in this respect. And the battlefield is essentially a conglomeration of obstacles.

Natural obstacles are rivers, hills, and ridges, creeks and swamps. The old familiar artificial obstacles are the areas swept by enemy fire, interdicted roads, blown bridges and culverts, craters, mine fields of all varieties, and (if we move offensively) the enemy positions themselves.

New obstacles heretofore unencountered by our troops are large areas irradiated by atomic blast, areas in which woods and fields are set afire by atomic blast, areas in which all bridges are down and a town's rubble lies across road—and possibly areas contaminated by persistent gases.

The question now is how to move troops rapidly from A to B, from C to D, from E to F, etc., etc. If the problem is not to move rapidly, if surprise is not a factor, surface means may be used, but certainly they will be slow and in many instances very hazardous. In these circumstances helicopters can move troops and certain equipment with speed and efficiency and generally without regard to the nature of the obstacle, but they can't do it on a routine basis unless a great many machines are available.

Another application of the troop-carrying helicopter derives its importance from the characteristic speed of aircraft. Ninety knots on a straight line is still very fast when compared with the speed of a truck following a tortuous, rutted, crowded road.

There seems to be universal agreement to the proposition that troop formations in the atomic era must take the form of a number of dispersed islands of force, each island being garrisoned by semi-independent units of all arms. But these islands are not rooted; even in defense they must be movable.

For years we have talked of "mobile defense"—some of us not understanding the meaning of the term. Now we have to understand it. Mobile defense implies flexibility, a deliberate rejection of the idea of defending bits of ground "at all costs." One may be blasted off a terrain feature by a single explosion—and will be, if too much force is committed to its defense.

Mobile defense requires (it has got to be said) mobility. Armored units have their own, organically. Helicopter lift for infantry must come mostly from helicopter companies

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 106

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**U.S. Army Aviation Board personnel test the lifting capability of an H-37 Mojave at Yuma, Arizona, a part of the off-Post testing performed to secure operational data under high and low temperatures and high altitudes.**

attached to divisions and, usually on a one-shot basis, to smaller units. Infantry mobile reserves so essential to this type of defense may be so by the attachment of helicopters, bivouacked alongside and ready to go.

An attack cannot be preceded by an assembly of assault forces in strength in what we used to call attack positions, for such concentration will invite wholesale destruction by the enemy's area weapons. Notwithstanding, the requirement is still to produce the maximum practicable amount of force (with constant regard to the atomic threat) at the proper place with the best possible timing.

The only solution lies, again, in mobility. Some portion of the attacking infantry can, of course, move by surface means to a position from which it can jump off in attack, and armored elements can do the same. Armored elements, of all our forces, are best equipped to withstand atomic blast while on the move.

Helicopters can contribute greatly in this situation. Helicopters can carry infantry from positions well to the rear (say twenty-five miles) rapidly and with very precise timing to any given area. This affords to helicopter-borne infantry great latitude in the selection of the point of thrust against the enemy and enhances greatly the possibility of surprise.

These are factors of the utmost importance, the implications of which must be pondered a bit to be fully understood. Additionally, the unique ability of the helicopter to cross obstacles (as previously described) affords to helicopter-borne infantry additional latitude in the direction of thrust, for there will be many occasions in which natural and artificial obstacles—the latter including the actual positions of the enemy—can be negotiated quickly and the assault troops placed in position to move against the enemy from unexpected directions. The problem facing the defender will thereby be greatly increased.

The vulnerability of the helicopter is, of course, a pertinent consideration. The machines will be subjected to normal hazards of combat, and it will not be unusual to see one crash and destroy its occupants. War can be dangerous. But the answer to the survival problems lies in the techniques of helicopter employment, with the special reference to the use of supporting fires to enhance greatly the chances of survival.

To reduce vulnerability, helicopter operations in daylight must, generally speaking, be conducted over land areas dominated by weapons organic to the Army. This in effect means the helicopters must be used either over friendly territory or in the course of only very shallow penetrations over enemy territory.

Our new missiles, Hawk in particular, give promise of being able to afford excellent protection to helicopters against the depredations of enemy fighter aircraft. The helicopter probably will be able to avoid engagement by heavy enemy anti-aircraft fire by flying very close to the ground—contour flying, well below the ridge lines.

Enemy small-arms fire may be suppressed by conventional and unconventional means. It is obviously easy to neutralize large areas by use of atomic explosives, an almost unfairly simple solution to the problem. But conventional artillery fire—which can be delivered in heavy concentrations for the short period of time necessary for a flight of helicopters to pass a given danger area—can have an efficient suppressive effect on the enemy. Additionally we expect to arm our cargo helicopters with a single machine gun each to permit them,

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:29 PM Page 108




AAPI PHOTO

**In northern Norway, pilots of the U.S. Army's 8th Helicopter Battalion carried loads of building materials, steel, electronic equpment, and even dynamite to mountain-top sites of micro-wave relay stations. The H-34As delivered their cargo at the rate of 1 1/2 tons every two minutes.**

when moving into a dangerous area, to at least spray the ground as a sort of sanitizing measure. And remember that helicopters arrive very quickly, frequently with complete surprise, and unload and depart very quickly.

Perhaps the most important way, however, to cope with vulnerability lies in the use of helicopters at night and in inclement weather. Here the Army is moving as rapidly as it can, but it should be stated that our helicopter companies do not at the present moment have the capability of flying in inclement weather very close to the ground—and this is the tactical requirement.

Even a casual consideration of a dispersed battle formation raises in the most obvious way the question as to how the enemy may be kept out of our area of defense.

In the Korean war the Communists developed to a high point of efficiency the tactic of infiltration. Our units were privileged (so far as the atomic threat was concerned) to concentrate as much as they wished; even so, they were unable to prevent enemy infiltration into and through the forward defensive area on a fairly regular basis. Apparently some of the snappiest hand-to-hand actions were fought in battalion and regimental command posts.

In a defensive formation gaps of several thousand yards will exist between our units. How to keep the enemy, in small numbers, from moving into those gaps is not susceptible of solution. In truth, we cannot keep him out. Reconnaissance aviation can contribute materially toward solution, but to establish an impenetrable screen will be quite impossible.

A similar situation exists when our forces are moving offensively, for again, as has been said before, the formation must be sufficiently dispersed as to not invite nuclear attack. Attacking units operating perforce at minimum density cannot hope to sweep all enemy from penetrated areas.

How, then, are the units in forward areas to be resupplied? Enemy infiltrating parties, or enemy elements bypassed by our attacking spearheads, represent the most serious sort of threat to our ground lines of supply—a threat so serous as to make resupply by ground means practically impossible.

I therefore suggest that we consider the resupply of isolated units (which in effect means the majority of units in the most forward areas) by air to be routinely necessary. Air resupply, indeed, appears to be the only solution to a problem which, left unsolved, will make impossible efficient operations by units deployed for combat.

Resupply by air will, of course, have its own hazards. It appears essential that it be conducted, as a normal thing, at night or in inclement weather by very low flying aircraft. A new possibility in this respect lies in the use of fairly small drone aircraft, which will presumably be capable of carrying larger payloads than similar manned aircraft and will be less hazardous to personnel. The drone will be equally efficient, day and night.

The use of light aircraft in the ground-reconnaissance role is not altogether new, but it does represent a possibility thus far only superficially explored. Until now reconnaissance by aircraft—whether high performance Air Force aircraft or Army observation airplanes—has been performed as an entirely separate task only remotely connected with the detailed type of reconnaissance habitually performed by the Army's armored reconnaissance forces.

In the vast majority of cases the aircraft were not organic to the ground reconnaissance units, and aircraft pilot and observer reports were made directly to major headquarters and usually reached the ears of the reconnaissance unit commander.

Without disturbing that process, it is time now that we proceeded rapidly in the true integration of aircraft in our reconnaissance units to allow those units to perform more efficiently their classic roles of reconnaissance, security, seizure of critical areas, and pursuit. I am not suggesting independent air reconnaissance battalions but rather the intimate combination or air and surface reconnaissance means.

Nowhere in any Army-approved table of organization and equipment at the present times does there exist a reconnaissance team composed of a light aircraft, a pilot, and a regularly designated observer. This, I think, is a startling state of affairs. We have not exploited the capability of the team, trained and regularly practiced in the art of reconnaissance.

I visualize the incorporation in our present ground-reconnaissance units —the division reconnaissance battalions and the armored cavalry regiments—of platoons of these reconnaissance teams riding for the most part in light reconnaissance helicopters, each of which will be armed with a single light machine gun. The techniques of operation of these small teams have yet to be developed, but we are working on it. In this development, however, we should rule out at the start of the process of flying the aircraft directly into the enemy, or directly over territory known or suspected to contain hostile elements.

MAR_APRIL 11 Section 2_June04.qxd 3/29/2011 2:29 PM Page 110



AAPI PHOTO

**Highlighting one day's exercise play in the early phases of Exercise Sabre Hawk, Army Choctaws engaged in an airlift operation , moving the 11th Airborne's 502nd Infantry across the Main River to seize a bridgehead and to isolate defending "Blue Forces."**

This idea is very difficult to put over, and when it is not fully grasped the whole concept is misunderstood.

The helicopters, operating in sections of two or three, will habitually fly over close to the ground. On a reconnaissance mission they will move laterally many more miles than frontally. Movement by bounds—one or two machines covering the movement of another—will be frequently practiced. In the course of an approach to a terrain feature suspected to be occupied by the enemy, the helicopters will move deliberately and according to the system from one point of cover to the next; they will hover rather frequently, but always within a few feet of cover, so that if engaged by fire they may drop quickly out of sight.

Occasionally one will land, permitting the observer to leave the machine to take up a ground point of observation. With their machine guns they can execute the battle-tested device of reconnaissance by fire; e.g. if they suspect enemy occupation of a group of buildings or a small ridge, they can shoot a few bursts into the suspected area to see if a reply is forth-coming. If the section is engaged by hostile fire, it will always avoid a shooting duel, for the discovery of the enemy is its function, not the enemy's destruction.

In the course of the reconnaissance of an area or of a route, the helicopters will not fly directly up roads but rather off to the side of them, for in moving situations the enemy is very apt to be on the roads. A dangerous-looking area is not flown into but is first inspected carefully at a distance, and then perhaps flown around in order to give the team the benefit of examination from several points of vantage.

Visibility from the air is generally excellent. Needless to say, one cannot see from a helicopter certain details visible to a ground vehicle; on the other hand, the reverse is also perfectly true.

In rapidly moving situations where this type of reconnaissance will be especially valuable, our armored ground reconnaissance units moving down roads are unable as of the present time to observe very large areas off roads where the enemy may lurk in force. The helicopter can discover this enemy; under many circumstances it can see beyond terrain features which totally block ground observation. While helicopters cannot see details through heavy tree growth, neither can ground vehicles see very far laterally in thick woods.

So while the ground-reconnaissance vehicle and the reconnaissance helicopter each have different limitations, on balance I believe the helicopter is considerably superior in what it can see. Certainly it will be an enormous valuable collaborator. Hastily laid mines, camouflaged road blocks, objects or personnel away from the roads, and all objects beyond terrain masks will, I believe, be more susceptible of detection from air than from the ground.

The platoons of reconnoitering helicopters should be backed up by other somewhat larger aircraft carrying riflemen. I do not visualize large units, but rather small quantities of riflemen especially trained for this type of operation, skilled in patrol and commando tactics, and regularly assigned to very light agile, troop-carrying helicopters. The Army is studying the development of helicopters very much smaller than the H-34 and H-21 for this role.

Backing up both the air-transported riflemen and the reconnaissance helicopters should be a small number of shooting helicopters—medium-sized machines each carrying multiple machine guns, possibly rockets, and fairly large quantities of ammunition. These are not to be used for the engagement of heavy enemy forces, and neither are they, by any stretch of the imagination, competitors with the fighter-bomber.

Unlike the fighter-bomber they will operate habitually on the tree tops, shooting generally from hovering positions close to cover behind which they may drop promptly when engaged by enemy fire, and shooting always from territory under friendly control into territory under enemy control. They will not fly over the enemy, and they will not indulge in fire duels. They will deliver heavy concentrations of fire for short periods of time, drop behind cover, reappear at a new spot and repeat the process.

The vulnerability of the helicopter is a matter which needs continuing exploration. Using the tactics and techniques which are possible to evolve, I do not believe the aircraft will be unacceptably vulnerable. Remember that these craft can shoot back; that they will know promptly when they are fired on; that they will operate very close to the ground and therefore close to cover. They move faster than one thinks, and will provide no background normally available to the ground machine gunner for adjustment of his fire. The estimate of range to these aircraft will be very difficult, and if inaccurate will render the fire against them ineffective.

Because a helicopter flying over a concentration of enemy troops not themselves under fire may be readily shot down does not mean that a reconnoitering helicopter in the hands of a clever pilot and observer, trained to their task, can be easily destroyed.

But of course some of these craft will be shot down. If anyone knows a really safe way to conduct effective reconnaissance of the enemy at the forefront of the battle area, he hasn't yet divulged it publicly. It can't be done with mirrors.

We are all acutely aware, painfully aware, in some quarters, of the new emphasis on missiles. On the several varieties of surface-to-surface missiles the Army is placing much of its hope for that part of the close support of ground troops heretofore performed by the fighter-bomber, and the Army is leaning heavily on the surface-to-air missile to control the airspace above it.

I do not believe that anyone is yet willing to predict

MAR_APRIL 11 Section 2_June04.qxd 3/30/2011 3:57 PM Page 111

when, or even whether, fighter aircraft will become altogether outmoded for these purposes, but on the other hand it is apparent that missiles can at least partially replace them. But how well missiles will do the job depends partly on how flexibly they may be employed.

When the ground-launched missile systems and supporting combat aircraft are conceptually compared, the aircraft win hands down as regards flexibility of employment. Perhaps this will remain true, for it appears that it will always be possible to concentrate in a given area a greater amount of air firepower than missile firepower. Every flyable fighter in Europe, for example, could be airborne over a single spot at the same time. But if the missile, despite its superiority on other counts, suffers in the field of flexibility, then we should make a strong try at improvement.

The missile in the correct place at the correct time, equipped with the correct warhead and provided with a proper target, can be very effective. The problem is to make all these conditions come about.

It would appear that light aviation is the best possible answer. While there have been a number of theoretical studies on the capacities of cargo helicopters and fixed-wing aircraft in moving missiles, and while new missile designs take, presumably, proper account of air transportability, the Army has not thus far gotten very far along toward a true integration of aircraft in missile operations. There are great advantages possible in the movement of missiles, component parts of missiles, missile launchers, and crews by air in building a concentration of firepower for a swift attack.

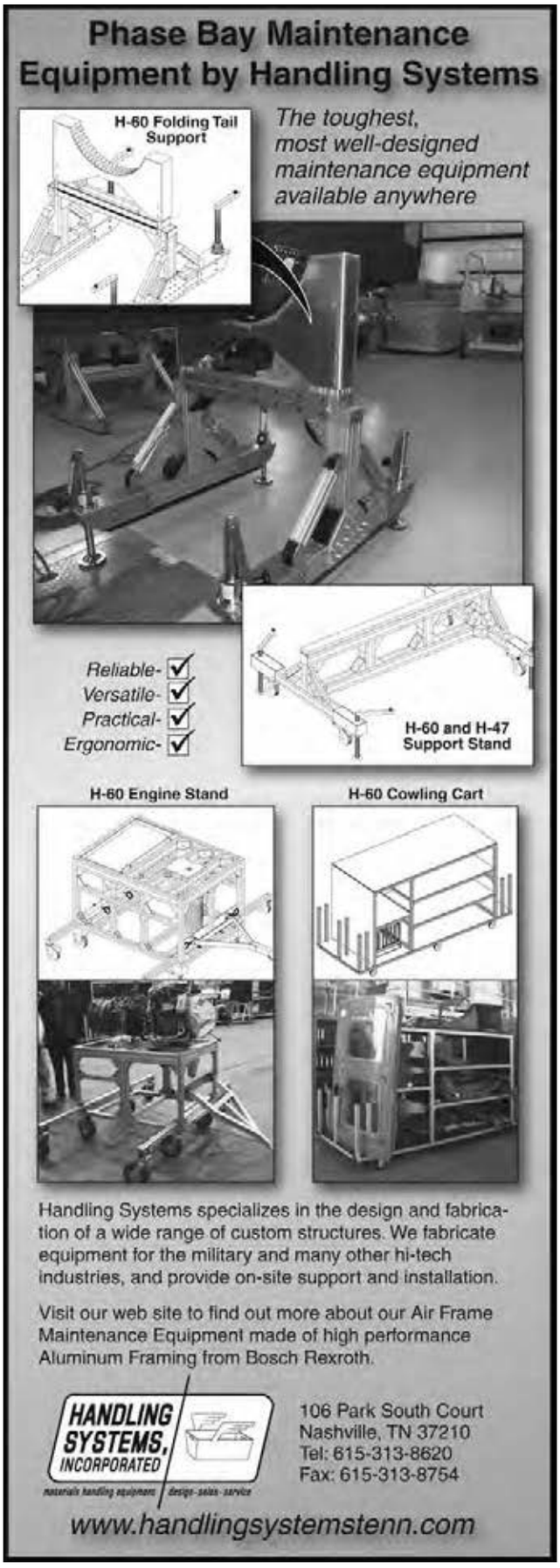
Moreover, a sufficient number of missiles to afford necessary coverage on a semipermanent, relatively immobile basis everywhere in an extensive battle area will be prohibitively expensive; large stockpiles cannot be maintained at battery sites. Economy of materiel and tactical necessity would appear to demand frequent use of aviation to distribute or redistribute missile firepower quickly according to need. The alternative is unacceptable inflexibility.

A man by the name of Clausewitz says this: "In any specific action, in any measure we may undertake, we always have the choice between the most audacious and the most careful solution. Some people think that the theory of war always advises the latter. That assumption is false. If the theory does advise anything, it is the nature of war to advise the most decisive, that is, the most audacious. Theory leaves it to the military leader, however, to act according to his own courage, according to his spirit of enterprise, and his self-confidence. Make your choice, therefore, according to this inner force; but never forget that no military leader has ever become great without audacity."

This means that we must see and we must move—it's hard to be audacious sitting at the bottom of a hole. In the air just above the treetops lies one of the great hopes for victory on the ground.

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*Maj. Gen. Hamilton H. Howze was the commanding general, 82nd Airborne Division at the time this article was published.*

MAR_APRIL 11 Section 3_June04.qxd 3/25/2011 2:43 PM Page 112

# 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.*

## Shadow Amasses 600,000 Hours



PEO A/N COURTESY PHOTO

In February, 2011 the Army's Tactical Unmanned Aircraft System (Shadow) surpassed 600,000 flight hours. Produced and sustained by AAI Corporation, the Shadow system is now fielded to 98 Army platoons and four Marine Corps squadrons. The Commonwealth of Australia will receive the first Foreign Military Sales (FMS) system this summer.

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

***Sikorsky Aircraft Corporation***, Stratford, CT, was awarded a $129,424,983 firm-fixed-price contract March 4, 2011 to provide for the procurement of UH-60M, HH-60M, MH-60S, and MH-60R helicopters. Work will be performed in Stratford, CT, with an estimated completion date of Dec. 31, 2012.

***General Atomics Aeronautical Systems, Inc.***, was awarded on March 3 a $64,285,000 cost-plus-fixed-fee, cost-plus-incentive-fee contract to provide for product support, logistical support and sustainment operations to the Extended Range/Multi-Purpose Quick Reaction Capability Unmanned Aircraft System. Work will be performed in Poway, CA; Adelanto, CA; Palmdale, CA; Salt Lake City, UT; and Hunt Valley, MD, with an estimated completion date of Nov. 7, 2011.

***Lockheed Martin Corp.***, Orlando, FL, was awarded on March 1 a $9,262,000 firm-fixed-price contract for reset support to include inspection, refurbishment, and removal of sand, dust and foreign material intrusion to the Apache modernized designation sight and pilot night vision sensor. Work will be performed in Orlando, FL, with an estimated completion date of Feb. 28, 2012.

***The Boeing Co.***, Ridley Park, PA, was awarded on March 1 a $13,582,919 firm-fixed-price contract to provide for infrared suppressor systems modification B-kits in support of the CH-47F program. Work will be performed in Ridley Park, PA, with an estimated completion date of May 31, 2013.

***Honeywell International, Inc.***, Tempe, AZ, was awarded on March 1 a $25,260,496 firm-fixed-price contract for support service and supplies to support all Corpus Christi Army Depot overhaul and repair activities for the entire T-55 family of engines and components. Work will be performed in Corpus Christi, TX, with an estimated completion date of Oct. 31, 2015.

***ARINC Engineering Services, LLC***, Annapolis, MD, was awarded on Feb. 28 a $41,722,209 cost-plus-fixed-fee contract to provide for one year of contractor logistics services option for the MI-17 aircraft. Work will be performed in Iraq, with an estimated completion date of March 31, 2012.

***General Atomics Aeronautical Systems, Inc.***, Poway, CA, was awarded on Feb. 28 a $335,504,000 fixed-price-incentive-fee contract for the purchase of system hardware applicable to the Extended Range Multi-Purpose Unmanned Aircraft System. Work will be performed in Poway, CA, with an estimated completion date of Dec. 31, 2012.

***Raytheon***, McKinney, TX, is being awarded a $48,000,000 maximum value, indefinite-delivery/indefinite-quantity contract to provide life cycle contractor support for sustainment of the Forward Looking Infrared Radar System (FLIR) and Electro-Optical Sensor System (EOSS) in support of U.S. Special Operations Command, Technology Applications Program Office. The resulting contract will provide life cycle contractor support to the 160th Special Operations Aviation Regiment (Airborne) as well as the Army, Air Force, Navy and Marine components, for FLIR and EOSS systems, and subsystems for ancillary equipment. The work will be performed in McKinney, TX, and El Segundo, CA and the contract performance period ends Feb. 28, 2015.

***Sikorsky Aircraft Corp.***, Stratford, CT, was awarded on Feb. 24 a $22,710,077 firm-fixed-price contract for the procurement of two UH-60M Black Hawk helicopters. Work will be performed in Redstone Arsenal, AL, with an estimated completion date of March 30, 2012.

## Advertisers Index


AAI Corporation . . . . . 101
AAR Mobility Corporation. . . . . 105
AAFMA Assoc. . . . . 109
Advanced Turine Engine Company . . . . . 2
AECOM . . . . . 75
Aero Dynamics. . . . . 42
Aerospace Filtration Systems . . . . . 103
Alkan . . . . . 54
Aranea . . . . . 36
Army Fleet Support LLC . . . . . 61
Astronics DME Corporation . . . . . 13
AeroVironment Inc. . . . . 77
Avenge Inc. . . . . 85
BAE Systems . . . . . 5
Bell Helicopter Textron Inc. . . . . 67
The Boeing Company . . . . . 1
Coastal Aircraft Parts, LLC . . . . . 85
Contract Fabrication Design . . . . . 79
DRS Defense Solutions . . . . . 33
DRS Technologies, Inc. . . . . 91
DynCorp International . . . . . 97
EADS. . . . . 10,11, 81
EMTEQ, Inc. . . . . 52
Esterline CMC Electronics Inc. . . . . 95
Fastening Systems International, Inc. . . . . 16
FlightSafety International . . . . . 55
FLIR Systems, Inc.. . . . . 7
General Atomics Aeronautical Systems, Inc.. . . . . 41
Global Aerospace Logistic . . . . . 54
Goodrich ISR Systems. . . . . 65
Goodrich Sensors Integrated Syst. . . . . 17
Greystone Ltd. . . . . 49
Gulfstream Aerospace Corporation . . . . . 73
Handling Systems Inc. . . . . 111
Hawker/Beechcraft. . . . . 53
Honteck Corporation . . . . . 83
Insitu. . . . . 15
Kaman Aerospace . . . . . 63
L3 Wescam . . . . . 99
Lockheed Martin IS&GS . . . . . 9
Meggitt Defense Systems . . . . . 21
Northrop Grumman Corporation . . . . . 69
Phantom Products Inc.. . . . . 107
PIC Wire & Cable. . . . . 71
Raytheon Company . . . . . 87
Roberston Fuel Systems LLC . . . . . 25
Rockwell Collins, Inc.. . . . . 27
Rolls-Royce North America Inc.. . . . . 47
Science Applications International Corporation . . 26
Secure Communications Systems, Inc.. . . . . 124
Science and Engineering Services, Inc. . . . . 29
S-3 . . . . . 19
Sierra Nevada . . . . . 28
Sikorsky Aircraft . . . . . 30, 31
Skedco, Inc. . . . . 106
Stark Aerospace. . . . . 39
SPX Precision . . . . . 23
Telephonics Corporation . . . . . 89
Thales . . . . . 93
Turbomeca USA. . . . . 43
USAA . . . . . 59
USATCO/U.S. Air Tool Co.. . . . . 45
Vector Aerospace. . . . . 35
VT Miltope Corporation . . . . . 51
Westwind Technologies Inc.. . . . . 37

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:03 PM Page 113

# POTM
# PEOPLE ON THE MOVE

## AVIATION GENERAL OFFICERS

The chief of staff, Army announced the following aviation general officer assignments:



U.S. ARMY PHOTO

***BG Jeffrey N. Colt***, commander, Joint Unmanned Aircraft Systems Center of Excellence, Indian Springs Airfield, Nellis Air Force Base, NV to deputy commanding general, 101st Airborne Division (Air Assault), Fort Campbell, KY.



U.S. ARMY PHOTO

***BG Donald M. MacWillie***, commanding general, U.S. Army Oper-ational Test Command, Fort Hood, TX, to deputy commanding general, 1st Infantry Division and Fort Riley, Fort Riley, KA.



U.S. ARMY PHOTO

***BG Robin L. Mealer***, chief, force generation, Iraq Training and Advisory Team, U.S. Forces-Iraq, to deputy director, J-5, U.S. Forces-Iraq, Operation New Dawn, Iraq; shown here being congratulated by Iraqi Staff Brigadier Shakir at her promotion on Feb. 4, 2011 at FOB Union III, Baghdad.

## TRANSFER OF AUTHORITY

### Screaming Eagles Swap CABs in Afghanistan

The 101st Combat Aviation Brigade, Task Force Destiny, handed over the reins of the aviation mission throughout Regional Command-South to the 159th CAB, TF Thunder in a transfer of authority ceremony Mar. 12, 2011 at Kandahar Airfield, Afghanistan. Both brigades belong to the 101st Airborne Division (Air Assault). MG James L. Terry, commanding general, Regional Command-South, sent-off the 101st CAB and welcomed the 159th CAB.



PHOTOS BY TASK FORCE DESTINY PAO SADIE BLEISTEN

***COL William K. Gayler*** (left), Task Force Destiny commander and ***CSM Lebert O. Beharie***, TF senior NCO, case the 101st CAB colors on Kandahar Afld., Afghanistan, Mar. 12, 2011.



***COL Kenneth T. Royar***, Task Force Thunder commander and senior NCO, ***CSM Eric C. Thom***, uncase the 159th CAB colors on Kandahar Afld., Afghanistan, Mar. 12, 2011

### Flying Tigers Take Over In Iraq



U.S. ARMY COURTESY PHOTO

***LTC James O. Posey, Jr.*** (left), battalion commander and ***CSM Sammy C. Sablan*** of 8th Battalion, 229th Aviation Regiment, the Flying Tigers, are pictured here uncasing the battalion colors at the Mar. 1 transfer of authority ceremony in Taji, Iraq. The Flying Tiger battalion is the largest aviation battalion in the Iraqi theater of operations in support of Operation New Dawn with more than 600 Soldiers and 3 platoons of unmanned aircraft systems, one platoon of infantry, and one command aviation company (UH-60) in addition to their organic AH-64D Longbow structure with associated support elements. The Flying Tigers took over from the Gunfighters of 1st Bn., 1st Cbt. Avn. Bde.

## AWARDS

### eCAB Soldiers Receive End of Tour Awards



U.S. ARMY PHOTO BY SPC ROLAND HALE, ECAB, 1ST INF. DIV. PAO

LTC Kenneth Chase, commander of the 1st Squadron, 6th Cavalry Regiment, Enhanced Combat Aviation Brigade, 1st Infantry Division, pins an Air Medal on ***CW3 William Kearns*** during an end of tour award ceremony on Camp Taji, Iraq, Feb. 1. Soldiers with the Enhanced Combat Aviation Brigade, 1st Infantry Division received the awards in recognition of their service during the brigade's year-long deployment.

### Two 4th CAB Leaders Receive German Awards



PHOTO BY U.S. NAVY 1ST CLASS ERIC S. DIEHM

German Army Lt. Gen. Rainer Glatz, commander of German Operations Command, congratulates U.S. Army ***COL Daniel E. Williams***, commander of the 4th Combat Aviation Brigade, 4th Infantry Division, International Security Assistance Force, Feb. 26 at Camp Marmal, Afghanistan – after awarding him the Silver Bundeswehr Cross of Honor for his outstanding meritorious service, as U.S. Army BG Sean Mulholland, deputy commander of Regional Command (North), also a recipient, looks on. Williams, who has led the 4th CAB from the front lines, flying his first mission within one week of arriving in country, accepted the award, Germany's second highest military decoration for merit, on behalf of the Soldiers of the 4th CAB, Army aviation and III Corps.

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 114

# POTM
## PEOPLE ON THE MOVE

### AWARDS



PHOTO BY U.S. ARMY SPC. JEANITA C. PISACHUBBE, 4TH CAB PA

U.S. Army ***MAJ Robert P. Federigan***, medical operations officer, Headquarters and Headquarters Company, 4th Combat Aviation Brigade, 4th Infantry Divison, International Security Assistance Force, is congratulated by the commander of the German Medical Task Force, Feb. 27 during a ceremony at Camp Marmal, Afghanistan, after receiving the gold German Military Skill Badge for medical personnel, which represents the highest level of military medical proficiency in the Bundeswehr (German Military).

### eCAB Soldiers Take Citizenship Oath



U.S. ARMY PHOTO BY SFC. JEFF TROTH, ECAB PAO, 1ID

***SGT Jennifer Estrella*** (center), Headquarters Company, Enhanced Combat Aviation Brigade, 1st Infantry Division, recites the Oath of Citizenship of the United States of America during a President's Day naturalization ceremony at one of Saddam Hussein's former Baghdad palaces. Fifty-three Soldiers received certificates of U.S. citizenship and American flags after taking the Oath during the Feb. 21, 2011 ceremony.

### 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.

**30 Officers, Feb. 10**

**IERW UH-60 Track**
LT Joseph R. Snoke * - DG
LT Timothy G. Evans - HG
WO1 Zachary. Georgia - HG
WO1 Ryan C. Rooks - HG
LT Chase C. Ross - HG
WO1 Jeffery J. Bear
LT Cassie Bonadeo
WO1 Ryan A. Edens
LT Damion M. Graham
WO1 Steven J. Hanna
LT Adam J. Kemp
WO1 Anthony T. Mazzucola
WO1 Aaron M. McFarland
LT Steven B. Metzger
LT Stacey W. Neabore
LT Timothy J. Newlin *
LT Paul A. Proios *
CPT Tyler J. Ranney
LT Kyle C. Schaad
LT Kristopher R. Schmautz
LT Stephen T. Sexton
LT Holly N. Vance
WO1 Justin D. Willard

**IERW UH-60M Track**
LT Darlene P. Carter
LT Jordan A. Dilena
WO1 Matthew A. Ingalls
LT David A. Johnston
WO1 Cory D. Joslin
WO1 Robert A. Landers
WO1 Anthony E. Reibly

**21 Officers, Feb. 24**

**IERW OH-58D/R Track**
WO1 Aaron J. Kellum - DG
WO1 Sebastian Rivas - HG
WO1 Sarah E. Bain
WO1 Trevor B. Baxter
WO1 Julian A. Caicedo
WO1 Francis R. Caputo
WO1 Thomas S. Ewers
WO1 Krzystof Landowski
WO1 David R. McCullough
WO1 Jacob R. McGinley
WO1 Wesley B. Rinehart
WO1 Brody W. Smith

**IERW UH-60 Track**
WO1 Jan E. Stevens - DG
LT Sarah E. Fazio
LT Robbie L. Flowers
LT Humberto Hernandez
LT Jesus Maldonado
LT George B. Oliver
LT Sarah Paul
LT Brandon L. Richmond
WO1 Chadbourne Williams

**61 Officers, Mar. 10**

**IERW AH-64D Track**
LT Matthew Conner - DG
WO1 Jason Kliewer - DG
WO1 Eric J. Echeverria - HG
WO1 Jose C. Garcia - HG
WO1 Jon C. Atkins
LT Christopher T. Benjumea
WO1 Kenneth C. Bouldin
WO1 Joshua G. Buchanan
WO1 John P. Cornetto
WO1 Christopher Cornine
LT Stephen Gumpf
WO1 Cyril M. Homerding
LT Nathan W. Houston
WO1 Christopher M. Lee *
LT Daniel T. Liebetreu
WO1 Michael A. Loeb
WO1 Miguel T. Miranda
WO1 Ryan J. Reeser *
WO1 Kourtney R. Roundtree
LT Brandon G. Skelly
WO1 Charles E. Spencer

**IERW OH-58D/R Track**
WO1 Brandon Lancaster - DG
WO1 Michael Maquet - HG
LT Aaron Green *
WO1 James T. Burkhalter *
WO1 Corey H. Creighton
WO1 Eric B. Hibbs
WO1 Gregory A. Lancaster
WO1 Carrie S. Mitchell *
WO1 Gary H. Mitchell
WO1 Evelyn C. Salmon
WO1 Matthew K. Salmon
WO1 Jason J. Sargent
WO1 Devan G. Williams

**IERW UH-60 Track**
LT Freddie E. Hill - DG
LT Jason Burton * - HG
LT Devin Holbrook - HG
LT Eric R. Smith - HG
LT Vincent Atsitty
WO1 Brennan D. Avants
LT Joshua R. Bennett
WO1 Werther Bentine-Torres
LT Amy L. Breguet
LT Ryan G. Brown *
WO1 Tristan D. Brown
LT Brian K. Burgi
LT Haydn H. Campbell *
LT Davidson K. Fisher *
CPT Miranda L. Gahn
LT Matthew W. Gibbs
LT Michael J. Gonzalez
WO1 Grant S. Hutcheson
WO1 Shaylen R. Knickrehm
LT Clint X. Lowe *
LT Justin B. Mace
LT Scott D. Moncrief
LT Sharil K. Richards
LT Victor Rodriguez
WO1 Jason W. Weinberg
WO1 James T. Weipert *

**IERW UH-60M Track**
LT Marshall R. Titch

DG = Distinguished Graduate
HG = Honor Graduate
DL = Dean's List
* = AAAA Member
\+ = Life Member

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MAR_APRIL 11 Section 3_June04.qxd 3/30/2011 3:59 PM Page 115



## NEW MEMBERS

**Air Assault Chapter**
SFC William E. Baker
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CW4 Jason A Fauth
CW4 Charles Haseltine
CW4 Jeffrey T Kimm
CW4 Timothy Ray LeMaster, USAR Ret.
CPT Anthony B. Pankuch
LTC Neil Allen Reilly Jr.
**Aloha Chapter**
Emily Catherine Harrison
SFC Grady D Kyle III
1LT Hayden Piscal
SGT Kristopher Souza
MAJ Joseph O.Tolentino
SFC Gary Jeffrey Williams
CPT William Wesley Wood
**America's 1st Coast Chapt.**
MAJ Michael C Adler
Daniel Thomas Lorimor
MAJ William E. Temple V
**Arizona Chapter**
SGT John S Cybulski Jr.
Scott R Rudy
Albert L Winn
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SPC Travis Bonham Darnell
LTC Fred D. Hryhorchuk
CW2 Crystal Olier
CW4 Paul Kyle Paradis
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WO1 David W. Berry
WO1 Brittney E. Bogart
Jerry A Clarke
1SG Michael Collins
WO1 Trevor J. Cooper
WO1 Zach W. Cooper
CW3 David B. Cox
WO1 Brenton B. Davis
WO1 Nathaniel Defenbaugh
WO1 Jonathon J. Flores
WO1 Joseph T. Ford
WO1 Justin D. Francois
WO1 Dallas M. Garcia
CW4 Douglas Ray Goins
WO1 Emilio R. Green
WO1 Robert E. Hodgson
CW4 Don Holland
SFC Jody Dale Homan
WO1 Shawn C. Huebner
MAJ Jason James
WO1 Aimee S. Jansen
WO1 Kreig H. Jean
WO1 Dexter R. Johnson
WO1 William J. Johnson
CAPT Guenter Koenig
2LT Jonathon K. Kohl
WO1 Matthew C. Lambert
WO1 Michael J. Lawrence
WO1 Benjamin E. Lesondak
CPT Guillermo E. Martinez
WO1 Kyle J. McNabb
CW2 Robert Todd McVickar
1LT Derek Merkler
WO1 Matthew J. Moss
WO1 Dominick V. Oliveri
WO1 Matthew L. Overton
WO1 Phillip R. Owens
Paul John Patin
WO1 Thomas J. Podzimek
WO1 Chuong V. Quach
MSG Jeffrey Allen Roth
WO1 Dallas S. Russell
WO1 Richard L. Sattro
WO1 Justin M. Seguin
1SG William E. Self Jr.
WO1 Ian T. Shaffer
WO1 Jonathon M. Shallow
WO1 Greg W. Shpunder
CW3 Joshua Sims
MAJ Michael Alan Sines
LTC David Skinner
MAJ Derek Allen Smith
Gerald G. Smith
CW3 Cameron Stone
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WO1 Matthew A. Thomas
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WO1 Sean R. Walters
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CSM John P. Sundermann
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SPC Brandon J. Casey
SPC Jonathan D. Collins
SPC Eusebio A. Faura
SGT Anthony C. Ferido
SGT Robert Fertig
SPC Sean N. Hillery
CW3 Adam L. Hunt
SGT Justin R. Jackson
CW3 Mark A. Jernigan
CW2 Jeremiah M. Johnson
SPC Santiago G. Loetz
LTC Rene Martinez
PFC Dustin D. Miller
SGT Nathan A. Miller
SGT Trevor A. Pack
SFC James A. Perkins
SPC Matthew F. Porter
CW4 Ronald Porter
SPC Marquez Eric R.
SGT Thomas E. Reddick
SSG Martin Rojas, Jr.
PFC Justin J. Schreiner
SPC Derrek B. Schwab
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CPT Patrick J. Taylor
SFC Jesse Vielma
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CDT James O. Bailey
CDT Kevin R. Bennett
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CDT Sean E. Boniface
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CDT Jay A. Laing
CDT Manuel Ledezma-Vera
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CDT Edward J. Leo
CDT Megan J. Liesenfelt
CDT Maren H. Lowrey
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CDT Ami T. Patel
CDT Corrine R. Payne
CDT Nathaniel Pendleton
CDT Paul M. Peterson
CDT Eric M. Pietrasz
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CDT Dustin M. Yates
CDT Robert W. Zauche
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William Weis
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Richard G. Williams
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Mark A. Velazquez
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CW5 Michael L. Zanghi
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MAJ Dan Lawrence Isabell
SSG Jose Miguel Sanchez
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SPC Jacob B. Sam
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1LT Daniel Seamus Spratt
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MG Michael S. Tucker
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SSG david charles leonard
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SFC Christian Noel
CW3 Craig Root
CW4 Brian R. Seligson
SGT Joshua Landon Still
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CPT Angelica Christensen
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Bill McCune
**Stonewall Jackson Chapt.**
CPT Denn Alaric
SGT John B. MacCormick
**Tarheel Chapter**
CPT Mark VanVeldhuizen
**Tennessee Valley Chapt.**
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Gary Birchfield
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SFC Anthony Cervizzi
2LT Jason Charlton
COL Michael Nevin
Edward Claybourne, USAR
Karen R Cole
Ronald Dalton
Rick Davis
Jose A. DeJesus
Paul D. Dunbar
Trey Dyer
Tammy L. Ellis
Kaitlyn G. Erickson
Keith Harbin
Chad Andrew Hellums
Mark Hillgartner
LTC Jason Horne
Michael A Horrocks
Leslie Ann Hyatt
So Ihara
Stephanie Johnson
Patrick A. Lewis
MAJ Virginia C. McDougall
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LTC Earl C. Myers II, Ret.
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Joshua Ernest Noriega
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Michael C. O'Reilly
TSgt Eddie Ortiz Sr.
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COL Steve Pelley
CPT Matthew O. Peterson
David Quinn
MSG Chris Redd
Jason Rios
Dawn M Sabados
SSG James T. Sanford
MSG Marty Shelton
Dennis G. Sparks
Sherman Spencer
Charlie C. Starling
CW5 Achille J. Tartaglia Jr.
MAJ Johnny Taylor II
Roger E Triplett
CW3 Kevin L. Utterback
LTC Mark M. Vaughn
Donald Wilbourn
Mike Wiley
Ferne Wlodarski
Troy Zeidman
**Thunder Mountain Chapt.**
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MAJ Adam P Reynolds
**Utah Chapter**
Robert J Brantley
Thomas Nied
**VMI/VWIL Chapter**
CDT James Hunter Colt
**Volunteer Chapter**
SGT Jason Patrick Banta
SSG Tracy A Banta
SGM Billy D Batson
MAJ Leonard Brannom III
SSG Nathaniel R. Collins
WO1 Andrew Cordray

*Continued on page 117*

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 116





# Legislative Report

COL Curtis J. Herrick (Ret.)
AAAA Representative to The Military Coalition (TMC)

### "It's Democracy In Action"

In finding a way among the rocks and hard spots in the ongoing budget situation, the new 112th Congress Speaker of the House, Rep. John A. Boehner (R-OH), said, "It's democracy in action." Issues include passing a 2011 Defense appropriation act to allow DoD to operate efficiently in this time of war, approving a 2011 Continuing Resolution for the remaining appropriations to finish the year and working concurrently the 2012 President's Budget. Forcing factors are extending the CR before Mar. 5th, raising of the nation's debt ceiling in the late Mar. period, and meeting new Congress member's demands for budget cuts that will lead to reducing the national debt.

On Mar. 20 at 4:40 AM, after a more than 60-hour hearing on the House floor of almost 600 amendments, the House voted on 100 amendments and approved a budget, 235-189, with $61 billion in cuts. The combination of these cuts with the $41B in reductions in President Barack Obama's earlier unapproved 2011 budget allowed the House to reach their goal of trimming $100B to reach 2008 spending levels.

From this point the House and the Senate are to reach an accommodation on the cuts, which are very unpopular to some, that is acceptable to the president and within the time constraints to sustain government operations during Mar.

### White House Military Family Plan

In response to a request from troops during a Dec. Afghanistan visit, "Sir, take care of our families...," President Barack Obama had an interagency policy group prepare a plan. On Jan. 24, the President, alongside First Lady Michelle Obama and Dr. Jill Biden, presented the "Strengthening Our Military Families: Meeting America's Commitment" plan.

Strategic priorities included enhancing the well-being of the military family, ensuring the excellence in the military children's education, developing career and educational opportunities for military spouses, and increasing child care availability and quality.

Cabinet secretaries pledged their commitment to support the priorities and partnerships described in the report. In all, the president said his administration made nearly 50 commitments in support of military families.

### Young Vet Jobless Rate Up

The Labor Department's Jan. figures revealed that the jobless rate for young veterans, 20 to 24 years, is on a rising trend to 31 percent, almost twice that of nonveterans. For Iraq and Afghanistan veterans the rate is 15.2 percent, estimated to be almost 300,000, against the U.S. unemployment rate of 9 percent.

Rep. Jeff Miller (R-FL), chairman of the House Veterans Affairs Committee, wants to work with the VA, Labor and employers to retool existing jobs programs.

Sen. Patty Murray (D-WA) is not convinced retooling the existing programs will be enough and that quick action is needed. She observed that veterans have the skills to succeed in the work place but have difficulty transferring those skills and that there might be an employer bias against hiring recent combat veterans.

Mr. Paul Rieckhoff, a director of the Iran and Afghanistan Veterans of America, a TMC organization, remarked that the military's Transition Assistance Program used in training and counseling separating and retiring troops was reported as not satisfactory in a hearing last year and still needs to be improved.

### Pressure For Defense Appropriation Act

Secretary of Defense Robert M. Gates' efforts to relate the need to Congress for a 2011 defense appropriation act to permit the department to operate efficiently this year seem to have started appropriation activities. For Army aviation this will allow the production start of 4 CH-47Fs for the 13th Combat Aviation Brigade.

### Caregiver Benefits Progress Inadequate

After Pres. Obama approved the caregiver benefits program in May, 2010, the Department of Veterans Affairs has missed the Jan. 31 start of the program due to the complexity of establishing eligibility criteria and setting up the program. Under the act those caring for the most severely wounded veterans of the Iraq and Afghanistan Wars may qualify for counseling, health-care training, respite and a monthly stipend. Initial stringent VA application of the law may reduce the size of the program from the anticipated 3,500 to about 850 families.

Many await the delayed start of the program in the spring to learn if their veteran will qualify.

### SCRA Abuse Hearing

On Feb. 9 servicemembers, spouses and attorneys testified before the House Veterans Affairs Committee concerning Servicemem-bers Civil Relief Act violations alleged to have been perpetrated by banks against mobilized reserve component members. The SCRA also applies to loans taken out by active duty members before joining the military. JPMorgan Chase is reported to be issuing checks totaling $2 million to 4,000 service members after discovering overcharges and errors in their mortgages.

Rep. Jeff Miller (R-FL) observed that DOD should review the services' programs to educate troops and families about the SCRA protections. An attorney representing a service member recommended a class action suit against violators and changes in the law to impose civil fines and to reclaim attorney fees.

Sen. Jack Reed (D-RI) has asked the Justice Department to examine the issue of J.P. Morgan violating the law. Sen. John Kerry (D-MA) sent a letter to the Chairman of the Federal Reserve asking for an investigation.

Service members should learn their rights, seek assistance from legal and financial assistance officers as needed to enjoy their SCRA rights, and be reimbursed for previous errors.

### TRICARE Young Adult Program

The Department of Defense has announced that the TYAP, formerly known as the TRICARE 26 Program, is to be implemented this spring as of Jan. 1, 2011, when the prices are determined. Sponsors planning to enroll should keep their bills for submission after the actual program start. TYAP will extend medical coverage to as many as several hundred thousand eligible military family members through the age of 25 with a full premium-based plan.

Unfortunately, this TRICARE Standard monthly benefit, which is in response to the Patient Protection and Affordable Care Act of 2010, is required by the 2011 National Defense Authorization Act to be fully paid for by the receiving families. The TRICARE Command is expected to announce the fees later this spring that may be as much as $200 per child per month.

Meanwhile many large health insurance companies implemented the program last summer without charging the families an additional premium and the Federal Employees Health Benefits Program began on Jan. 1. TMC is working with Congress seeking to remove this disparity in TYAP.

### Women Vets May Be Missing Benefits

A recent study concluded that although a higher percentage of women veterans from Iraq and Afghanistan are diagnosed with Post Traumatic Stress Disorder and Traumatic Brain Injury than men, fewer women are receiving VA benefits. One cause, a regulation that required servicemembers to have earned a combat badge or ribbon to receive a disability, has been removed. Women veterans who were previously denied claims may reapply for service connected PTSD and other combat stress claims.

*Continued on page 117*

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 117



## ARMY AVIATION MAILBOX

When I received the most recent copy of the Army Aviation magazine there was a notice of the death of Col (R) A.T. Pumphrey. Even though I never met the man it seemed as though I have known him forever. If you don't mind a little chatter about his significance in my military life.

When I finished both F/W and R/W training and reported to my first duty station, Combat Command A, 2d Armored Division at Coleman Barracks, Sandhofen, Germany near Manheim, I became the helicopter pilot for the CO, a Colonel Maxwell M. Rogers. He was a rough, tough Armor Officer that had served in WW II and Korea, but for some reason or other, he really took a liking to me and we became fast friends forever. He and his wife had no children and I think they took Liz and me under their wings as their own. We maintained this relationship up until his passing, I believe in 1985 or so. Backing up to the beginning of the story, while serving in Korea Col Rogers had a pilot named A.T. Pumphrey. He never ceased to talk about "Pumphrey" the whole time I knew Gen Rogers. I heard of so many of his exploits in the little Piper Cub they flew in Korea that I felt like I earned some of those air medals Pumphrey earned. But, I have to admit I did learn a lot transferred to me through Col Rogers,especially what a Commander wants from his Aviators. I had hoped someday to meet Col Pumphrey but that never happened.

Now, back to 2d Armored Div. I actually had no intentions of making the Army a career and was never pushed by anyone to do so. However, after about a year and a half in the 2d Armored Div, Col Rogers nominated me to be the Aide to the Asst Div Cmdr, Gen Bethune. That came about and then the Division gyro scoped to Fort Hood. As a reserve officer when my time was up General Bethune and Col Rogers, who by this time had become Chief of Staff of the Division, insisted I apply for Indefinite Status and apply for Regular Army. My record was not strong enough to be accepted and since a RIF program was in being, the Army said goodbye. Col Rogers submitted one of the strongest endorsements to General Bethune's recommendation on a second application that it burned a hole in the paper, but it was successful. It took a few years for the Army to write me a letter suggesting I apply for RA.

Bottom line here is that Col Rogers and his stories of "Pumphrey" are a major reason I turned directions, stayed in the Army and a decision I am very happy to have made.

Don Bliss, Colonel, US Army, Retired

## Legislative Report *continued*

### Military Pay Raise Requested

A 1.6 percent pay raise for the military based on the Employment Cost Index for 2010 was requested in the 2012 President's Budget while the rest of the federal government is to have a 5-year pay freeze. In the current national deficit-sensitive environment, some members of Congress even in time of war have said the military should have their pay frozen.

## IN MEMORIAM



DYNCORP COURTESY PHOTO

### AAAA Scholarship Foundation Governor and Industry Icon Passes

We are saddened to announce the passing of Mr. Dan Bannister March 12 after a long illness.

A longtime AAAA Scholarship Foundation Governor and leader in the government contracting market, he is best known as the former chairman, president and CEO of DynCorp, where he had a 52-year career growing the company beginning in the early 1950s to a $2.4 billion enterprise in 2003, when it was sold to Computer Sciences Corp. He served as president and CEO from 1985 to 1997 and was chairman from 1997 to 2003.

Noted for his great generosity and philanthropy across the nation, he was a member and leader within countless professional associations and served as an active Governor of the AAAA Scholarship Foundation continuously over the past twenty years. Both CSC and his individual company, Bannister Enterprises, participate in the Scholarship Foundation Corporate Matching Fund program.

Those who knew him remember him to be slow to anger, quick to correct, and faster yet to forgive; a man of great faith, humility, courage and fortitude – friend to all and enemy of none.

May he rest in peace.

**NEW MEMBERS**

*Continued from page 115*

Troy Zeidman
**Thunder Mountain Chapt.**
SFC Michael Diets
MAJ Adam P Reynolds
**Utah Chapter**
Robert J Brantley
Thomas Nied
**VMI/VWIL Chapter**
CDT James Hunter Colt
**Volunteer Chapter**
SGT Jason Patrick Banta
SSG Tracy A Banta
SGM Billy D Batson
MAJ Leonard Brannom III
SSG Nathaniel R. Collins
WO1 Andrew Cordray
SFC Billy D Davenport
MSG Curtis E. Garner
SSG Marty Ray Gillahan
SFC Jeffrey L. Gregory
1LT Mandi Inglsbee
CW2 Matthew G. Pasco
SFC Randy Scott
SSG Edward Lee Smith
**Voodoo Chapter**
PFC Michael Paul Kahrs
PFC Douglas J. Lecompte
SSG Aaron Mahnke
SSG John F. Nottingham
SGT Darrel Lee Plants
SSG Edward J Thorn III
**Washington-Potomac Chapt.**
LTC Steven D Beltson
CPT Bridget Byrnes
Owen Cheney
COL Paul John Cisar
SFC Chrissy M. Cooper
SFC Marla D. Darby
WO1 Trey M. Davis
SSG Joseph P. Garland Jr.
SFC Arthur W.Johnson II
Francis W Lauer
LTC Avery M. Leider
MAJ Orest Luciw
SPC Jose R. Mendoza Jr.
David Myers
SSG Duane Lee Prather
Janel E. Shatzer
Andrey L.Stetsyuk
Galen A. Stetsyuk
John E Suttle
SGT Frank K. Whitehead
SGT Daniel A. Williams
**Wright Brothers Chapter**
COL Alfred C. Faber Jr.
**Zia Chapter**
MAJ Daniel Ryan Bartlett
**No Chapter Affiliation**
Abdulla Murad Albalooshi
SGT Paul J. Alonge, USAF
Ralph Arnold, USAR Ret.
CW4 Michael D. Ballagh
1SG David Biester
SFC Rusty Lee Borders
Grant Broom
Jason Brown
William Culberson
Glenn Ronald Currie Sr.
CW4 Timothy David Delong, USAR Ret.
COL Edwin J. Den Beste
Donald Detiveaux
Ashley Devroy
CW5 Brian Ellis
SSG Jose Martin Esquivel
1LT Brad Fickett
COL John S. Finlay IV
Leisa S Finley
CPT James R.Fischer
Joseph Lee Galloway
CPT Phil Ryan Hemmert
CW2 Thomas D. Johnson
MAJ Matt Jonkey
SPC Joseph Paul Kahrs
TSgt Trevor Kegl
Col. James Kellogg, USAF
COL Neil Keohane
WO1 Michael T. Lewis
CW3 Jason M. Lonergan
SGT Zachary M. Lotto
SPC Ralph L. Lunsford V
Harold Malone
LTC Tommy L. Marks, Ret.
Barry Mask
SPC Chase McAlister
CDT Michael T. McCullough
CW2 Darrick L McGill
CW3 Dustin L. McNeely
SPC Ray Miestchovich Jr.
Richard A. Miles
SGT Zachariah Monasmith
PFC Constance Morrison
Alexandra L. Murdough
CW4 Theodore H. Nelson
SGT Joshua Pace
SFC Julio Cesar Peralta
Kenneth Ribble
LTC Robin Ray Smith
Richard F Spivey
SGT Patrick Blake Strahan
John Sturrock
Robyn K Sweitzer
Debra Taylor
SSG Derrall Tilson Sr.
Zachary C. Turman
MAJ Thomas Lewis Tuttle
Conwell Judson Voight
1LT Trevor Weaver
Matt Weitz

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 118



## ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

### America's 1st Coastal Chapter



PHOTO BY DEBBIE COX

***COL Perry Hagaman***, commander 83rd Troop Command and Joint Force Headquarters Chief of Staff, (pictured center) was awarded the Bronze Order of Saint Michael for his critical support to Florida National Guard aviation by Maj.Gen. Emmett R. Titshaw, Jr., Florida TAG (not pictured) on Jan. 27 at St. Francis Barracks, Saint Augustine, FL. Hagaman was honored on the occasion of his change of duty from staff aviation officer to his present position. Also pictured are MAJ William Temple (left) and LTC Ben Lacy.

### Griffin Chapter



PHOTO BY 1SG JON MARTIN

***CW4 Kevin D. Huggins*** (second from right), standardization instructor pilot (SIP) with 3rd Battalion, 158th Aviation Regiment, is awarded the Bronze Order of St. Michael on the occasion of his permanent change of station during a ceremony Dec. 11, 2010 at Garmish, Germany. The award was presented by COL Robert C. Doerer (center), 12th Combat Aviation Brigade commander, and read by 3-158th Avn commander, LTC Michael K. Bentley (left) while Huggins wife, Monica, looked on. Huggins was recognized for his outstanding aviation expertise and performance during 3 deployments as both SIP and instrument examiner. His new assignment is with the Department of Evaluation and Standardization (DES), U.S. Army Center of Excellence, Ft. Rucker, AL.

### Mount Rainier Chapter



U.S. ARMY PHOTO BY SPC DAVID VAIL

***SSG Fady Sinno,*** Future Operations NCOIC, I Corps G3 Air, is awarded the Bronze Order of Saint Michael during a ceremony on Feb. 16, at Joint Base Lewis-McChord, WA, by (left) LTC Arlis Hummel, G3 Air Director, I Corps and MAJ Ricky Thomas, Mt. Rainier Chapter Treasurer. Sinno was recognized for outstanding achievement while deployed in the C-3 Air where he was responsible for processing, coordinating, and de-conflicting all air movements within the Iraqi Theatre of Operations.

### Savannah Chapter



SAVANNAH CHAPTER COURTESY PHOTO

***MAJ Geoffrey A. McLaughlin***, S-3, and ***MAJ Daniel L. Rice***, executive officer, both with 2nd Battalion, 3rd Combat Aviation Brigade, were awarded the Bronze Order of St. Michael by their battalion commander, LTC Thomas J. Smedley, during a Feb. 16 ceremony at Hunter Army Airfield, Savannah, GA. Both individuals were recognized for outstanding service to the 2-3rd GSAB. Rice will be moving to West Virginia to serve as a professor of military science while McLaughlin remains in his current position.

### Savannah Chapter



SAVANNAH CHAPTER COURTESY PHOTO

Mrs. Amy Smedley receives the Order of Our Lady of Loreto from 3d Combat Aviation Brigade commander, COL Donald N. Galli, at her husband's change of command ceremony on Feb. 17 at Hunter Army Airfield, Savannah, GA. She was recognized for her continued outstanding support of the battalion and brigade family support groups and Army Aviation. Pictured are her husband, LTC Thomas J. Smedley (far left), 2-3rd GSAB, and their son, Connor, and daughter, Rylie.

### Utah Chapter



PHOTO BY CW5 MARK GRAPIN

***COL Rodney S. (Scott) Robinson***, outgoing State Army Aviation Officer (SAAO) for Utah, is awarded the Silver Order of Saint Michael by LTC James M. Bledsoe, incoming SAAO and Utah Chapter President during the Annual Utah State Aviation Safety Standown, Feb. 11 at the UTARNG State Headquarters auditorium in Draper, Utah. Robinson was recognized on the occasion of his impending retirement after nearly three decades of service, the highlight of which was his deployment during some of the most difficult operations of Operation Enduring Freedom, as commander of a task force comprised of nearly every type of aircraft in the Army inventory. He will transition to retirement spending time with his family and continuing to support Utah Army aviation in planning and hosting regularly scheduled support events.

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aaaa@quad-a.org

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 119



### Voodoo Chapter



PHOTO BY MAJ (CHAPLIN) ORLANDO MADRID

***COL Thomas Zabasky*** and ***MSG Jason Debusk,*** Army Aviation Support Facility #2, Pineville, LA, commander and senior aircraft maintenance NCO, respectively, were awarded the Bronze Order of St. Michael by COL Steven Todd, 204th Theater Aviation Operations Group (TAOG) commander and Voodoo Chapter president, and CSM Don Everett, the State Aviation command sergeant major and chapter treasurer during a Dec. 5, 2010 ceremony at Esler Air Field, Pineville, LA. Both were recognized for their long-standing outstanding service to Army Aviation. Zabasky has deployed twice with 204th TOAG and served as AASF#2 facility commander for over 10 years and has been an officer of the Voodoo Chapter since 2005; he will continue in his current position. Debusk has served 20 years with the Counter Drug Task Force and supported many functions of the Voodoo Chapter; he is deployed with the 204th TAOG and will retire upon his return.





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ARMY AVIATION ASSOCIATION


## AAAA Chapter News

### Flying Tiger Chapter



CHAPTER PHOTO BY CW4 BEN MOMENT

(from left) ***MAJ Ryan Forshee, Mrs Ashley Bean, MAJ Charlie Wilson*** have plenty to smile about as Forshee buys a raffle ticket for a prize of $50 at the first monthly Flying Tigers Chapter social on Feb. 11. The ticket was a winner and Forshee donated the proceeds to the Chapter – in return, the chapter paid to extend his membership for a year.

### Greater Atlanta Chapter



CHAPTER PHOTO BY MR. STU CINK

On Mar. 3, FORSCOM Aviation and the Greater Atlanta Chapter AAAA members were invited as guests of the Tournament Players Club, Sugarloaf to participate in an Aviation and Wounded Warrior Fund Raiser team building event. It was also to earmark a final round for FORSCOM personnel, as they begin to move under the 2005 Defense Base Closure and Realignment (BRAC) Commission's requirements to Fort Bragg, NC. Mr. Vic Aliprando (front center), and the TPC Sugarloaf annually donates time and efforts to Wounded Warrior Programs and Birdie for the Braves Charity Golf Events and Tournaments and has annually invited members of the Greater Atlanta Chapter and Forces Command to participate. He was awarded a FORSCOM Aviation Certificate of Appreciation and Sponsorship Award. Pictured are (left to right) front: ***Mr. Vic Aliprando*** and ***CW5 (Ret.) Cliff Evans***; second row: ***CW5 (Ret.) Dave Hallett, LTC (Ret.) Mike Knippel, Mr. John Hunter,*** and ***COL (Ret.) Charlie Dove***; third row: ***Mr. Jack Sondag, MAJ Brian Blake, MSG (Ret.) Matt Finn, CW3 (Ret.) Brian Hammell,*** and ***Mr. Josh Chang***; and fourth row: ***COL (Ret.) Will Harrison, LTC (Ret.) Dan Haveman,*** and ***Mr. Joseph Knippel***.

### Jack H. Dibrell Alamo Chapter



CHAPTER COURTESY PHOTO

Chapter Soldiers of the Month (from left), ***SSG William Gilbreath***, January 2011, ***SGT Christopher Curry***, December 2010, receive their AAAA Certificates from LTC Jim Nugent (2nd Bn., 149th Avn. Regt. commander and chapter vice president for membership), and CSM-Select Michael Garcia (bn. CSM) at the "Rough Riders" Annual Dining Out held Feb. 12 in Arlington, TX. Both NCOs serve with the 36th Combat Aviation Brigade's General Support Aviation Battalion, and were recognized for their exceptional contributions to the unit during OIF 08-10, through multiple civil support operations, the 2010 Aerial Gunnery and Annual Training Exercises, and their efforts in helping the unit attain its best-ever scores on the 2010 FORSCOM ARMS Inspection.

### Mid-Atlantic Chapter

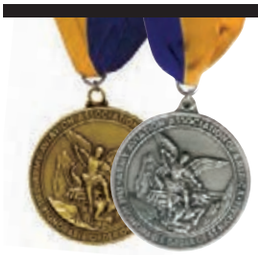


CHAPTER COURTESY PHOTO

***Mike Hilgartner*** (center) is a former Army SGT who lost his leg below the knee in a motorcycle accident and now works at Naval Weapons Station Earle (NWSE), Colts Neck, NJ. At the recent chapter fundraising golf outing for Wounded Warrior, SPC Brendan Marrocco, Hilgartner stood by a presidential humidor donated to the event by Peter Martin from AmeriPack matching bids until the bidding went beyond his means. Seeing how disappointed Mike was, Peter Martin later donated another humidor to the chapter to be presented to Hilgartner. On Feb. 4, chapter president, LTC (Ret.) Ed Carnes (left), joined with NSWE executive officer, CDR Edward Hogan, and presented the humidor to Mike. As Carnes was leaving, Hilgartner handed him a $500 check for the Brendan Marrocco Trust Fund with a simple note in the comment section – "Stay Strong."

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 120





## New Order of St. Michael Recipients

**Silver**
COL Rodney S. Robinson

**Bronze**
CW4 Andrew Toussaint, Ret.
Michael J. Crapanzano
BG Thomas M. Cole
SGM Thomas Shores, Ret.
1SG Joseph J. Dick, Ret.
MAJ L. Michael Lapoint
LTC Robert F. Vicci
CW5 John Nailor
CW4 William Sands
Daniel Baxter
CW3 Michael O'Conner
CPT Cameron Albert
MSG Eric Hagan
John Buchanan
1SG William Self
CW3 Joseph Stoney
MSG Jay Shearer
LTC James Persson
Col Stephen Bernstein
CW4 Roger Howard
CW4 Ahmad Upshaw
SFC Nicholas Beauchamp
Robert Hanson
MAJ Roderic Pauletto
CPT Joseph Alexander
CW3 Michael E. Baujan
CPT Nicholas K. Pianalto
CW4 Stephen L. Allen
CSM Randall R. Perkins
CW5 Andrew I. Gregory
MAJ Chris Moenster
MAJ Travis Young
CPT Jack Windes
SPC Brian Woods
COL Perry Hagaman
CW5 Lonnie Melton
COL William Thurmond
MG Douglas Burnett
1SG Gwendolyn Bartley
1SG Phillip Paniagua
MAJ Michael Hughes
MSG Brenda Thomas
CW4 Ron Rogers
1SG Athur Schreiner
MAJ Daniel Isabell
CW4 David Ware

## New Chapter Officers

**Aloha Chapter**
CW4 Joe Roland; VP Asst Membership

**Armadillo Chapter**
COL Robert Poland, President
CW4 Bobby Deiss, Treasurer

**Aviation Center Chapter**
MAJ Clay Duncan,VP Scholarships

**Bavarian Chapter**
CSM John Sunderman, VP Enlisted Affairs

**Corpus Christi Chapter**
Annette Cross, VP Activities

**Lindbergh Chapter**
Rebecca Lehr, Secretary

**Morning Calm chapter**
CW5 James Massey, VP Warrant Officer Affairs

**Northern Lights Chapter**
CPT Vance Whitt, Secretary

**North Star Chapter**
CPT Jed Gadient, VP Membership

**Pikes Peak Chapter**
CPT Nathan Peper, VP Scholarships

**Prairie Soldier Chapter**
LTC Richard Gray, President

**Ragin' Cajun Chapter**
CW4 Mark Mestre, Secretary

**Rising Sun Chapter**
CW2 Joseph Mattos, Secretary

**Savannah Chapter**
MAJ Geoffrey Whittenberg, VP Programs
COL(R) Rich Noel, Senior Vice President
LTC Mike Demirjian, Treasurer
1SG Mark Carl, 1-3 Representative
MAJ Noma Martini, 2-3 Representative
MAJ George Eyster, 3-17 Representative
MAJ Micheal Stull, 4-3 Representative
LTC Woodard Hopkins, 603d Representative

**ShowMe Chapter**
LTC David Dippold, President
CW2 Zachary Barnes, VP Membership
CPT Brian Hoelscher, Treasurer

**VMI/VWIL Chapter**
CDT Victoria Barrett, VP Membership
CDT Tesla Goodrich, VP Programs

**Volunteer Chapter**
MAJ Steven Todd, Senior Vice President
CPT Mark Jordan, VP West
LTC Joseph Spivey, VP Middle
MAJ Melvin Clawson, VP East
MAJ Jay Deason, Secretary

## Soldier of the Month

SGT Shaine M. Minton
Feb 2011
*Jack H. Dibrel/Alamo Chapter*

SPC Robert A. Ranson Jr.
March 2011
*Jack H. Dibrel/Alamo Chapter*

SSG Melinda E. Simms
January 2011
*Jimmy Doolittle Chapter*

PFC Erica G. Caceres
February 2011
*Jimmy Doolittle Chapter*

SPC Justin D. Cook
December 2010
*North Country Chapter*

SGT Aaron Zigler
March 2011
*North Country Chapter*

## NCO of the Quarter

SGT Micahel A. Roberts
2nd Quarter
*Aviation Center*

## ACES

William J. Cannon
*Aviation Center Chapter*

MAJ Aaron D. Ashley
*Black Knights Chapter*

Stanley M. Aronberg
*Central Florida Chapter*

CPT Guillermo Ernesto Martinez
*Aviation Center Chapter*

MAJ Matthew C. Schell
*Midnight Sun Chapter*

1LT Michael C. Chase
*Morning Calm Chapter*

LTC David E. Cooper
*Washington-Potomac Chapter*

## New Lifetime Members

COL Rene I. Beauchamp, Ret.
COL George Bilafer
SSG Michael P. Bumbar, Ret.
CPT Peter F. Cartmell
SPC Travis B. Darnell
CW4 David R. Draper
SSG Sterling R. Dunaway
SFC Jeffrey V. Endslay
MAJ Gerard R. Gout, Ret.
CW5 Jerry A. Heck, Ret.
Sean A. Heileman
Michael Hodges
Daneil Thomas Lorimor
CW5 Charles McAllister, Ret.
CPT Joseph A. McCarthy
Fernado Pitre
1LT Stan R. Skaw
CW4 Edward B. Trexler, Ret.
MAJ Thomas L. Tuttle
CPT Jeremy Vogel
CSM Keith D. Wilbur Jr., Ret.
LTC Carl D. Wiley, Ret.
LTC William R. Wygal

## New Industry Members

AAA Cooper Transportation
Aerospace Maintenance Solutions
ADEPT Technologies
Aitech Defense Systems, Inc.
Aviatech Corporation
AVROVER
BLEY LLC
Columbus Jack Corporation
Esterline-Palomar Products
Filconn Inc.
Gichner Systems Group Inc.
Icore International, Inc.
Laselec Inc.
Metalite Aviation Lighting
Miro Technologies
NMC-Wollard
Physical Optics Corporation
Pilatus Business Aircraft, Ltd.
Potomac Aviation Technology Corp.-Super AWOS
The Skydyne Company
Spydercrane
Starline Inc.
Tactical Lighting Solutions
Vaisala Inc.
WichiTech Industries, Inc.

## In Memoriam

CW5 David A. Coates, Ret.
SGM Richard L. Jackson, Ret.
COL Dean R. Paquette, Ret.
LTC Mark L. Sherman
LTC John F. Stacy, Ret.

MAR_APRIL 11 Section 3_June04.qxd 3/23/2011 12:20 PM Page 121



## UPCOMING EVENTS

**MAY 2011**
May 3-5 **AHS Annual Forum & Technology Display,** Virginia Beach, VA

**JUNE 2011**
June 20-22 **AAAA 1st Annual Fixed Wing Professional Forum,** Huntsville, AL

**JULY 2011**
July 5-10 **VHPA National Annual 28th Reunion,** Orlando, FL
July 30 **AAAA Scholarship Selection Cmte.,** Arlingotn,VA

**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
Oct 25-27 **9th Annual Luther G. Jones Aviation Summit,** Corpus Christi, TX

**NOVEMBER 2011**
Nov 14-17 **AAAA Aircraft Survivability Professional Forum,** Huntsville, AL

**DECEMBER 2011**
Dec 14-16 **AAAA UAS Professional Forum,** Arlington, VA


ARMYAVIATION

UPCOMING SPECIAL FOCUS:




MAY
- Reserve/Guard Aviation Update
- Annual Forum and Exposition Recap




JUNE
- Special Operations Aviation
- Safety

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PURPOSE: To maintain organizational records. Used by national, region, and chapter officers, office staff and members (when approved) to generate mailing lists,chapter and region rosters, etc. Failure to furnish information may result in members not receiving the Monthly Magazine, ballots, letters and other correspondence of importance to the membership. Incorrect information may result in erroneous computation of statistical & financial reports and/or credit for prior membership.

**MEMBERSHIP DATABASE INFORMATION**

Last five digits of your SSN:_____Rank:_____MOS:_____Branch: _____
(Last 5 digits of SSN is used to identify you & is used for your member number. It is not released to anyone for any purpose)

First Name MI Last Suf PEBD(mmddyyyy)

Address Date Birth (mmddyyyy)

City State ZIP+4 Home Tel

Unit of Assignment Work Tel * (*DSN for OCONUS work phones otherwise commercial)

Spouse (First Name) FAX Tel:

E-Mail Addresses *
(*AKO – us.army.mil preferred)(If both military and civilian are used, place preferred one first)

**RELEASE OF INFORMATION** Place "X" in appropriate box: ☐ I DO ☐ I DO NOT want the above information released if requested by other members and/or to be provided to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.

**CURRENT STATUS** Place "X" in appropriate box
☐ Active Army ☐ ARNG* ☐ USAR* ☐ Retired ☐ Former Warrant Officer
☐ Associate (all others) *AGR please check ARNG or USAR ☐ Male ☐ Female

**CERTIFICATIONS** Place "X" in appropriate box
☐ I HOLD a Warrant issued to me by the Secretary of the Army
☐ I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO check Associate above)
☐ I AM ☐ I AM NOT entitled to wear several National Defense Medals

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☐ INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST
☐ REGULAR/ASSOCIATE MEMBER DUES ☐ 1 Yr $50 ☐ 2 Yrs $100 ☐ 3 Yrs $150 ☐ 5 Yrs $250
☐ RETIRED MEMBER DUES ☐ 1 Yr $37 ☐ 2 Yr s $74 ☐ 3 Yr s $111 ☐ 5 Yrs $185

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☐ Affiliate me with the _____Chapters
☐ Please DO NOT affiliate me with any specific chapters.

Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)

Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)

# 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

*MARCH/APRIL 1986*

### Convention Issue

The 1986 AAAA National Convention will convene in Atlanta, April 9-12. Thousands of AAAA members representing dozens of chapters worldwide and their supporters will descend upon the capital of the Peach State. They will gather to extol the value and virtues of Army Aviation. There will be meetings, seminars, briefings and symposiums, in addition to luncheons, dinners and awards ceremonies. 102 commercial and military exhibits will occupy 100,000 square feet of floor space in Hall E of the Georgia World Congress Center.







A total of ninety-six hours of functions are planned; all intended to foster a greater public awareness of the Aviation Branch of the United States Army.

### Aviation Testing

The Army is testing the External Store Support System for use on the UH-60 Black Hawk. In development for the ESSS System are crashworthy fuel tanks of 230 gallons capacity. The 230 gallon tanks, when used in conjunction with a pair of 450 gallon tanks, will extend the range of the Black Hawk, allowing for self-deployment beyond the confines of continental United States. However self-deployment trials are not possible until the 450 gallon tanks have been refurbished.

Tests involving both tank types will be held later this year. Meanwhile ESSS will be utilized with the 230 gallon fuel tanks, offering extended operational capability.






## 50 Years Ago

*MARCH/APRIL 1961*

### Presidential Pilot



In January, LTC William A. Howell was reassigned to Ft. Rucker. Since 1957, LTC Howell was commander of the Executive Flight Detachment out of Ft. Belvoir, VA. In addition to these duties, LTC Howell was the personal helicopter pilot for President Dwight D. Eisenhower.

### New Cleaners

If cleanliness is next to Godliness, then the Air Force has a leg up on its sister services. The Air Force recently ordered 180 vacuum cleaners. These cleaners are hardly the handy-dandy housewife helper. Each machine weighs in at nine tons. They will be used to clear harmful debris from AF runways. They have a roughage diet which includes bars, bolts, tools, dead birds and rocks the size of baseballs. Manufacturer is the International Fermont Machinery Company.



### Accident Looking for a Place to Happen?

The adjoining photo shows what appears to be an accident looking for a place to happen. In actuality it is a still shot taken moments before a controlled crash. Stunt pilot Cliff Winters, at the controls of a Messerschmitt 109 mock up, is about to slam into a movie prop during the recent filming for an upcoming motion picture.

*Addendum:* Willi Messerschmitt's famous 109 fighter is commonly referred to as the Me-109. Correct nomenclature is Bf-109, after *Bayerische Flugzeugwerke,* which Willi Messerschmitt joined in 1927. Messerschmitt eventually became the company's director in 1938 and the firm became Messerschmitt A.G.



MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:01 PM Page 123

# 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 Norman M. Bissell, Retired

### Army Aviation Hall of Fame 2007 Induction

Retired Colonel Norman M. "Mike" Bissell made unique contributions to Army Aviation during his military career and after retirement in the service of his country. Graduating from the Virginia Military Institute, he became a parachutist, Ranger and an Army aviator before serving two combat tours in Vietnam as a helicopter pilot. He later graduated from the Command and General Staff College, the Army War College, and was selected as a Senior Army Fellow at Harvard University.

As the director of Flight Training at Fort Rucker, he organized the directorate into a brigade to enhance the career opportunities of the instructor pilots. While commanding the 17th Aviation Brigade in Korea, he redesigned the buffer zone flight procedures along the demilitarized zone, and created and commanded the U.S. Army and Korean Army Combined Aviation Command. He was also an executive officer to the Assistant Secretary of the Army and the J3 for the Joint Chiefs of Staff.



In 1968, he was nominated for the Medal of Honor for rescuing a severely wounded American advisor, extracting him from a landing zone after three attempts. During his second approach to the LZ, his aircraft received heavy enemy machine gun fire, killing his door gunner, and wounding him in the neck. For his heroism, Bissell received the Distinguished Service Cross.

His other awards include the Distinguished Service Medal, the Defense Superior Service Medal, and three Legions of Merit.

In 1987, he became the program manager for joint Boeing/Sikorsky Team vying for the future RAH-66 Comanche helicopter. When his team won the contract, he returned to VMI to serve as the commandant.

Later he became the commandant of the Virginia Women's Institute for Leadership, the only all female cadet corps in the world.

In 2004, he received the Gold award of the Order of St. Michael for his distinguished Aviation service.

MAR_APRIL 11 Section 1_June04.qxd 3/29/2011 2:55 PM Page 3




# Contents

March/April 2011, Vol. 60 No. 3&4

## SPECIAL FOCUS

### Aviation Leadership Update


**8** **Full Spectrum Army Aviation – A Year in Review**
*By MG Anthony G. Crutchfield*

**14** **A Year of Change for the Aviation Warrant Officer**
*By CW5 Michael L. Reese*

**18** **From the Branch CSM's Perspective**
*By CSM Tod L. Glidewell*

**22** **Set The Right Example**
*By BG William T. Wolf*

**24** **Army Aviation Logistics: Yesterday, Today and Tomorrow**
*By COL Terence W. Reeves*

**32** **Army Aviation: Reaching the High Watermark for Deployed Capability**
*By COL William H. Morris*

**38** **AMCOM Update: Transformation with a Purpose**
*By MG James E. Rogers*

**44** **Program Executive Office, Aviation: Staying Ahead of the Evolving Mission**
*By MG William T. Crosby*


## AAAA FORUM & EXPOSITION


**50** **AAAA Annual Professional Forum & Exposition Schedule of Events**

**54** **National Executive Board**

**56** **Exhibit Hall Floor Plan**

**58** **Yellow Pages Listing of Exhibitors and Booth Locations**

**64** **National Award Winners**

**72** **Hall of Fame Inductees**


## FEATURES


**76** **Army Aviation Magazine's Photo Contest 2010 Winners**

**84** **2010 Parker Awards Honor Best Aviation Units**

**86** **2010 AAAA Functional Awards**

**90** **Ask the Flight Surgeon**
*Dr. (MAJ) Nicole Powell-Dunford*

**92** **Membership Update**
*By CW5 Mark W. Grapin*

**96** **Spouses' Corner**
*By Judy Konitzer*

**100** **Joseph P. Cribbins Aviation Product Symposium** *By Gary Nenninger & CW4 Dave Kather, Ret.*

**104** **From the Archives: "Army Aviation: New Uses"**
*By Maj. Gen. Hamilton H. Howze*


## DEPARTMENTS


AAAA News . . . . . 118
AAAA Spotlight . . . . . 69
Advertisers Index . . . . . 112
Art's Attic . . . . . 122
Briefings . . . . . 4
Calendar . . . . . 121
Hall of Fame . . . . . 123
Industry News . . . . . 112
In Memoriam . . . . . 117
Legislative Report . . . . . 116
Letter to the Editor . . . . . 117
Membership Application . . . . . 121
New Members . . . . . 115
People on the Move . . . . . 113
President's Cockpit . . . . . 6


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MAR_APRIL 11 Section 1_June04.qxd 3/28/2011 3:16 PM Page 4

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## ON THE COVER

**PAID ADVERTISEMENT:** ABOUT THE COVER – "Designed to quickly meet the needs of today's warfighters while maintaining the flexibility to rapidly integrate future growth. The AH-6i, the highest tech, lowest risk and quickest to the field Light Attack / Reconnaissance Helicopter solution in the world."

*Caption provided by the advertiser.*

# Briefings ...

**LATE-BREAKING NEWS ANNOUNCEMENTS NOTES**

## Thurman Nominated for Top Korean Command



U.S. ARMY PHOTO

**GEN Thurman**

Defense Secretary Robert M. Gates is recommending that President Barack Obama nominate GEN James D. Thurman to serve as commander, U.S. Forces Korea. Gates made the recommendations during a Pentagon press briefing on Mar. 1. If confirmed by the Senate, Thurman would succeed Army GEN Walter "Skip" Sharp in Korea.

## Chandler Takes Over as SMA



U.S. ARMY PHOTO

**CSM Chandler**

CSM Raymond F. Chandler III was sworn in as the 14th Sergeant Major of the Army by Army Chief of Staff, GEN George W. Casey Jr., during a March 1 standing-room-only ceremony in the Pentagon. The 30-year veteran comes to the Pentagon from his previous assignment as commandant of the U.S. Army Sergeants Major Academy. He succeeds Kenneth Preston, who has served since January 2004.

## Crosby Promoted at Alma Mater



COURTESY PHOTO

Then BG William T. "Tim" Crosby, program executive officer for aviation, receives the insignia for his new rank of major general in a ceremony Feb. 5 in Summerall Chapel at the Citadel. Pinning on the insignia are retired GEN Tom Schwartz and Janice Crosby. The South Carolina venue enabled attendance by Crosby's family, particularly his mother who cannot travel long distances.



**AAAA Hall of Fame Nominations**

June 1– Suspense for nominations for the 2012 induction into the Army Aviation Hall of Fame.

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

## Myles Named DynCorp VP



DYNCORP COURTESY PHOTO

**Myles**

DynCorp International announced on Feb. 10, that MG (Retired) James R. Myles joined the company as Vice President of Aviation Operations, within the company's Aviation business area; he is based in Huntsville, AL. He has extensive experience in aviation maintenance, life-cycle management, and the acquisition and contracting process having retired after three years as commanding general of the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) at Redstone Arsenal. His 36 year career included numerous command billets such as the Army Test and Evaluation Command, aviation brigade and battalion command, and multiple assignments in the 160th Special Operations Aviation Regiment (Airborne).

## Edens Pins On



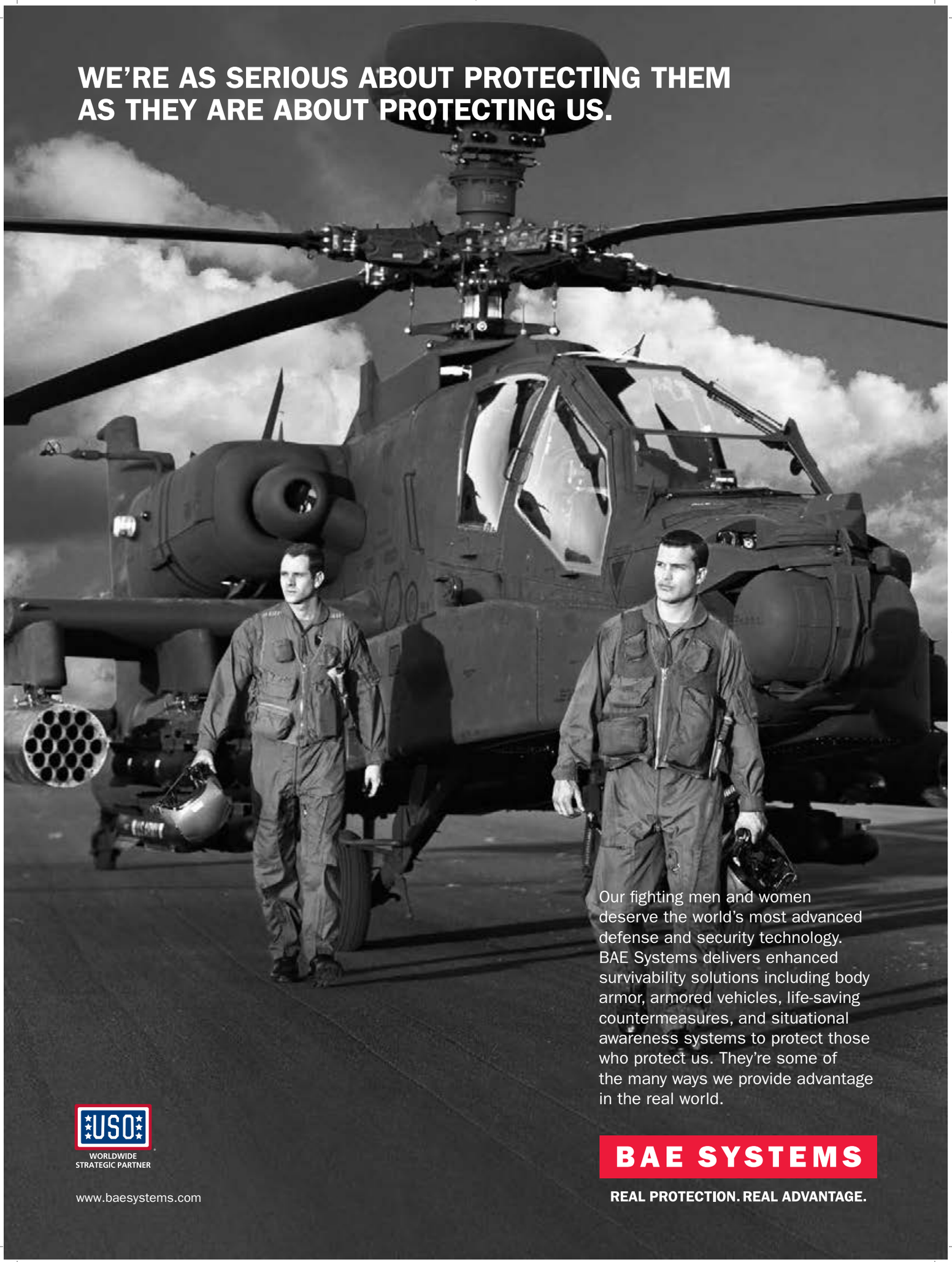
PHOTO BY BREANNA WALTON, ARMY FLIER STAFF

Mia Edens and Liam Edens, children of BG Timothy J. Edens, USAACE and Fort Rucker deputy commanding general, present him with his General Officer Pistol during an Honor Eagle promotion ceremony, Mar. 18 on Howze Field at Ft. Rucker, AL. With Edens are (from left): MG Anthony G. Crutchfield, USAACE and Fort Rucker commanding general, Edens, wife, Leslie, sons 2LT Brandon and Marshall, and daughter Maggie, a West Point cadet.

## CORRECTIONS:

In the February 2011 Fixed Wing article on page 34, the last paragraph at the bottom of the first column should read:

*"Finally, in late 2010, we began coordinating the T-34 Replacement Program for the four T-34 aircraft currently being used by the Army Test and Evaluation Command. One of the materiel solutions under consideration is the Navy/Air Force T-6 program. Other qualified aircraft will be considered in the process which may result in an open competition source selection evaluation board. We anticipate procurement of these replacement aircraft in FYs 12 and 13."*


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MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:29 PM Page 6





# On Final Approach... A Look Back

As a former Cavalryman I have been on a few great rides, but leading the Army Aviation Association of America (AAAA) has been one of the most rewarding experiences of my military, industry, and retired careers. It has been a great honor to represent you and your families' concerns to the highest levels of our military and civilian leadership.

When I say, "you," I mean all of you: Active Duty, National Guard, Reserve, Department of Army Civilian, Industry, and retired. "You" also means all ranks; AAAA is not an "officers only" or retired general officer club.

I wish you all could have been with us at the recent AAAA forums on Unmanned Aircraft Systems, Aircraft Survivability, and Depot Maintenance held this past fall at various venues across the country. Our professional enlisted, NCOs, and warrant officers engaged vigorously in the question and answer periods and were truly inspiring.Tough back and forth exchanges between them and our acquisition, training and doctrine, and operational Army leaders are resulting in real-world solutions for our soldiers in combat.

I could not be prouder of AAAA for providing the platforms necessary for lateral information exchanges that succeed in breaking down our institutional barriers.

All of this professional development support from AAAA has been part of the reason, I believe, for our continued record-setting total membership, size of our Annual Forum and Exposition, and financial strength in the face of the toughest economic times since the 1930s. By year's end, we broke through 18,000 members, our largest ever. Over 7,800 attended our Convention in Fort Worth and over 350,000 square feet of exhibit floor space, again, our largest ever.



PHOTO BY RENE BIDEZ

**AAAA President, BG (Ret.) Rod Wolfe, together with the national officers and executive director, addressing the Annual Meeting in Fort Worth, TX, Apr. 14, 2010.**

As we ended 2010, we were able to add over $600,000 to our general fund AFTER we gave over $150,000 to our Scholarship Foundation, $12,000 to the Hall of Fame, over $17,500 to the Army Aviation Museum Foundation at Fort Rucker, and nearly $80,000 to our AAAA chapters to support local events to make them more affordable for our soldiers.

The Scholarship Foundation, a separate entity from AAAA with a separate board, gave out a record $279,500 to 187 of you and your family members this past year. AAAA takes a great deal of pride in the success of this institution which is arguably the single biggest AAAA membership benefit.

In addition to monetary support, AAAA recognizes excellence in your ranks with 40 national awards including: Soldier and Aviator of the Year, individual unit awards and special functional area awards like Army Aviation Medicine and Trainer of the Year. In fact, we even instituted a new award this last year, the Donald Luce Depot Artisan Award which means even our awards program is at a record-setting level.

The credit for our successes is quite simple; AAAA really works as a team from each individual member, to our AAAA Chapter leaderships, to our national board and committees.

In particular, I want to thank our National Executive Group team: Senior VP and incoming AAAA President, LTG Dan Petrosky; Secretary, BG Howard Yellen; Treasurer, BG E.J. Sinclair; Vice President for Membership, CW5 Mark Grapin; and VP for Chapters, Mr. Bill Weaver. Thank you all.

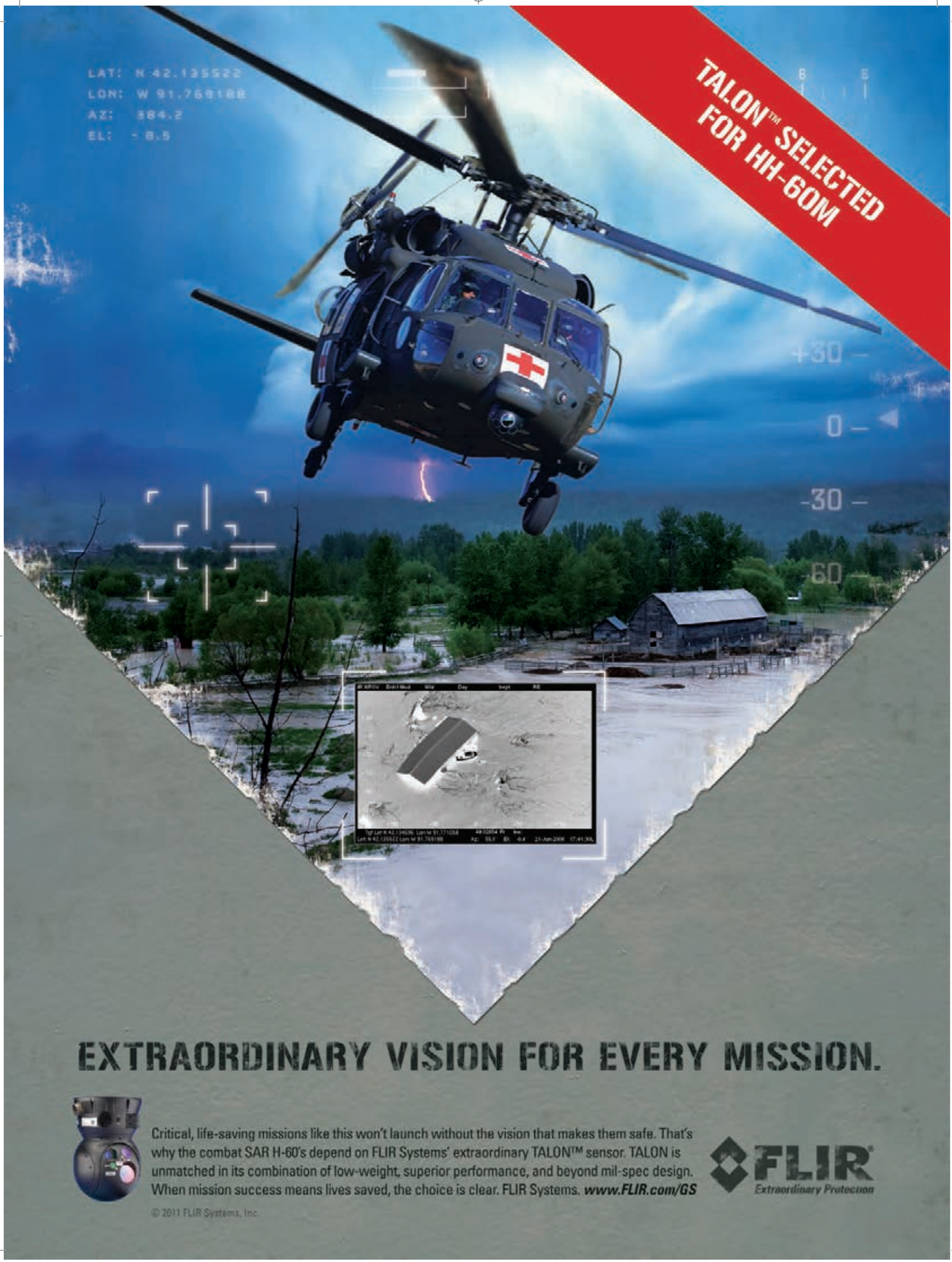
So the bottom line, unlike virtually every other not-for-profit membership association out there, military or civilian, AAAA is financially and structurally stable. Heading into 2011, AAAA will be able to continue serving you and your families in unprecedented ways. I thank you again for the opportunity to lead you in these challenging times.

I look forward to supporting LTG Dan Petrosky and his incoming leadership team, and still look forward daily to living AAAA's mission statement: "Supporting the U.S. Army Aviation Soldier and Family."

❖❖

BG (Ret.) Rod Wolfe
29th AAAA National President

My door is now closed.




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MAR_APRIL 11 Section 1_June04.qxd 3/23/2011 11:20 AM Page 8





# Full Spectrum Army Aviation– A Year in Review

By MG Anthony G. Crutchfield



U.S. ARMY PHOTOGRAPH

**SHINDAND AIR BASE, Afghanistan – A cloud of dust erupts around a CH-47F Chinook assigned to Task Force Comanche, 4th Combat Aviation Brigade, 4th Infantry Division as it lands near an inoperable UH-64A Black Hawk August 2010. The CH-47F towed the UH-64A Black Hawk to a nearby friendly location so that it could have its engines, transmission, main rotor, and tail rotor removed to lessen its weight.**

As in past years, the March/April issue of AAAA magazine gives the Aviation Branch Chief the opportunity to provide a "state of the Aviation Branch" perspective and let those who make up our branch and others see Army Aviation through the leader's lens. Nearly eight months ago I assumed the duties as the Chief of the Aviation Branch. It is a responsibility that gives me great honor yet still humbles me.

Let me explain why.

Since August 2010, I've spent a great deal of my days assessing our branch's organizations and their leaders and ensuring effective lines of communication exist between the training institution at the U.S. Army Aviation Center of Excellence (USAACE) and aviation units in the operating force. I've managed to visit six of the Army's 12 active component combat aviation brigades (CAB) to include three that are currently deployed to Afghanistan.

I've also had the opportunity to meet with a number of our Army's senior leaders, many of whom are not affiliated with the Aviation branch. I did this to get their perspectives and insights on the quality of the professionals we produce, the effectiveness and responsiveness of the support we provide our ground commanders, and the challenges that lie ahead as our Army enters its tenth year of conflict in Afghanistan.

The feedback I've received has been incredibly insightful and supports much of what I've seen and felt about our branch and the professionals who fill its ranks.

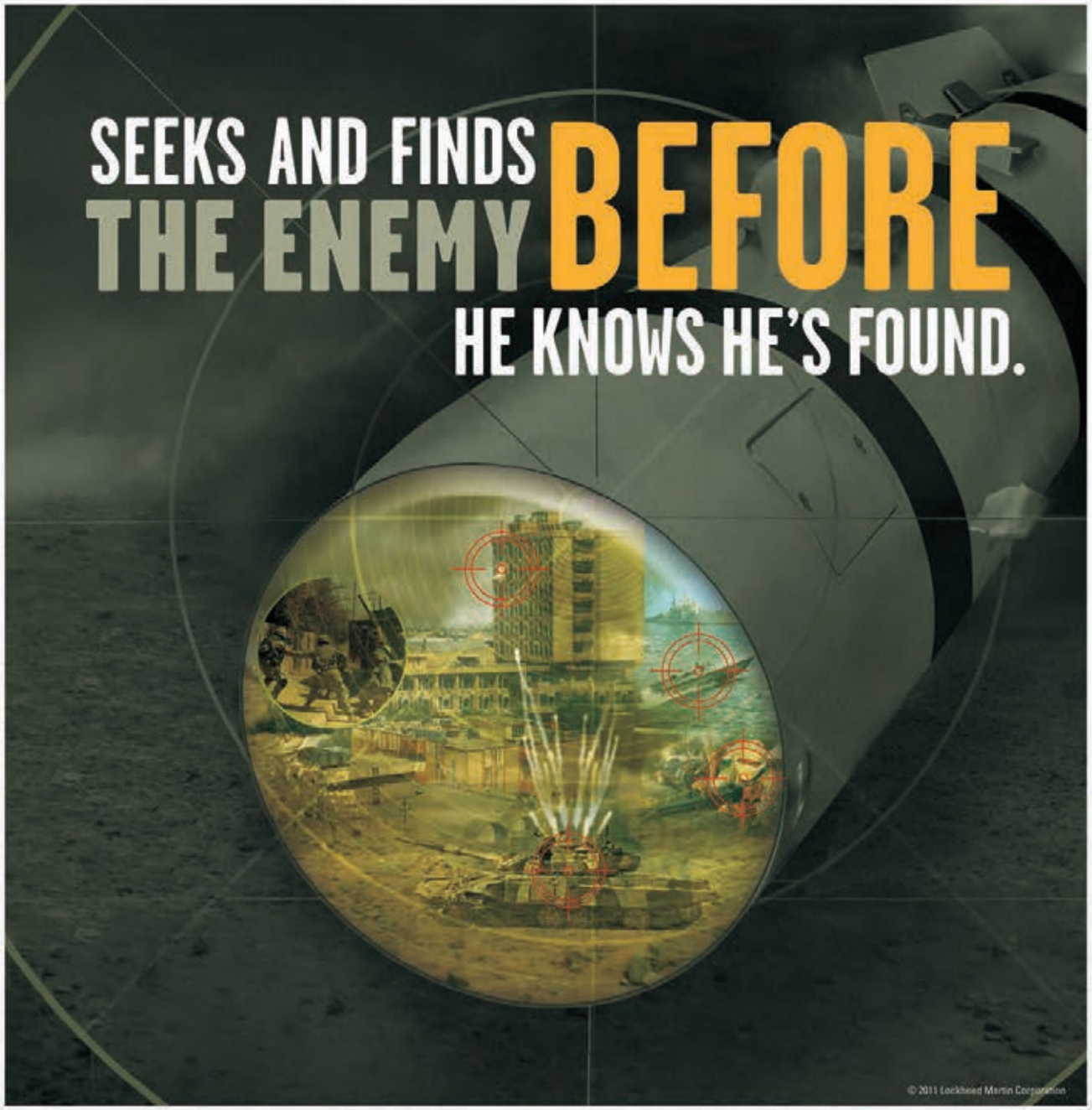
Here are my impressions.

Without question, Army Aviation is meeting the demands of commanders worldwide. In fact, given today's operational tempo, many would argue that we're exceeding the demands.

I see no signs that this insatiable appetite for Army Aviation will decrease in the foreseeable future and the stress on the force and our systems will require a "gut check" to get us through the next few years.

## Stress on the Force

To the credit of our junior and mid-grade leaders, we are getting things done by sheer commitment and deter-






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MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 12

mination to accomplishing the mission. Many Aviation Soldiers are in their third or fourth deployment and some are even in their fifth.

As our Army continues to move to a goal of a 1:2 "boots on the ground"/dwell time, our Aviation Soldiers are and will continue to experience a home-station dwell of 1.1 years between deployments. For example, prior to their deployments, the three CABs now in Afghanistan had an 11 to 14-month dwell. This compressed amount of time is not sufficient time for our aviation formations to reset.

Although we are rapidly moving ahead to man and equip our active component with a twelfth CAB, which has been designated the 16th CAB, it will not be ready to deploy in its entirety until late 2015.

Additionally, the Army is moving ahead with the building of a thirteenth active component CAB but unfortunately, it too will not alleviate the current stress on the force.

### Family Resiliency

We cannot forget that while our sons and daughters who wear the Army Combat Uniform are the ones who take the fight to our adversaries, their families are equally as courageous and committed. They too pay a price and their sacrifices run deep.

It is true that while the strength of our nation is our Soldiers, the strength of our Soldiers comes from the strength of their families and we cannot talk about Soldier resiliency without talking about Army Family resiliency. It is one in the same.

### Fleet Stresses

Our aircraft fleet is also being stressed with nearly 17 percent of our rotary wing fleet and nearly 19 percent of our fixed wing fleet deployed to Iraq or Afghanistan. That equates to more Army aircraft deployed today than we had deployed at the height of the surge in Iraq in 2008.

Our aviation maintainers are working feverishly to keep the more than 700 aircraft flying that have been committed to the U.S. Central Command (CENTOM) area of responsibility. Depending on the type, some aircraft are flying up to six times their peacetime mission hours.

### Other Stresses on the Force

The demand for Army Aviation and the compressed dwell time are also stressing the force in different ways.

Our warrant officer and NCO corps are experiencing a larger than normal professional military education (PME) backlog. Many of our experienced warrant officers and NCOs simply defer their required senior leader, advance course or staff course rather than spend the additional time away from their families while they are in the reset phase.

While USAACE has worked hard to send mobile training teams to conduct some of the required PME at home stations, the backlog continues to grow and continues to place our middle and senior grade professionals at career risk.

I've asked CSM Tod Glidewell, our Aviation Branch Senior NCO, and CW5 Mike Reese, our Chief Warrant Officer of the Branch, to develop innovative solutions to our current PME challenge, and they are delivering on that directive.

### VCSA Lauds Accomplishments

So while I know our Aviation force is stressed, have no doubt that our great men and women across our branch, those who wear the uniform along with our civilian and contractor professionals, remain focused on meeting the incredible demands that have been placed on them and their organizations. Their accomplishments are phenomenal.

During last year's annual AAAA professional forum and exposition, GEN Peter Chiarelli, our Army's Vice Chief of Staff, lauded our aviation professionals. "There is not a branch in our Army that is run any better than Army Aviation," he said. "The functional alignment you have, the synergy you have between the building and Rucker and the units is absolutely amazing. And if we were not organized this way, there is absolutely no way we would be able to meet the demands of today, because what you are doing, what your team is doing, every single day, is a miracle."

### Providing Full-Spectrum Support

Consider the fact that since the beginning of Operation Enduring Freedom in late 2001, Army Aviation has logged more than 4.2 million manned and unmanned flight hours in support of operations around the world and across the full spectrum of conflict. It is no coincidence that our CABs are converting to full-spectrum CABs to provide our ground commanders with the most lethal, effective and responsive aviation capabilities needed to exploit the vertical dimension of land power.

The capabilities of the AH-64D attack battalion and OH-58D attack reconnaissance squadron that includes two platoons of RQ-7B Shadow unmanned aircraft systems (UAS) gives our CAB commanders an unmatched reconnaissance, surveillance and target acquisition (RSTA) and precision fire capability.

### Expanding UAS Roles/Missions

The ever-evolving and expanding missions and roles of our UAS over the past year alone has helped our ground commanders achieve information dominance by providing the capability to quickly collect, process and disseminate relevant information to reduce the sensor-to-shooter timeline. In 2010, our Army had more than 1,600 UAS supporting combat operations and humanitarian assistance around the world as well as homeland security efforts stateside.

Having surpassed the one million UAS flight hour mark is indicative that UAS have altered, if not changed the nature of combat.

### Fielding, Recap and Modernizing the Fleet

The ongoing fielding of the UH-72 Lakota, our Army's light utility helicopter, and recapitalization and modernization of the UH-60L/M Black Hawk, the CH-47F Chinook, UAS and ongoing AH-64D Apache Block III and OH-58D upgrades, all while supporting operations in Iraq and Afghanistan, have challenged our leadership but are paying dividends in the warfight.

### Disaster Relief/Humanitarian Support

While our deployed Aviation formations were focused on supporting operations in Iraq and Afghanistan, our disaster relief and humanitarian support efforts in the wake of floods that saturated parts of Pakistan were nothing short of spectacular.

The 16th CAB, while only partially manned and equipped, deployed from Fort Wainwright, Alaska to Pakistan with ten CH-47s, eight UH-60s and approximately 325 personnel.

From early September to the end of

MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 13

November 2010, Task Force Denali transported more than 40,000 displaced civilians and more than 26 million pounds of relief material and equipment.

While deployed, the task force completed nine CH-47 and five UH-60 phase maintenance inspections.

The commitment and devotion of the men and women of Task Force Denali are indicative of the level of professionalism our aviation Soldiers bring to our Army and Nation.

### A Collaborative Effort

As we continue to build, modernize and train to our end-state of a healthy Aviation Branch, postured for full-spectrum operations, in defense of our national interests and our Nation, we will always keep our eyes on the future.

As the U.S. Army Training and Doctrine Command (TRADOC) Army Capabilities Integration Center (ARCIC) prides itself on being the architect of the Army and "thinking for the Army" to meet the demands of a nation at war while anticipating solutions to the challenges of tomorrow, I am surrounded by a team of professionals at USAACE whose sole purpose is to "think for Army Aviation."

With our Capabilities Development and Integration Directorate in the lead, and in collaboration with TRADOC and the ARCIC, we are aggressively looking at the future to find the "aim point" where we will apply a doctrine, organization, training, materiel, leadership and education, personnel and facilities (DOTMLPF) solution for our future efforts. Our current assessment tells us that our aim point lies in the 2030 timeframe.

### A New Technology Fleet by 2030

While we don't know what the solution looks like today and whether it's a lift, attack or utility platform, we know that the current fleet of DoD rotorcraft cannot continue to be incrementally improved to meet future operational requirements. Significant increases in range, speed, payload, survivability, reliability, and reduced logistical footprint are all required.

We can only meet this requirement through the application of new technologies. Knowing that we may not get all that we want, we must ensure the final solution is what the Army and our branch need. It's far from an easy task and the assumptions abound regarding what the 2030 environment will look like.

### Above All – The People

Our branch's saving grace is the quality of professionals I'm honored to lead. I remain humbled by their commitment, dedication and sacrifice. It is they who will determine our branch's future and there is no formation in the Army that is better suited to meet that challenge.

While stressed and tired, their commitment and dedication help to provide context to this year's Army Aviation theme: *Army Aviation: Resilient and Adaptive in the Future Security Environment.*

Above the Best!

❖❖

*MG 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.*



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:53 PM Page 14





# A Year of Change for the Aviation Warrant Officer

By CW5 Michael L. Reese

This has been a year of transition from Operation Iraqi Freedom evolving into Operation New Dawn; Operation Enduring Freedom increasing requirements; the Korean peninsula garnering attention, again; and Army Aviation deployed at the highest level since the onset of combat operations.

With all of the operational requirements at hand the Army is seeing renewed focus and increased competiveness for promotion, changes to selective continuation, and changes to time in grade policies. In this article I will address issues that are of most concern to the Aviation Warrant Officer, and why some of the changes have been implemented.

## Deployments

The Army has been making great strides in attaining two year dwell per one year deployed (2:1). Most ground brigades are now able to efficiently reset, train, and stand ready to redeploy in this (2:1) Army Force Generating Model. That is not the case for active duty combat aviation brigades (CAB) where the norm is closer to (1:1).

The limited dwell puts a large burden on the unit in respects to reset and training, not to mention the individual professional military development (PMD) requirements.

Since operational requirements for CAB's are not expected to ease in the foreseeable future, commanders will be forced to make difficult decisions on when to send their key and essential personnel to their career developmental schools.

Some units have been successful sending officers out of theater to school, others during dwell, and many a combination of both. Either way, order of merit lists must be developed to ensure warrant officers are able to attend the appropriate schools in order to meet the regulatory requirements for promotion.

## Promotions

Earlier this year two major announcements were made regarding promotions and professional military education (PME). The first was in the form of an all Army activities (ALARACT) message announcing a change to AR 350-1 defining PME backlogs and listing requirements for promotion. The new change states: the Advanced Course is required prior to promotion to CW3; the Staff Course prior to CW4; and the Senior Staff Course prior to CW5.

For this year, officers will not be disqualified for consideration and will not be prevented from pinning if promoted. However, in the future PME will likely be a requirement and is certainly a discriminator for promotion now.

The second significant announcement was shifting the convening of this year's promotion board from January to April; this will likely be a permanent shift realigning Warrant Officer Promotion Boards as they were prior to 2005.

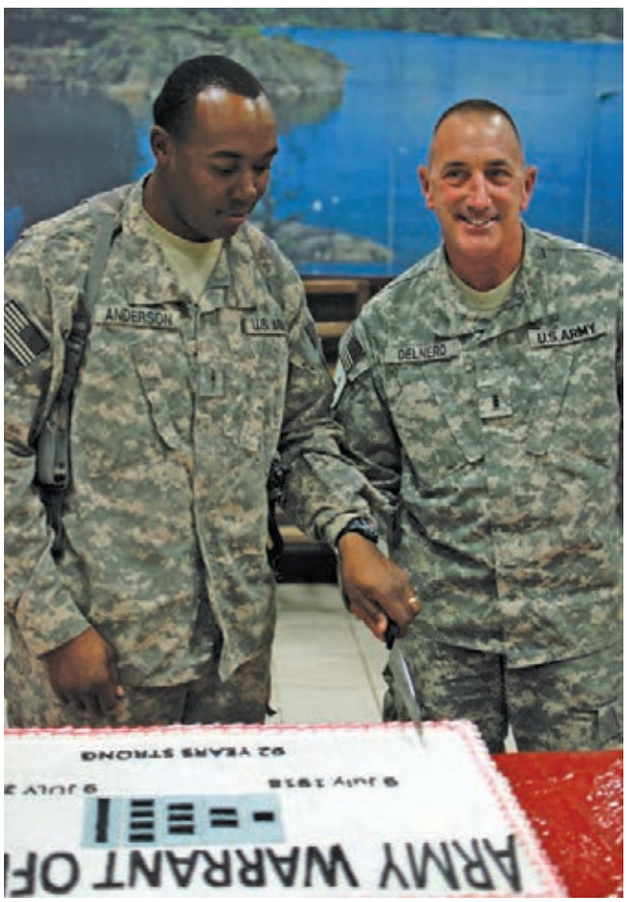


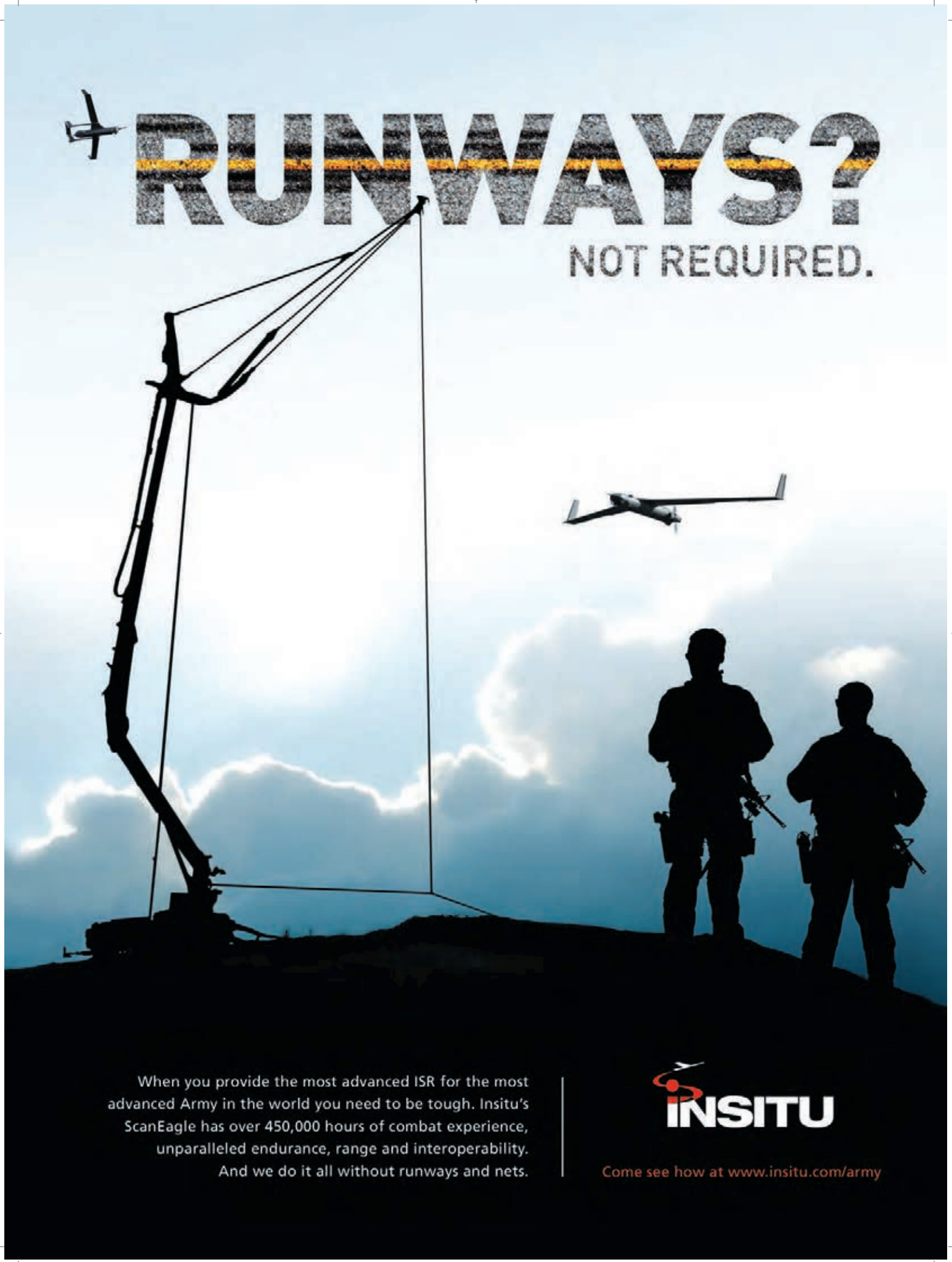

PHOTO BY SPC ROLAND HALE, 1ST CAB PAO

**WO1 Jahmal A. Anderson (left) and CW3 Nicholas J. Delnero, both assigned to the 1st Combat Aviation Brigade and respectively the youngest and oldest warrant officers attending a luncheon celebrating the 92nd birthday of the Army Warrant Officer Corps on Camp Taji, Iraq, July 9, cut a celebratory "warrant-cake."**

Another major change eliminates automatic selective continuation of two time non-selects for CW5 unless the individual is in a critically short MOS and possesses a solid file.

## The Numbers

As of January, 2011, there are 6,448 active duty Aviation Warrant Officers (368 CW5's, 1127 CW4's, 1732 CW3's, and 3221 CW2/WO1's).


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MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 16

The aggregate strength of warrant officers is between 107%-109% in the WO1 thru CW4 ranks and 122.5% in the CW5 grade.

The overall strength in personnel by airframe is strong but some mission design series (MDS)-tracked warrant officers are low, specifically AH-64D trainers (IP/IE/SP) where we are at 85%. All of these numbers directly affect accessions, retention, and the promotion system.

Although some of the statistics may look favorable, like 107% in the CW3 grade, this over strength number may not be enough. With the amount of CABs deployed and each deploying near 100% of its authorized tracked warrant officers, many units, organizations, and directorates will operate at far less than 100%.

Many important positions requiring subject matter expertise such as writing doctrine and instructors with the appropriate level of experience are either unfilled or filled with less qualified personnel.

The Human Resources Command (HRS) does an outstanding job managing personnel in a very complicated resource demanding environment to ensure personnel strengths are met under specific prioritization guidelines.

Our CABs deserve to have first priority when in a deployable status and when HRC is working with a number like 107% (CW3) and with competing requirements such as PME, tracking schools, and TRADOC assignments, the management process is difficult.

### Time in Grade Extensions

Another revision affecting the Aviation Warrant Officer is the time in grade extension for CW2s and CW3s. The extension in reality is going back to the original timeline prior to 2005; that is, an officer will be considered in the primary zone for CW3 and CW4 at the five year mark as opposed to the current four year.

The previous change was required to quickly fill senior warrant officer grades that were being lost faster than the promotion system could fill.

The status is now at an acceptable level and in some grades slightly over strength. That and the need to provide our warrant officers adequate time to professionally develop through PME and tracking commensurate with their rank makes the adjustment necessary.

This policy will commence in FY12 and be phased in over the course of two years; next year's promotion military personnel (MILPER) message announcing time in grade and zones for consideration will provide appropriate guidance for affected officers.

### Future

This year will continue to strain the force in terms of deployments and requirements for promotions. It is critical that commanders, senior warrant officers, and junior warrant officers understand the implications of how PME/PMD will affect the sustainment of our force.

I continue to be amazed at not only how effective our Aviation force is but more so how resilient those are who continue to contribute so much for their family, unit, Army, and Country. I sincerely thank each of you for your continued service.

Above The Best!

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*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.*





# From the Branch CSM's Perspective

By CSM Tod L. Glidewell

Over the last year our branch has been busy to say the least. Whether in ARFORGEN, the eCAB in Operation New Dawn or the three CABs in Operation Enduring Freedom, the Soldiers of this branch continue to provide world class aviation support to our ground brethren, day in and day out.

Rest assured that no matter if we are deployed or in garrison, Army Aviation will continue to be the commanders' choice to answer the call as long as we can continue to do so as a professional force and at an affordable cost. I am confident that the disciplined and professional force that we have built will prevail and that we are prepared for whatever the future may bring.

Your branch is listening; MG Crutchfield, CW5 Reese and I are attempting to visit all of our CABs. The U.S. Army Aviation Center of Excellence (USAACE) staff is also striving to collect data from throughout the aviation enterprise, deployed commander's video teleconferences, After Action Reviews, and the Aviation Training Exercise to provide the best training, personnel and equipment possible.

It seems that no matter where I travel I am asked a couple recurring questions.

■ *Why can't we stay in task force configuration?* There are a couple of reasons: first, no two task forces are the same so it would require the movement of personnel and equipment. Second, since there is not a standard formation, manning and equipping would be nearly impossible since there would not be a standard Modified Table of Organizational Equipment (MTOE).

The good news is that our modular formations are enabling aviation to tailor our force to meet the mission.

Also, aviation leaders and Soldiers are gaining a wealth of aviation knowledge on multifunctional aviation operations that will produce better leaders more capable of mitigating operation risk.



U.S. ARMY PHOTO BY SPC. ROLAND HALE, ECAB, 1ST INF. DIV. PAO

**SSG Christopher Gilliland, a small group leader and instructor at the Demon Academy on Camp Taji, Iraq, mentors a group of students. Gilliland and other enlisted leaders from the Enhanced Combat Aviation Brigade, 1st Infantry Division created the Demon Academy to mentor young and future leaders, as well as prepare them for future professional development courses.**

■ *Personnel*. Retention remains strong and that, coupled with low attrition rates, has several military occupational specialties (MOS) well over-strength. In fact, currently we have only three MOSs that are below 100 percent. Those MOSs are 15Q Air Traffic Control, 15W UAS Operator and 15E UAS Repair.

So, why are we over-strength? Over the last couple years we have worked to retain every possible Soldier and over the last two years the economy has slowed. As a result, we have had low attrition, below ten percent in almost every MOS.

Now we as a branch have a more difficult mission, to retain the quality and not quantity forcing leaders to make tough choices on who can stay in our ranks. In many cases Soldiers are not being given a choice on whether they want to stay as they are being forced to reclassify.

We have worked to reclassify Soldiers into other aviation MOSs where possible; however, those electing reclassify often face a long wait on school dates to arrive.

■ *Unmanned Aircraft Systems* – effective 1 January of this year, 15W Soldiers were moved to the 15P career path for promotions.

Human Resources Command is identifying those previously selected and promoted personnel to move them to the new career path.

Newly fielded Gray Eagle units will also have 15P First Sergeant positions as a result of the change.

■ *What changes are in store for the NCO Academies?* The 15E Sergeant First Class positions will be intro-

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:32 PM Page 19



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 20

## ASK THE BRANCH CSM

**Q:** CSM, I am SSG Shafer and I have just gotten to UASSD (USAREUR Aviation Safety and Standardization Detachment) as the ALSE Evaluator within the last 3 months. I was wondering if you would be able to tell me anything about the ALSE MOS and what happened to it.

**CSM:**
SSG Shafer – Above the Best – great to hear from you.

At present the ALSE MOS cannot move forward to become an MOS due to the fact of Aviation Branch not having a bill payer. Bottom line, when CAB leaders were asked if they would help pay the ALSE bill they overwhelmingly responded with no, due to lack of people already. As a result, between this response and the effort to build the 13th CAB I don't see a short term solution.

We will continue to look at it and viable courses of action to resolve the issue.

Again, appreciate the question.

Above the Best

CSM G

duced on FY12 MTOE and the Rucker NCO Academy Campus will begin conducting the Advanced and Senior Leaders Courses.

As I wrote earlier in the year, we are working to merge the Rucker and Eustis Academies under one leadership here at Rucker. The commandant here at Rucker will represent our branch at all Institute for Non-Commissioned Officer Professional Development functions. As we talk about NCOES, we need your help in reducing the backlog.

Lastly, we are training all students in the new Physical Readiness Training regiment so that they begin to institute in their units upon their return.

■ *How is the Command Slate List going to work?* The first Brigade Command Slate board convened last October and the Battalion Command board convened in January.

The board reviewed the records of all active duty sergeants major and command sergeants major with projected change of responsibility dates (PCORDs) of February 2011 and later unless individuals were within the window of their mandatory retirement date (MRD).

The Command Slate List results will be announced in April of this year and individuals will be scheduled to take their selected position beginning on Oct. 1, 2011.

Human Resources Command also announced that those selected individuals will conduct their Change of Responsibilities 90 days prior to the units Commander changing command.

We have already begun to conduct Changes of Responsibility for those command sergeants major whose PCORDs have come due. PCORDs are set and adjusted through the major commands and branch has no control over them.

There are two major items that seem to have already surfaced concerning the board. First, only four tactical brigades and the associated battalions were open this year, the remaining eight will be open next year as well as several non-tactical units. Second, many of our sergeants major elected to compete for garrison and non-tactical assignments.

Assignments to garrison are limited to the size of the branch and therefore there will be limited Aviation CSMs selected.

■ *What are we doing to improve aviation maintenance*? There are several initiatives that we are working.

After forty years of very little change and nine years of combat, it is time that we take a look at ourselves.

The Concepts Requirements Directorate, soon to be TRADOC Capability Manager-Combat Aviation Brigade (TCM-CAB) is in the process of conducting manpower studies on each airframe to support future MTOE development. They have completed all but the AH-64 as we are awaiting the release of the Block III aircraft. As changes become available we will provide updates.

SGM Puckett, USAALS (Attack Helicopter Division) is working with units in the field to improve the technical inspector portion of the 15S Advanced Leaders Course (ALC).

SGM Puckett's crew has canvassed units through the use of questionnaires to find out what the field would like technical inspectors to be taught at USAALS. If the program shows promising results, expect changes to other ALCs.

Another recent change is the establishment of a sergeant major position under the Deputy Commanding General as an advisor on enlisted training. The sergeant major will oversee all initial military training courses and the continuity that has long been overdue in this area.

The future is bright for Army Aviation and we will continue to work to supply the warfighter with personnel and equipment they need to support the mission.

Soon, we will begin to convert medium CABs into full spectrum brigades that will include a UAS Shadow Troop within the cavalry squadron. This new capability will provide more situational awareness to the CAB as well as to those with whom we share the battle space.

As you can see our branch is moving fast with little time to rest; however, as the opportunities present themselves, I urge you to take the time to care and train a resilient force.

We have one of the most trained and ready forces that we have had in decades and as we work to build the dwell in our units, balance will be key. That balance will require us to maintain the edge that we have forged over eight plus years of deployments.

However, we cannot forget our equipment for if we start to treat it like a rental car fleet and lose pride in ownership it will most surely fail us, or worse we could lose confidence in it.

In closing, I would like to congratulate the individuals and units that will be recognized as this year's awardees by Quad-A.

Although individuals take the stage to receive these accolades, behind them there is a mentor, a formation and a Branch that has had a hand in their success.

Above the Best!

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*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.*

MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:54 PM Page 22





# Set The Right Example

By BG William T. Wolf

This month marks the midway point in fiscal year 2011 and our Army is poised to continue our ongoing downward trend in fatal accidents for yet another year. We opened the second quarter 15 percent below last year's total fatality numbers for the same timeframe, and statistics in our key privately owned vehicle (POV) category were even better, down 26 percent for the year. This great news story reflects the commitment and dedication of all our leaders, soldiers, families and civilians to the safety of our force and to each other. Thank you for all your hard work!

This trend is certainly welcome, and it appears we're headed in the right direction in countering the number 1 accidental killer of our Soldiers.

However, we can't become complacent and think our problems with POVs are at a point of solution. The improved numbers we're seeing are actually masking a devastating issue with Soldiers not using seat belts and a majority of our POV fatalities to date have been attributed at least in part to a neglect to buckle up.

The circumstances behind most of these fatalities is remarkably similar: a loss of control, the vehicle striking another vehicle or stationary object and sometimes rolling over, with the Soldier driver and/or passengers ejected during the accident sequence.

At least two of these fatal accidents occurred on post, and a third occurred during the Soldier's drive to work for his regular duty day. Five of the six fatalities were 24 years old or younger, meaning they grew up in an age of mandatory seat belt laws well before they assumed the military obligation of always buckling up.

Willful disregard for standards is a leader, Soldier and family issue, and it will take a concerted effort by all three groups to curb this growing and disturbing trend.



USACRSC PHOTO BY KAMI LISENBY (QNETQ)

**Soldiers from the US Army Combat Readiness/Safety Center model the proper Personal Protective Equipment (PPE) for motorcycle riders.**

For Leaders, off-duty standards enforcement has always been among the most difficult of all responsibilities. First-line supervisors can't be with their Soldiers all the time, but they can engage with them during the duty day about the risks of driving and other off-duty activities.

Since the drive to and from work will be the most dangerous part of the day for many of our Soldiers, it's only logical that leaders spend the time and effort required to ensure their subordinates are informed and empowered to make smart decisions after the duty day ends.

It's also important for leaders to get to know their Soldiers personally so they can learn what interventions work for a given individual. Safety isn't a "one-size-fits-all" pursuit, and an approach that works with one Soldier won't necessarily work for another.

As the weather begins to gradually warm up, many Soldiers will want to bring their motorcycles out of cold weather storage and prepare them for the approaching spring and summer riding season. This is a great time to take the opportunity to have the bike serviced, check the serviceability of personal protective equipment (PPE) and get motorcycle refresher training completed.

Some of the basic riding skills are quickly perishable over the fall/winter months, and now is the time to get some much needed refresher training before taking those long rides later in the season. Our Army continues to lose Soldiers due to acts of indiscipline. The acts of excessive speed, reckless riding, a lack of properly approved motorcycle training and failure to wear proper PPE continue to show up in accident findings.

Leaders, the ruthless enforcement of standards for our motorcycle riders is the only way to stop these senseless losses. Leaders can and should conduct on-the-spot checks for licensing and

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 3:46 PM Page 23

approved motorcycle riding training for their riders, as well as inspecting their Soldiers' motorcycles periodically. Tools and checklists for the inspection of motorcycles and PPE can be found on the U.S. Army Combat Readiness/Safety Center website under the POV/Motorcycle Safety tab.

Another great source of information that also promotes safe riding through experienced rider mentorship is the Motorcycle Mentorship Program (MMP). This installation-based program promotes an environment that can create positive conduct and behavior while riding and serves as a force multiplier that supports a commander's motorcycle accident prevention program.

Because every Soldier has his or her own unique needs, Soldier-to-Soldier and Family engagement is critical in this fight. Friends and family members generally know their Soldiers better than anyone else and have more access to them during their off-duty time. And, because of their close relationships, peers, spouses, parents and siblings can often make an impact even when others have tried unsuccessfully.

Never allow the Soldiers in your life to operate a vehicle unbelted, and let them know your concerns about their unsafe driving habits. You might be met with resistance at first, but, when it comes to a Soldier's life, it's an argument worth having.

Ultimately, the decision to wear a seat belt is a personal choice, but it's one that can be effected through positive interaction with others.

If you're in a leadership position, set the right example by doing the right thing all the time. The same standard applies for Soldier peers and family members.

Make the smart decisions and watch how your behavior affects your friends and loved ones. The simple click of a seat belt is one of the sweetest sounds any driver or passenger will hear before an accident, and there's no better way to save lives on the road than by buckling up.

Each of you is doing a great job every day for our Army and our nation. Thank you for what you do, and let's get the last half of fiscal 2011 off to a great start today by staying engaged in Soldier safety.

There's no better reward than watching your Soldiers thrive in both their on- and off-duty lives, so, do your part by giving them the tools for success!

Army Safe is Army Strong!



U.S. ARMY PHOTO BY SPC ROLAND HALE, ECAB, 1ST INF. DIV. PAO

**BG William T. Wolf, director of Army Safety and commanding general of the U.S. Army Combat Readiness/Safety Center, tours the Taji Warrior Resiliency Campus on Camp Taji, Iraq, Jan. 7, during a visit to the Enhanced Combat Aviation Brigade, 1st Infantry Division.**

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



MAR_APRIL 11 Section 1_June04.qxd 3/22/2011 12:55 PM Page 24





COL Reeves
Commander



CSM Morant
School SGM

# Army Aviation Logistics: Yesterday, Today and Tomorrow

By COL Terence W. Reeves

The Wright Brothers flight in 1903 set the stage for Army Aviation. Aviation logistical support has evolved from a couple of bicycle mechanics to highly skilled aircraft technicians and maintenance test pilots trained in the latest systems, methods and materiel to keep Aviation relevant and agile in the new battle space of the 21st Century.

Nearly 30 years ago when I began my career in Army aviation we were not at war. The norm for a two week field exercise once a quarter went something like this: go fly for a couple of weeks, come back to home station, turn in weapons, throw the keys to the crew chief and head to the club.

It didn't take me long to learn the lesson that the crew chief and maintenance team would keep working to restore the fleet back to a flyable status. The passion that the early maintainers displayed inspires me today as we train new classes of Army Aviation Logisticians at the US Army Aviation Logistics School (USAALS), Fort Eustis, VA.

Aviation logistics, defined as what sustains Army aviation operations, enables commanders to press the fight on a continuous basis and relies on the maintainers to restore the fleet.

## The World of Army Aviation Logistics

Today, we are an Army at war and deployments have replaced the peacetime field training exercises. Today's Army aviation operations span two theaters of war, several CONUS and OCONUS areas of operations.

Aviation logistics is sometimes complex with its multiple systems, layers of supply and maintenance, and unique jargon; in reality it is pretty basic. It begins in the line company with the crew chief who performs the repair task, the technical inspector who verifies the task is performed to standard, and the test pilot who validates the fault is repaired.



USAALS COURTESY PHOTO

That is what most of us understand about aviation logistics, but peel it back, when there is a problem there are parts, people, training and tools to be factored in.

Research, development and acquisition logisticians in PEO Aviation program management offices, the Aviation and Missile Life Cycle Management Command (AMCOM), Defense Logistics Agency (DLA) and the Training and Doctrine Command (TRADOC) all play into aviation logistics.

The TRADOC logisticians from the U.S. Army Aviation Center of Excellence (USAACE) Capabilities Development Integrations Directorate look into the future and design the doctrine and tables of organization and equipment (TO&E) driving the people and tools for the logistics units.

The Aviation Branch Personnel Proponency Office guides the design of duties for military occupational specialties (MOS) and ensures the right numbers of the right kind are in the right place.

AMCOM works to ensure logistically sound procedures and processes are in place while the DLA buys and manages everything from soup to nuts.

The Human Resources Command reserves the training seats in the Structure Manning Decision Review (SMDR) that enables the Recruiting Command to bring the right quality and quantity of Soldiers into USAALS to be trained to become that crew chief/logistician that identifies the maintenance repair task.

MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:34 PM Page 26

**Training the Soldier**

I am often asked how and where a Soldier gets training in Aviation logistics. Today's journey to become a crew chief starts at USAALS learning basic skills and tasks to become an aircraft mechanic.

The graduate leaves USAALS with a 10-level MOS and the first assignment will probably be to a combat aviation brigade maintenance team in a line company, the aviation support company (AVUM level) or the aviation support battalion (AVIM level).

The Soldier's skills are basic, immersed in a safety culture with the knowledge to navigate through interactive electronic technical manuals (IETM) and perform basic hands-on tasks and warrior tasks expected of an entry-level Soldier.

They will require mentorship, guidance and training under the steady hand of seasoned aviation maintenance NCOs to build their skill sets. With a few years experience, the apprentice is ready to become a journeyman and make the transformation to Sergeant.

As an NCO, they return to USAALS and attend the Advanced Leadership Course learning more about leadership and the skills to become an aircraft technical inspector. Once a Soldier makes SFC/E7 from MOSs 15B, 15D, 15G or 15H, they receive MOS 15K.

Covering a myriad of technical tasks from the feeder MOSs, the NCO Senior Leaders Course requires a complex matrix utilizing all the assets at USAALS.

The USAALS develops and delivers the 10-level programs of instruction for all 13 aviation logistical MOSs. The aircraft systems mechanics are 15T, UH-60; 15U, CH-47; 15R, AH-64; 15Y, Apache armament; 15S, OH-58D; 15J, Kiowa armament; and 15E, Unmanned Aircraft System maintainer.

The back shop MOSs include 15N, avionics technicians; 15F, aircraft electrician; 15B, turbine engine mechanic; 15D, powertrain repairer; and 15G, airframe repairer.

The 15H10 pneudraulics repair technician training is at Fort Rucker, AL. The officer side of Aviation logistics has the Aviation Maintenance Technician 151A. The USAALS trains the 151A in the relevant skills necessary to perform as a production control officer and to manage aviation logistics operations in emerging systems such as Condition Based Maintenance and automated systems necessary for their first assignment.

This technician brings to the fight NCO experience as well as unique technical training making them ideal for PC Officer or support operations of an aviation support battalion (ASB). New skills are being added to the 151A Warrant Officer Advance Course like Contracting Officer Representative training and Lean Six Sigma analytical techniques.

Aviation commissioned and warrant officers in aviation logistics may attend the Aviation Maintenance Officer Course and the test pilot courses at Fort Rucker where they are taught the tactical maintenance skills to balance operations and maintenance while maintaining bank time and phase flows.

The ASB commanders will attend a Pre-Command Course at Fort Rucker. The challenges are also com-





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MAR_APRIL 11 Section 1_June04.qxd 3/25/2011 1:35 PM Page 28

plex; joint maintenance operations, working with coalition partners as well as split based operations, the capacity to manage and move retrograde and push repair parts forward to the operating bases must be learned through a career of experience in aviation logistics.

Courses for officers at the Army Logistics University at Fort Lee, VA are highly recommended for those inclined to broaden their scope and knowledge of logistics.

The Aviation Logisticians who continue to gain a working understanding and knowledge of the Aviation Supply Chain at the retail and wholesale levels including sources of supply, part forecasting, Performance Based Logistics, depot level repairables and the National Maintenance Program are better able to advise the operational commanders.

Understanding acquisition and program management is helpful to keep abreast of new technology and systems that are being updated and fielded.

Contracting knowledge is necessary to integrate contractors into operations while ensuring the continued training and development of Soldier technical skills.

An understanding of all levels of aviation maintenance from the crew chief through the aviation classification repair activity depot and Corpus Christi Army Depot, even what the original equipment manufacturer can and cannot do, is required to understand aviation logistics.

This knowledge can be gained on line at the Defense Acquisition University and DLA.

## The Road Ahead

Aviation logistics provides the Aviation Branch the ability to control and shape its combat power.

We have touched on some of the tools available for Soldiers, at all levels, to use to advance their skills and knowledge.

As we develop new systems and move into analysis, interpretation and management of CBM data, we will alter maintenance routines, reporting and support concepts.

While we need to understand and participate within the larger logistics systems, the realities of austere budgets in a cost culture atmosphere may cause some to apply a one size fits all approach to logistics and roll Army Aviation into that construct.

But we have unique requirements which cannot be satisfied by these systems and we need to develop leaders who have the experience, training and credibility to present the reasons why and the way ahead.

To produce these Aviation logistics leaders and technical experts will require development of a clear path that will put aviation logistics leaders in the right assignments, schooling and promotions to work at the levels of increased responsibility while remaining in the Aviation Branch.

Our aviation Soldiers will not fail us if we invest the time and resources to train and prepare them for the future challenges.

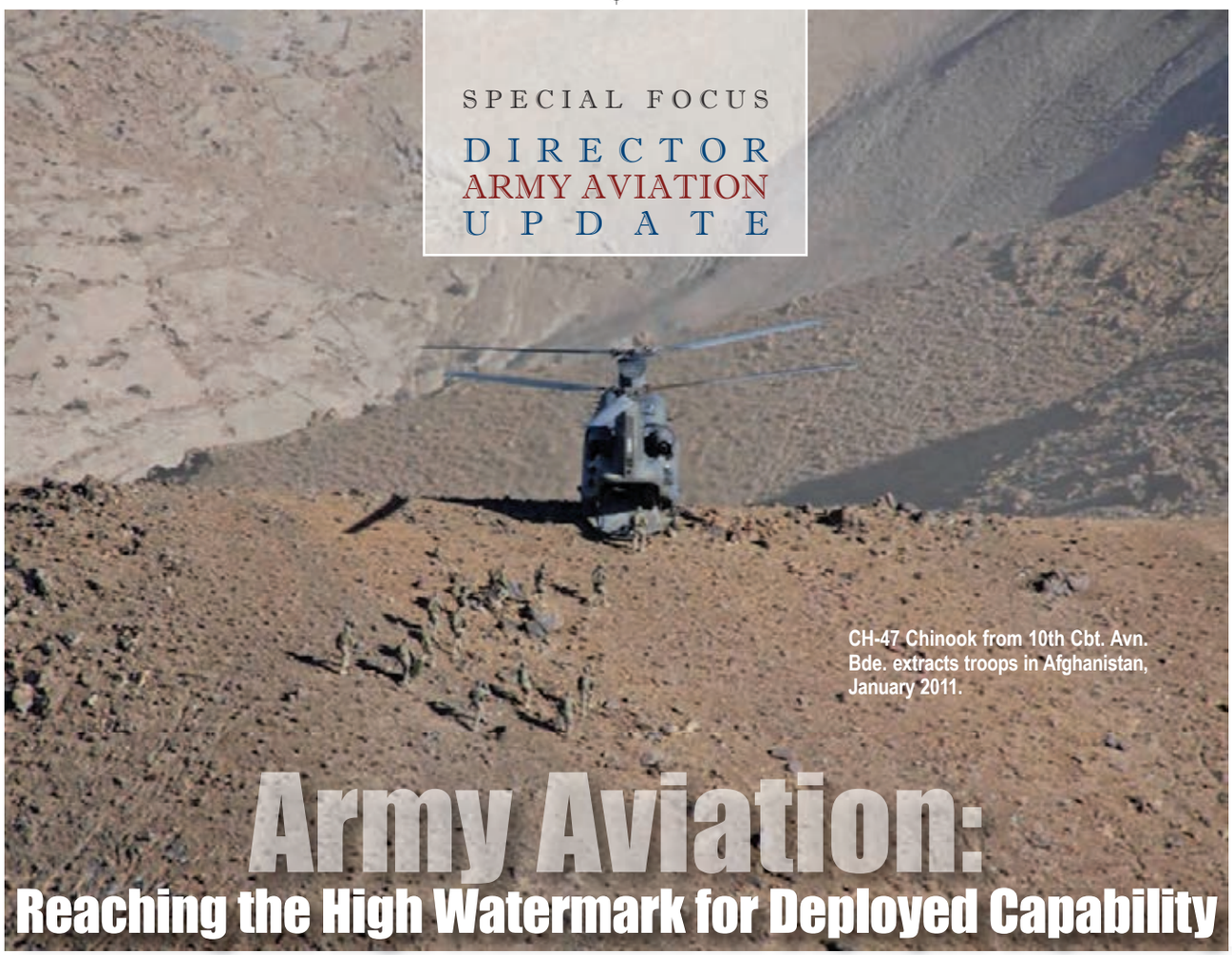
Support and Sustain! Above the Best!

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*COL Terence W. Reeves is commander of the U.S. Army Aviation Logistics School, Fort Eustis, VA.*



MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 3:36 PM Page 32



SPECIAL FOCUS

DIRECTOR ARMY AVIATION UPDATE

CH-47 Chinook from 10th Cbt. Avn. Bde. extracts troops in Afghanistan, January 2011.

U.S. ARMY PHOTO 10THCAB PAO

# Army Aviation:
## Reaching the High Watermark for Deployed Capability

By COL William H. Morris

There is more Army Aviation deployed in 2011 than at any time since the beginning of 2003; a force at an all-time high watermark for deployed capability. Regardless of the metric used, Army Aviation has a greater presence on the battlefield now than even during the surge of forces in Iraq from 2007 to 2009.

That Army Aviation has been able to meet this unparalleled demand for forces is a credit to our great Aviation leaders, from the junior-most Soldiers in our formations to our noncommissioned, commissioned, and warrant officer leadership at the highest levels of command in the Aviation force.

These leaders are providing the impetus for new organizational constructs and emerging doctrine as they infuse the force with their collective battlefield experience, all of which is helping to form the basis for how today's Army prepares to fight the future threat.

There is no doubt our Nation is in an era of persistent conflict that can best be characterized as a synthesis of irregular warfare and asymmetric tactics, enhanced by an infusion of cheap and highly sophisticated technology available to even our least well resourced adversaries. The combat environment is complex, confusing, and especially challenging to the aviation force.

At the same time, we are only barely able to meet the total demand for Army Aviation from joint force commanders. In fact, some argue that there is an unmet or "suppressed" demand for Army Aviation forces.

Consider the case of a single combat aviation brigade (CAB) in Afghanistan supporting seven brigade combat teams while executing nearly half its missions in support of Special Operations Forces – what might once have seemed implausible or extraordinary has become almost commonplace.

### Meeting the Challenges

Army Aviation's reach, lethality, and versatility have made it the single-most demanded combat multiplier on today's dynamic, modern battlefield where we relentlessly pursue an adaptive adversary in some of the most demanding terrain and environmental conditions in the world.

Although our CABs continue to meet this challenge, we must remain vigilant at identifying and remedying the adverse effects that persistent conflict has had on the force. These effects have been especially acute in the areas of equipment readiness, force generation, and chronic stress and strain on both individual Soldiers and families from repeated combat tours.

Due to the increased frequency of complex missions and multiple deployments we, as Aviation leaders, must be ever-watchful to combat the impacts that these stresses and strains have on the force. We must also continually evaluate our performance on the battlefield to determine whether our organizational designs, doctrine, tactics, and equipment are best-suited for this fight and the next.

We must be quick to make changes where necessary and we must refuse to accept lethargic and bureaucratic systems that prevent us from infusing changes rapidly into the force.

### The Army Aviation Enterprise

To meet these demands, the Army Aviation Enterprise provides an underlying structure that keeps Army Aviation healthy and ensures the


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Your Mission... Our Commitment

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:23 PM Page 34



U.S. ARMY PHOTO 10TH CAB PAO

**Pathfinders from the 2nd Bn., 10th Cbt. Avn. Bde., TF Knighthawk on the move in Afghanistan, January 2011.**

future aviation force can meet operational requirements today, tomorrow, and well into the future.

Comprised of elements of the Army Staff, Army Forces Command (FORSCOM), Training and Doctrine Command (TRADOC), the U.S. Army Aviation Center of Excellence (USAACE), Program Executive Office-Aviation (PEO AVN), Army Aviation and Missile Life Cycle Management Command (AMCOM), the Army National Guard Aviation and Safety Office, and the Office of the Chief of the Army Reserve G-3 Aviation Office – among many other disparate organizations across the Army – the Aviation Enterprise seeks to rapidly identify issues of importance to Army Aviation, develop solutions, and rapidly implement changes across the force in order to adapt Army Aviation for future requirements.

Army Aviation's enterprise approach to problem solving has become a hallmark of the Aviation force and is the envy of the Army at large. As demonstrated during the Army Vice Chief of Staff's 2010 portfolio reviews of the aviation fleet and structure, the Aviation Enterprise has developed a well-regarded and highly effective enterprise model for managing change and meeting the demands of current operations.

As the Aviation Enterprise works to manage and improve the Aviation force, our preeminent consideration is minimizing the force's time deployed (boots on the ground or 'BOG') versus time at home station (dwell time), a metric better known as BOG:Dwell.

## Meeting the Demand

It is difficult to imagine that ten years ago anyone could predict the Army would have nearly six full CABs worth of aviation force deployed to combat or forward-deployed to Korea in 2011.

Yet after a decade of combat operations, the active component (AC) aviation brigade force has a BOG:Dwell ratio of approximately 1:1.2 years and the reserve component (RC) aviation brigade force at 1:3.3 years, with some reserve component aviation units, such a CH-47, HH-60 MEDEVAC and fixed wing, at closer to 1:2 years.

These metrics are force-wide averages, with some particular units cycling through combat tours at an even faster rate. For example, the 10th CAB and 4th CAB deployed to combat on their most recent tours with only 12 months between deployments, a BOG:Dwell of 1:1.

While Army Aviation in the AC has been at about 1:1.2 BOG:Dwell, the Army Chief of Staff's near-term goal for the force is 1:2, a rate which has generally been met for most ground forces. For example, brigade combat team BOG:Dwell is at 1:2.

But, as outlined in Aviation Study II, the only way to achieve an Aviation force BOG:Dwell of 1:2 while meeting current and projected demands is to expand the force.

As a result, the Army will grow two additional AC CABs: the 16th CAB and a thirteenth CAB which should be designated later this year. The 16th CAB is being formed from mostly existing, non-aligned aviation units while the thirteenth AC CAB will be activated from the ground up beginning in 2014. We expect the 16th CAB will be deployed in 2012 and that the thirteenth AC CAB should be ready for the fight in 2015.

The Army has not yet decided where to station these new CABs, but an ongoing stationing analysis and environmental impact study should enable the stationing decisions by April of 2011.

## A Continuing Review of Force Structure and Design

Among the most recent changes to the force are: the creation of the Army Special Operations Aviation Command; the addition of one cargo helicopter company to the 160th Special Operations Aviation Regiment; an approved increase of aircraft in the aeromedical evacuation companies from 12 to 15; the creation and activation of Gray Eagle MQ-1C unmanned aircraft systems (UAS) companies (with a basis of issue of one per division headquarters); and a pending effort to develop six standardized theater aviation brigades (TABs) from the current theater aviation command structures.

However, the most significant pending modification to Army Aviation will be the transformation of the 101st CAB to the full spectrum (FS) CAB design. This new CAB design teams the OH-58D aircraft with organic UAS in the CAB's armed reconnaissance squadron to provide improved surveillance and reconnaissance.

The FS CAB uses the current organizational building blocks to provide full-spectrum capability and adds manned/unmanned operations (MUM-O) capability to enhance intelligence, surveillance, and reconnaissance operations. The 101st CAB will begin reorganizing into the FS CAB construct in August 2011 and deploy in support of overseas contingency operations (OCO) in Fiscal Year 2012. Eventually, the Army could convert as many as 15 CABs to the full spectrum design, keeping the remaining six CABs in the heavy design.

## Preparing to Meet Future Needs

The Aviation Enterprise continues to work with the aviation science and technology community to develop enabling technologies that will pro-

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:23 PM Page 36



U.S. ARMY PHOTO BY CW4 DANIEL MCCLINTON

**Two AH-64D Apaches from the 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div., come in for a landing at Camp Taji, Iraq, after completing a reconnaissance mission over Baghdad Nov. 6, 2009.**

vide leap-ahead, revolutionary future aircraft to support the war fighter in the 2025-2030 timeframe.

It is critical that the Army embark now on developing future technologies considering that this process can take years, if not decades; and it is significant that the Army work with its joint partners in developing future systems.

Through the Office of the Secretary of Defense's Future Vertical Lift (OSD/FVL) Working Group, the Army remains committed to developing a technology demonstrator to experiment, test, and integrate various technologies that will ensure mature technologies for future multi-role aircraft that will benefit all the Services.




The OSD/FVL effort is truly a joint effort with participation from all the services, industry (Vertical Lift Consortium), academia, Special Operations Command (SOCOM), NASA, and various other supporting agencies.

This commitment to the future by the Army also included decisions like those made this past year during the Aviation Portfolio Review where the Senior Army Leadership approved the continued science and technology efforts to develop increased capability through the Improved Turbine Engine Program (ITEP). Additionally the Army is currently proceeding as the lead agency for many of these programs and began the foundational analysis on aircraft concepts.

This analysis will greatly assist the aviation community in developing aircraft requirements and informing the future development of Joint Capabilities Integration and Development System (JCIDS) requirements documents.

## Developing Partner Nations Capabilities

Department of Defense (DoD) past efforts to help develop partner nations has largely been limited to foreign military sales and technical assistance fielding teams. Today, DoD is expanding its support for building partner nations' vertical lift capabilities by expanding Security Forces Assistance (SFA) programs. As DoD's largest rotary-wing operator, the Army has the lead for vertical lift assistance and will play an increasing role in future SFA programs.

Most recently, the Army established a Non-Standard Rotary-Wing Project Management Office within the PEO AVN in order to improve materiel risks associated with our use of non-standard aircraft. The Secretary of Defense directed the Army to consider developing a standing capability to provide rotary wing SFA in support of our partners. The Army is also regenerating a capability to provide individual aircraft training and qualification on the Mi-17 helicopter at USAACE, a capability that should be ready in FY12.

Expect non-standard rotary wing training and SFA to be a growing part of our mission and lexicon in the not too distant future.

## Summary

Today's high demand for Army Aviation in our combat theaters is unprecedented. It is a testament to our collective success on the battlefield over the past 10 years that our fellow-warriors on the ground do not want to go into a fight for any length of time without the support of Army Aviation across the breadth and depth of the battlefield.

It is also the same high degree of professionalism that enables and empowers aviation leaders across the force to implement a successful Aviation Enterprise approach to achieve successful change across the force.

As we look to the future of the Aviation Force, whether in continuing to modernize, field the future vertical lift platform, or change the way we support our partner national helicopter forces, Army Aviation will continue to be the model for the rest of the Army.

Above the Best!

❖❖

*COL William H. Morris is the director of Army Aviation, G-3/5/7, Headquarters, Department of the Army, Washington, DC.*

MAR_APRIL 11 Section 2_June04.qxd 3/29/2011 2:27 PM Page 38





Aviation Center Logistics Command (ACLC) processes approximately 2,000 separate supply requisitions per day in support of the Aviation Center's aviation repair parts requirements.

ACLC COURTESY PHOTO

# AMCOM Update: Transformation with a Purpose

By MG James E. Rogers

Now and as always, our teams of professionals at the Aviation and Missile Life Cycle Management Command (AMCOM) and across Redstone Arsenal face a host of challenges in executing our missions.

Army aviation OPTEMPO remains extremely high, money is tight, and modernization efforts must continue – under increasingly tight regulatory restrictions. Executing our daily "hot priorities" seemingly consumes all of our time, even as we realize that we have to attack long term goals while we put out the fires.

We are implementing a strategy and actual processes that will allow us to maintain and execute this dual focus, which is necessary to support our Warfighting customers. Transforming both our organizations and processes is key to this strategy.

It's fair to ask "why" when discussing transformation, and all stakeholders want to know how the "what" part will affect and benefit them. The "why" part has several components, some of which I've already mentioned.

*Budget challenges:* We simply have to drive ourselves to greater cost efficiencies, in every area, to stretch the available dollars and deliver maximum benefit to our customers.

*Modernization*: It has to happen!

Funding for research and procurement has to be protected. We are helping in this area by implementing process improvements and organizational changes that reduce the cost of sustaining current operations.

New processes, such as the Army Force Generation Model (ARFORGEN), and other Army initiatives, also mandate that we adapt to accommodate new ways of doing business.

And to answer the "what's in it for me" question – continued relevance to the Army, and improved mission performance come to mind.

There is no doubt in my mind that we have to do this – the only question is, what are the best ways?

## Adapting for Improved Mission Performance

We have begun by verifying our mission statement, and defining a set of short and long term goals for the organization. We are also synchronizing our goals with our higher headquarters, and with our strategic partners in the Aviation Materiel Enterprise (PEO Aviation, the Army Contracting Command - Redstone, and the Aviation & Missile Research, Development, and Engineering Center).

Next, we're developing a "roadmap" of process improvements that lead from our present baseline, to

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:24 PM Page 40



PHOTO BY ED MICKLEY, CGAD PAO

One of Corpus Christi Army Depot's electronics artisans checks a myriad of wiring connections on a UH-60 Black Hawk using a DITMCO test fixture. This device can check and verify more than 20,000 test points on the aircraft.



CORPUS CHRISTI ARMY DEPOT PHOTO

Workers wear safety harnesses and other required Personal Protective Equipment (PPE) while working an OH-58A cabin Phase II structural preparation at Corpus Christi Army Depot, TX.

our short and long term goals. To achieve these, we are already launching initiatives, using *Lean Six Sigma* methods, which attack inefficiencies and identified weaknesses in our processes or organizational structure.

## Priorities

Of our many missions, the following priority tasks will remain our focus as we execute our transformative processes.

First and foremost, support to our Warfighters: maintaining readiness, supporting pre-deployment and post-deployment requirements, responding to the needs of our Soldiers and civilians downrange – will be our number one priority. We will not compromise any of our ongoing efforts that keep us in close touch with the needs of the community, and we are in fact looking for ways to expand these.

For example, we are sending our Aviation Resources Assessment & Analysis (ARAA) Team to Afghanistan, at the request of U.S. Forces Afghanistan, to assist them in improving the effectiveness and efficiency of their entire aviation readiness support structure.

*Reset* of our Aviation equipment has been extraordinarily successful and we will maintain that while we continue to implement process improvements and quality control procedures to reduce time, costs, and errors.

We will continue to work with our PEO partners to embed equipment upgrades and required modifications during the reset periods only, to maximize the availability of aircraft for training. We must also grow these partnerships to accommodate the expansion of *foreign military sales (FMS)* missions, and to address requirements to increase our technology protection efforts

Implementation and refinement of the *Logistics Modernization Program (LMP)* will continue.

Both of our depots reorganized internally to accommodate LMP and exploit its capabilities; HQs AMCOM will soon do the same.

Thanks to LMP, we now "see" over 167 million dollars of assets that were previously hidden; couple this with better visibility of maintenance actions and movement of items, and we are able to satisfy customer requests more rapidly and reduce backorders.

Our investment in *Condition Based Maintenance (CBM)* is generating a savings in repair parts expenditures, of over 200 million dollars in 2010, by reducing CBM-equipped units' parts consumption.

Aligning all installation aviation maintenance activities into a single *Aviation Maintenance Enterprise (AME)* will result in a more efficient distribution of work, application of common standards, and implementation of best practices at all facilities, with the end result being better support to our customers.

Instituting the Fleet Management Expanded (FMX) initiative at TRADOC maintenance activities will demonstrate similar positive results for those installations.

## Adaptability

In the past, we have demonstrated the ability to adapt our organization and processes to accommodate change; our assumption of the supply and maintenance mission in support of the training fleet at Fort Rucker is a great example. Today, AMCOM's Aviation Center Logistics Command (ACLC) sets the pace for adopting continuous organizational and process changes needed to ensure success and gain efficiencies.

Using Lean principles, ACLC has generated six additional aircraft for training by reducing work in process times; they've also freed up huge amounts of hangar space, and recorded cost avoidances in excess of 300 million dollars.

Our depots at Corpus Christi and Letterkenny are similarly embracing continuous improvement initiatives designed to make them even more cost competitive in the future. They are also seeking to expand and improve our partnering opportunities with industry, as these have proven to be "win-win" agreements. And initiatives designed to better train our workforce and recruit top-quality people (including veterans and wounded warriors) will remain a priority as we seek constant regeneration of our world-class workforce.

## The Biggest Challenge

Our biggest challenge – across the Army – will be maintaining our present level of support as contingency funds are reduced or eliminated.

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:25 PM Page 41

# Combat Deployed



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

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

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

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MAR_APRIL 11 Section 2_June04.qxd 3/30/2011 3:51 PM Page 42



ACLC COURTESY PHOTO

**ACLC workers have manufactured movable storage containers to secure aircraft equipment and components during phased maintenance, allowing a more efficient process to populate and de-populate aircraft. This step, and others developed using Lean Six Sigma methods, have allowed ACLC to greatly reduce the time required to execute aircraft phases.**

For AMCOM, and undoubtedly most Army organizations, we can expect funding in the next few years to be flat or decline. Under these circumstances, it will not be easy to continue our present level of support, but reducing our effort is not an option.

There are more Army aircraft deployed in theater now than at any other time since the start of combat operations in 2001, and the number will not decline any time soon.

We must find efficiencies across our supply chain, literally from the factories and depots to the flight lines.

To accomplish this, the entire team: industry partners, program managers, contracting specialists, AMCOM, and even our customers – will have to work together to achieve every saving and efficiency possible in this complex system.

## Maintaining Focus

Our challenge as leaders is to maintain a focus and collective energy on implementing continuous improvement. We must articulate achievable goals and objectives to the workforce, and then set the right priorities that will allow our employees to achieve a balance between current mission and transformation.

If we do that, our world class team of Soldiers, Army civilians, and contractors will rise to every challenge and excel. We are already on this path, and we will continue to push and grow in this direction.

I am looking forward to the dialogue we must have as a community to achieve our mutual goals. Continuing to sustain the most capable aviation and missile force in the world is a challenge I'm proud to be a part of!

❖❖

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



MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 3:40 PM Page 44

SPECIAL FOCUS

PEO AVIATION UPDATE

# Program Executive Office, Aviation:
## Staying Ahead of the Evolving Mission

By MG William T. Crosby

Army Aviation platforms continue to exceed expectations and excel in performance in support of Operation New Dawn and Operation Enduring Freedom, flying over 4.3 million hours while operating at four to six times the peacetime operational flight rate. The credit for such continued success goes to the Soldiers on the ground and the aviation crews who do an outstanding job of keeping our aircraft viable in the fight. Whether conducting scouting missions, resupply, air assaults, or reconnaissance, surveillance, and target acquisition, Army aviation remains a critical enabler in these types of environments and in this type of war.

As we continue to improve Army aviation, the PEO Aviation workforce continues to earn the ground commander's confidence and respect through hard work, devotion, and intelligent application of strategies. My metric for success is the feedback we obtain from these combat commanders.

Our top priority in PEO Aviation is to reduce the burden on the Soldiers so that they can continue to execute the challenging missions they perform every day.



The CH-47F Chinook continues to support the warfighters on the ground and has recently been modernized to integrate the Garmin 696, an improved gun mount, and the electronic control unit.

PEO AVN COURTESY PHOTO

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:25 PM Page 45

### Life Cycle Management

Increased usage places a greater burden on maintainers, shortens aircraft lifespan, and increases support costs. Aviation is in a continual process of transformation, RESET, and projection of combat power. As the life cycle manager for all aviation platforms, my project managers are charged with cradle-to-grave execution of aviation platforms.

The next few years will prove to be the most challenging in the execution of life cycle management in the history of Army Aviation.

Our job lies in improving the integration of acquisition and sustainment into the LCM process in order to increase system readiness for the warfighter and identify ways to reduce total ownership costs through the use of Life Cycle Sustainment Metrics including reliability, maintainability, total ownership cost, and mean down time of aviation platforms.

### PEO Aviation G-3

In an effort to ease the acquisition workload of brigade commanders and to allow them to focus more on training for combat missions, we have a new, fully established G-3 office charged with interfacing between the acquisition community and brigade commanders and coordinating with PEOs responsible for equipment used in combat aviation brigades.

The G-3's mission is to synchronize execution of the PEO mission, which is to ensure unity of effort in support of the warfighter.

Included in this set of responsibilities is the development of PEO-wide priorities, the direction of PEO operations, and the provision of policies and strategies for developing and sustaining training and leadership systems.

The G-3 will identify PEO, CAB, and project manager's requirements and resource adjustments to ensure mission success and improve CAB readiness, sustainment, safety, and flight operations.

The G-3 will also maintain a PEO "War Room" Center with an Action Tracking System that will provide fleet management visibility concerning aviation maintenance and logistics issues affecting the CABs, while applying Lean Six Sigma techniques to improve PM/Assistant PM business practices.

### Mission Growth, Modernization and Efficiencies Within the Project Offices

We continue to modernize our airframes and tackle obsolescence and sustainment challenges. All project managers must address obsolescence throughout the life cycle of any program. Long term sustainment is key to the logistical support of our aviation platforms.

PM Apache has developed a long-term obsolescence mitigation and product support strategy that, when combined with the evolving modernization effort, will ensure the Apache remains relevant and ready for as long as it flies in support of the ground Soldier.

The Block III Program has entered Low Rate Initial Production and will improve performance, situational awareness, and sustainability while filling the capability gaps that commanders have on the battlefield, including the latest technology in Manned Unmanned Teaming Level 4 capability. The first inductions have occurred with the first Block III airframe rolling off the assembly line by the end of FY11.

PM Armed Scout Helicopter (ASH) has undergone significant mission growth with recent additions





PEO AVN COURTESY PHOTOS

The OH-58D Kiowa Warrior will soon receive an upgrade to its design.



An AH-64D Apache Longbow Block III flies over Yuma Proving Grounds during the Limited User Test in November 2009.



The MQ-1C Gray Eagle is the Army's newest and largest UAS; shown is the QRC2 version, weaponized with four HELLFIRE missiles.

such as the OH-58 A/C and TH-67 training helicopter fleets, which includes sustainment and program management requirements to support the institutional training base.

The OH-58F Kiowa Warrior Cockpit and Sensor Upgrade Program is on schedule and includes the Control Display Subsystem CDS5 cockpit enhancement and the installation of a modern sensor combating obsolescence and sustainment issues.

The emerging Armed Aerial Scout Helicopter mission is currently in the final stages of analysis with the final report expected during the second quarter of 2011.

The Analysis of Alternatives (AoA) is ongoing and will likely result in a requirement for a new manned, armed reconnaissance helicopter, an additional upgrade to the Kiowa Warrior design, or requirements for more unmanned aircraft systems (UAS).

Demands for increased UAS support have created a groundswell of requests. The most recent are for additional small UAS in Afghanistan which the PM has answered by acquiring, fielding, and training operators as well as by employing the Puma UAS to OEF. They have also initiated doubling the number of Raven systems fielded to deployed brigade combat teams.

PM UAS is making initial preparations to deploy a quick reaction capability (QRC) Vertical Take-Off and Landing UAS capability in support of increased intelligence, surveillance, and reconnaissance requirements in theater, resetting a DARPA-owned YMQ-18A (Hummingbird), and conducting fit checks of the DARPA advanced remote ground unattended sensor (ARGUS) payload.

Upon successful completion of integration test flights, the YMQ-18A and appropriate payloads will fly operational missions in Afghanistan by the end of FY11. Additionally, two Special Operations Command (SOCOM)-owned Hummingbirds, the first of the Block II configuration, will be upgraded for possible deployment to OEF in 2QFY12 to join the QRC aircraft deployed there in FY11.

While the arrival of the CH-47F marks a major milestone, Soldier Focused Logistics, which consolidated and integrated key Chinook support organizations and personnel into one centralized location, has proven to be an effective army transformation program by improving communications and providing quicker response times to support the CH-47 fleet.

Modernization efforts continue to be integrated into the Chinook fleet, including the development/incorporation/addition of: (1) the Garmin 696, (2) the improved gun mount, and (3) the Electronic Control Unit.

To maximize dwell time and improve the Soldier's quality of life, PM Cargo developed and executed the CH-47F Chinook Helicopter New Equipment Training Team (NETT) as a new model for Aviation. The program took over two years to develop and provides Soldiers comprehensive training at the unit's duty location.

Army senior leadership has recognized the value of the CH-47F NET program and is now the preferred method to train deploying units.

PM Utility fielded 172 brand new Black Hawk/Lakota aircraft as well as 48 recapitalized Black Hawks last year. They are on track to field another 169 new Black Hawks/Lakota aircraft, and an additional 48 recapitalized Black Hawks this year. Black Hawk assembly lines now feature the "M" series aircraft, with both HH-60Ms and UH-60Ms in full production.

The PM continues to support the production of Navy, other government agencies (OGA), and foreign military sales (FMS) aircraft as well.

New mission equipment packages (MEPs) and sub-systems have been well received in the field.

The UH-72A Lakota program continues its rapid progress with 214 aircraft on contract, 148 delivered, and 141 flying with the Active Army and Army National Guard. In the upcoming year, the aircraft will begin receiving the security and support (S&S) battalion MEP and will significantly improve the capability of the Lakota in Homeland Security, border

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 48



PEO AVN COURTESY PHOTOS

148 UH-72A Lakota aircraft have been delivered and 141 flying with the Active Army and Army National Guard.



Mi-17

patrol, and counter drug missions.

The Aviation Systems Project Management Office touches virtually every aspect of Army Aviation. With five product offices managing over 90 products, their mission is far reaching and critical to aviation operations.

The PM AS team is working diligently to develop and integrate new and improved products and systems for Army aircraft and maintainers around the world.

The Army senior leadership has recognized the magnitude of work required to acquire, field, sustain, and modernize the Army's fixed wing (FW) fleet and also recently approved the creation of a new Project Office for Fixed Wing.

Approximately 100 additional FW aircraft will be integrated into the PM which will remain at Redstone Arsenal as part of the PEO Aviation.

PM AS continues to move forward, bringing together the power of interoperability and networking, and linking new and legacy systems for increased combat capability.

PEO Aviation's newest project office for Non-Standard Rotary Wing Aircraft (NSRWA) continues to work closely with industry partners to improve support to the warfighter. Safety, airworthiness, and responsive support to all the non-standard platforms will remain the core function of all non-standard PMO operations.

The new NSRWA PM is responsible for executing all procurement, sustainment, and technical support to meet the requirements for aircraft and crews in support of DoD and partner nations.

In December 2010, the Acquisition Decision Memorandum authorized transfer procurement authority for 21 Mi-17 aircraft for the Combined Security Transition Command - Afghanistan (CSTC-A) to the Department of the Army.

Since its inception, the NSRWA PMO has grown to over 100 personnel, assumed responsibilities for other non-standard aircraft procurement, and delivered new Mi-17s to Iraq and Afghanistan. The Project Office is applying lessons learned and will orchestrate a comprehensive assimilation plan that will allow the Project Office to remain responsive to the new non-standard customers without compromising support to the Mi-17 community.

## An Eye Towards the Future

As budgets come down, it is going to be more difficult to resource Army Aviation at the same level in the future. However we will continue to successfully modify, upgrade, and remanufacture current, existing platforms to increase the life of our aircraft's survivability. Even with all of the great work we are doing in upgrading and supporting the current fleet, we recognize that now is the time to invest in the science and technology required to develop the future fleet.

Our current fleet will not last forever, and there are limits to our ability to upgrade current designs to meet future needs. Acquiring the amount that we need to invest in science and technology programs to effectively replace our continuously aging systems is going to be a challenge.

With no significant funding set aside or development programs approved, we have to accept risks in some areas, make trades in others, and agree on where our major investments need to be focused. At the same time, we must also fight to sustain our current resources.

Teams within the Army and OSD are working diligently to define the future Aviation environment and force, leading to the definition of capabilities that must be realized to be successful on the future battlefield.

As PEO Aviation cares for the aging fleet, our organization will continue to support the development and execution of a new investment strategy that will provide for new platforms ready to field in the 2025 timeframe and beyond.

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*MG William T. (Tim) Crosby is the U.S. Army program executive officer for aviation, Redstone Arsenal, AL.*

ACHIEVE WITH HONOR
GROW THROUGH KNOWLEDGE

Making a Difference for Army Aviation Soldiers and Their Families

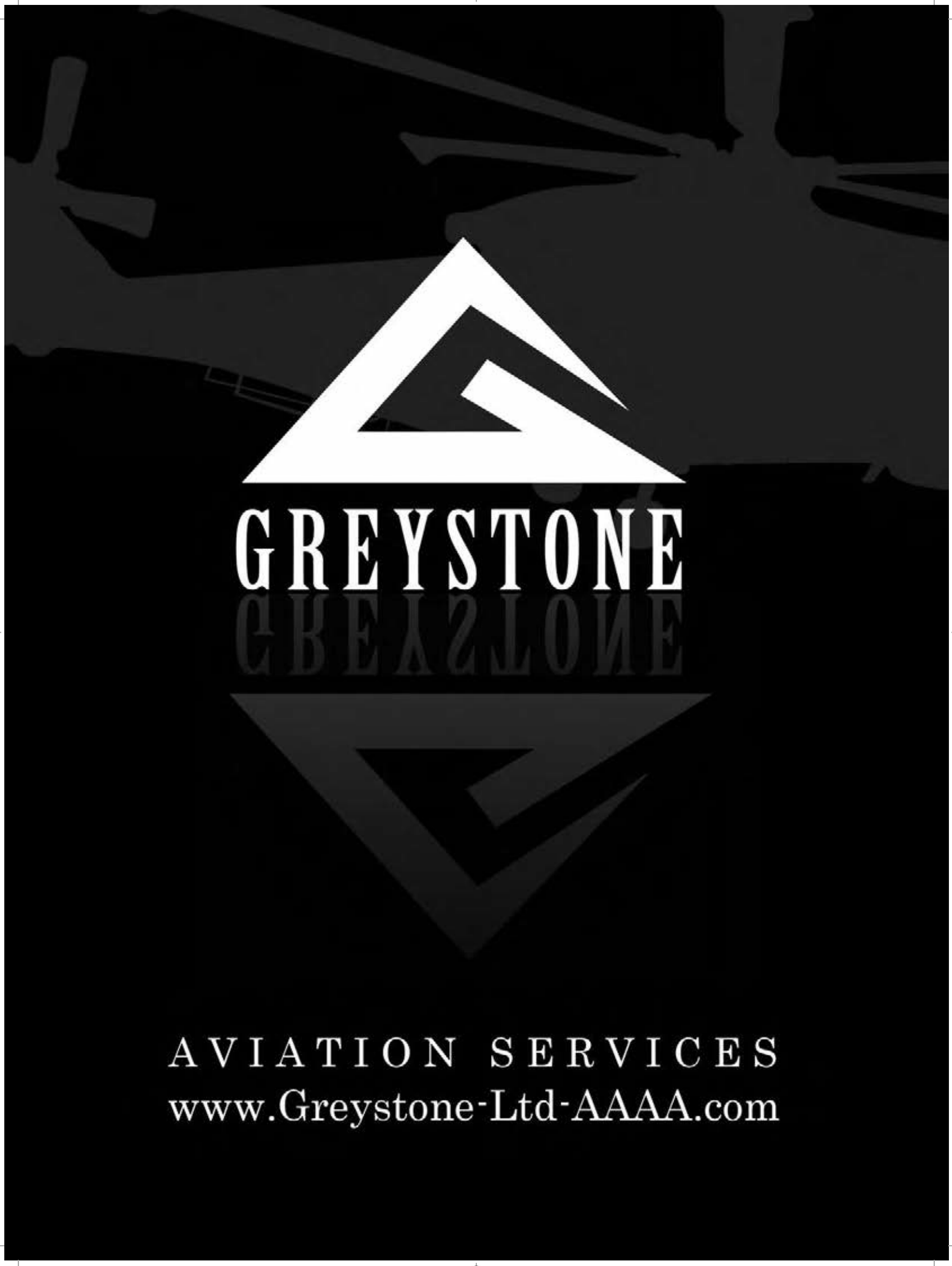
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AAAA SCHOLARSHIP FOUNDATION supports the personal development of AAAA members and their families with annual education scholarships and interest-free loans. The FOUNDATION thrives on the generosity of private donors, industry, honorary and memorial donations.

Help us at Army Aviation to continue our mission towards higher education.

For more information on donations and scholarship applications call 203.268.2450 or visit www.quad-a.org

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 49



MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 9:32 AM Page 50

# AAAA Professional Forum and Exposition
# 2011 Schedule of Events

## Saturday April 16, 2011

**0700-1800** **Air Assault Chapter Golf Tournament**
Gaylord Springs Golf Links Course
**1300-1700** **AAAA Registration Center Open** Governor's A
**1700-1800** **National Awardees Briefing** Governor's C

## Sunday April 17, 2011

**0900-1900** **AAAA Registration Center Open** Governor's A
**0930-1130** **AAAA National Executive Board Meeting**
Governor's C
**1130-1300** **NEB Luncheon (Invitation Only)** Governor's D
**1300-1600** **Press Room Open** Ryman Studio AB
**1300-1430** **Annual Meeting: Discussion of AAAA Initiatives and Membership Awards presented.** Delta B
(Chapter leadership and all AAAA Members are encouraged to attend. Refreshments served – Open Bar & Snacks).
**1600-1900** **Early Bird Reception & Opening of Exhibits**
Exhibit Hall

## Monday April 18, 2011

**0715-1600** **AAAA Registration Center Open** Governor's A
**0715-0815** **Eye Opener Coffee** Delta A
**0715-0815** **Speakers Breakfast** (Invitation Only)
Governor's Chamber E
**0715-1600** **Press Room Open** Ryman Studio AB
**0815-1030** **Professional Sessions Opening** Delta A
0815-0845 **Welcome, Presentation of Colors**
**BG Rod Wolfe, Ret.,** AAAA President
0845-0900 **Host Command Welcome**
**BG Jeffrey N. Colt,** Deputy Commanding General (Rear), 101st Airborne Division (Air Assault)
0900-0930 **Aviation Branch Opening Remarks**
**MG Anthony G. Crutchfield,** CG U.S. Army Aviation Center of Excellence (USAACE) and Fort Rucker
0930-1030 **Keynote Address & AAAA Awards**
**GEN James D. Thurman,** CG U.S. Army Forces Command (FORSCOM)
**1030-1600** **Exhibit Hall and Two Briefing Areas Open**
(AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC)
PM Briefing Area Alpha # 3433
(Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMF-JTRS)
PM Briefing Area Bravo #2329
**1100-1600** **U.S. Army HRC Career Guidance** Exhibit Hall, Bth 1500
**1130-1300** **AAAA Scholarship Lunch** (Ticketed Event) Delta B
**COL Robert P. Birmingham, Ret,** President of AAASFI Board of Governors
Presentation of Scholarship Donations
U.S. Army Aviation Museum Donations
**1300-1430** **Professional Session Breakouts**
1300-1345 **Warrant Officer Update:** Bayou C
**CW5 Michael L. Reese,** Aviation Branch Chief Warrant Officer
1300-1345 **Enlisted Update:** Bayou D
**CSM Tod L. Glidewell,** Aviation Branch Command Sergeant Major
1345-1430 **U.S. Army HRC Officer Mgmt Update:** Bayou C
**LTC Charles Dalcourt**
1345-1430 **U.S. Army HRC Enlisted Mgmt Update:** Bayou D
**LTC Randall Haws,** Avn. Branch Chief, Enlisted
**1400-1630** **AAAA Scholarship Foundation Board Meeting**
Governor's C

## Tuesday April 19, 2011

**0700-1600** **AAAA Registration Center Open** Governor's A
**0700-0800** **Speakers Breakfast** (Invitation Only)
Governor's Chamber E
**0700-0800** **Eye Opener Coffee** Delta A
**0700-1600** **Press Room Open** Ryman Studio AB
**0830-1130** **Prof. Sessions: Resilient and Adaptive** Delta A
0830-0900 **Aviation Safety**
**BG William T. Wolf,** Commanding General, Combat Readiness and Safety Center (USACSC)
0900-0930 **Special Operations Aviation**
**BG Kevin W. Mangum,** Commanding General, U.S. Army Special Operations Aviation Command (ARSOAC)
0930-1045 **Integrated Warfighting Forum**
**Host: MG Anthony G. Crutchfield,** CG, U.S. Army Aviation COE and Fort Rucker
**MG David D. Halverson,** CG, U.S. Army Fires COE and Fort Sill
**BG Theodore D. Martin,** Commandant, U.S. Army Armor School, Fort Benning
**Mr. William Moore,** SES, Deputy to the CG, U.S. Army Sustainment COE and Fort Lee.
**Mr. Jerry Proctor, SES,** Deputy to the CG U.S. Army Intel COE and Fort Huachuca
1045-1130 **Resilient and Adaptive**
**GEN Hugh H. Shelton, (Ret.),** former Chairman JCS
**1130-1600** **Exhibit Hall and Two Briefing Areas Open**
(AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC)
PM Briefing Area Alpha # 3433
(Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMFJTRS)
PM Briefing Area Bravo #2329
**1130-1600** **U.S. Army HRC Career Guidance** Exhibit Hall, Bth 1500
**1200-1330** **Spouse Working Luncheon** (Ticketed Event) Delta C
**Ms. Nicolette Maroulis,** Wounded Veteran Athlete
**1230-1400** **Breakout Session 1: CAB Commander Panel**
Bayou CD
**Chair:** **COL Daniel L. Ball, Chief of Staff, USAACE**
**COL Donald N. Galli, Cdr., 3rd CAB**
**COL William K. Gayler, Cdr., 101st CAB**
**COL Frank M. Muth, Cdr., 1ID CAB**
**COL Frank W. Tate, Cdr., 25th CAB**
**1330-1530** **Cub Club Reunion** (Members/Invitation Only)
**1345-1630** **Spouse Wellness Cafe** Delta D
**1400-1530** **Breakout Session 2: UAS Panel** Bayou CD
**Chair:** **COL Robert J. Sova,** TRADOC Capability Mgr, UAS
**COL Gregory B. Gonzalez,** PM UAS
**COL Steven D. Mathias,** DCO, ARSOAC
**COL Charles Sexton,** Cdr., 2 BCT
**COL Grant Webb,** CDR., JUASA COE
**1400-1500** **AAAA Membership Committee Meeting** Governor's C
**1500-1600** **AAAA NEB & Chapter Presidents Session** Governor's C

*Continued on page 52*

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 9:38 AM Page 52




# AAAA Professional Forum and Exposition

# 2011 Schedule of Events

**Tuesday April 19, 2011** *continued*

| | | |
|---|---|---|
| **1530-1630** | **Breakout Session 3: Future Vertical Lift** | **Bayou CD** |
| **Chair:** | **Mr. Ellis Golson,** Director, Capability Development & Integration Directorate, (CDID), Fort Rucker. | |
| | **MG James O. Barclay III,** ADCS G-3/5/7 | |
| | **COL Thomas H. Bryant,** Cdr., AATD (AMRDEC) | |
| | **COL Joseph Jellison, Dir.,** TPO-AB, (CRD) | |
| | **COL William H. Morris,** DCS, DA G 3/5/7 DAMO-AV | |
| | **Col Robert T. Tobin,** USMC, OPNAV N88, 5D453 | |
| **1730-2100** | **Army Aviation HoF Dinner** (Ticketed Event) | **Delta BC** |
| 1730-1800 | **Ticket Pick Up** | **Delta Lobby BCD** |
| 1800-1900 | **Reception** | **Delta Lobby BCD** |
| 1800-1900 | **HoF Inductee Assembly** | **Delta A Lobby** |
| 1900-2100 | **HoF Dinner** | **Delta BC** |
| **2100-0100** | **AAAA Chapter Reception** | **Presidential CDE** |

**Wednesday April 20, 2011**

| | | |
|---|---|---|
| **0730-1600** | **AAAA Registration Center Open** | **Governor's A** |
| **0730-0830** | **First Light Breakfast (Invitation only)** | **Delta B** |
| | **LTG William N. Phillips,** Military Deputy/Director, Army Acquisition Corps Office of the AssistantSecretary of the Army (AL&T) | |
| **0730-0900** | **Eye Opener Coffee** | **Delta A** |
| **0730-1600** | **Press Room Open** | **Ryman Studio AB** |
| **0900-1100** | **Professional Sessions: The Future Security Environment** | **Delta A** |
| 0900-0930 | **Describing the Future Security Environment** | |
| | **Mr. Maxie McFarland,** Deputy Chief of Staff for Intelligence (G-2) TRADOC | |
| 0930-1000 | **Equipping for the Futue Security Environment** | |
| | **MG William T. Crosby,** PEO Aviation | |
| 1000-1030 | **Supporting the Future Security Environment** | |
| | **MG James E. Rogers,** CG, U.S. Army Aviation and Missile Command | |
| 1030-1100 | **Future Concepts in a Cost Culture** | |
| | **LTG Robert E. Durbin,** Special Assistant to the Chief of Staff, Army for Enterprise Management | |
| **1100-1600** | **Exhibit Hall and Two Briefing Areas Open** | |
| | (AVN Sys, Cargo, Utility, NSRWA, Air Warrior, AVCATT, RTC) | **PM Briefing Area Alpha # 3433** |
| | (Apache, ASH, UAS, AATD, ASE, AMCOM Corr., AMF-JTRS) | **PM Briefing Area Bravo #2329** |
| **1100-1600** | **U.S. Army HRC Career Guidance** | **Exhibit Hall, Bth 1500** |
| **1200-1330** | **AAAA 50 Year Members, Charter Members, & Cub Club Luncheon** (Invitation Only) | **Governor's D** |
| **1800-2200** | **AAAA Annual Banquet** (Ticketed Event) | **Delta A** |
| | **Featuring Country Artist Trace Adkins** | |
| 1800-1845 | **Assigned Seat Verification** | **Delta Lobby A** |
| 1800-1845 | **Reception** | **Delta Lobby A** |
| 1800-1845 | **VIP Head Table Assembly** | **Delta D** |
| 1900-2200 | **Banquet and Entertainment** | **Delta A** |
| | NOTE: The AAAA Annual Banquet is assigned seating only. Ticket Booth located in the Registration area for your seating assignment prior to 12 noon on April 20 | |
| **2100-2400** | **AAAA Farewell Bash** | **Delta BC** |
| | Say your goodbyes to your friends until next year. Music for dancing, listening pleasure and beverages. | |

**See you next year in Nashville, TN, April 1-4, 2012**

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

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:06 PM Page 54

# AAAA Professional Forum and Exposition

# 2011 National Executive Board

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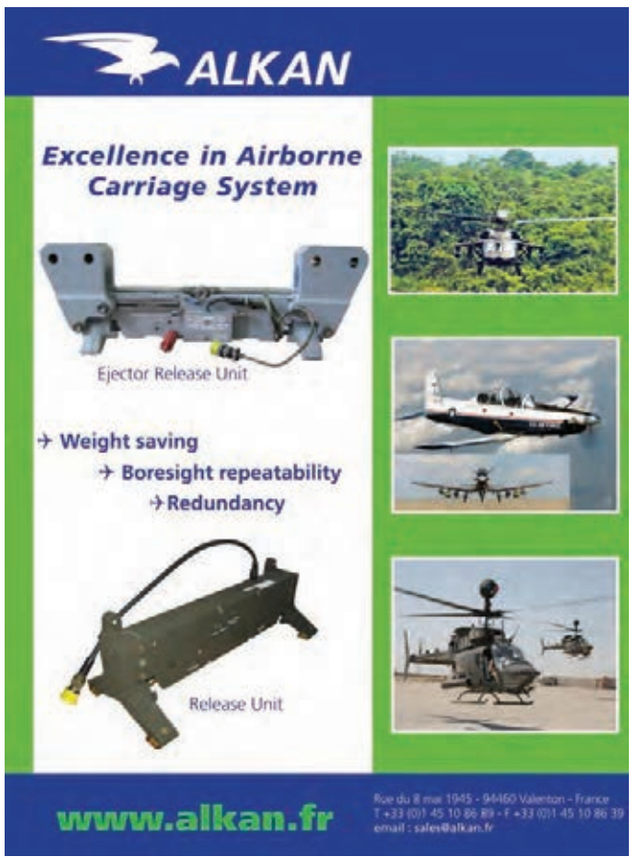
**NATIONAL MEMBERS-AT-LARGE EMERITUS**
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BG Anne F. Macdonald, Ret.
BG Kevin W. Mangum
BG Stephen D. Mundt, Ret.
Mr. Paul Bogosian

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COL Andrew N. Milani II, Ret.
COL Chandler Sherrell
LTC Kelly C. Brown
CW5 David F. Cooper
CW5 Michael L. Reese
CSM Tod L. Glidewell
CSM Buford Thomas, Ret.
SGM Joseph R. Kenney Jr.
SGM Kenneth G. Rich, Ret.
Mr. Edwin P. Birtwell
Mr. Philip J. Dunford
Mr. Robert Kenney
Mr. Scott Starrett

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(150 or More Members)

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**Tennessee Valley Chapter**
COL Robert D. Carter, Ret.
**Aviation Center Chapter**
MG Rudolph Ostovich III, Ret.
**Washington-Potomac Chapter**
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**Big Red One Chapter**
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**Air Assault Chapter**
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**Connecticut Chapter**
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# AAAA Professional Forum and Exposition

# 2011 Ryman Exhibit Hall



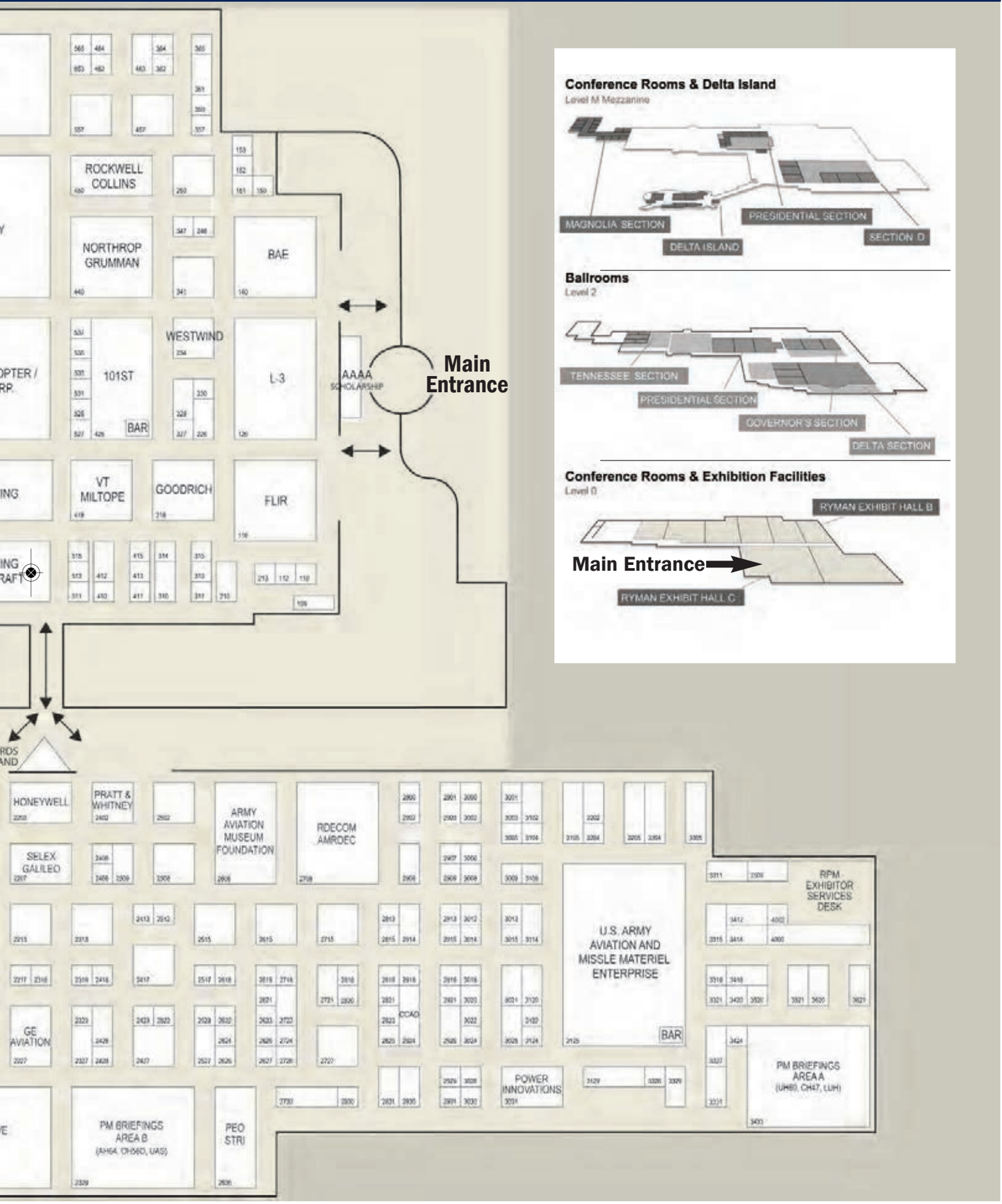

## Exhibit Hall Hours

**April 17, Sunday**
4:00 PM – 7:00 PM
Early Bird Reception

**April 18, Monday**
10:30 AM – 4:00 PM

**April 19, Tuesday**
11:30 AM – 4:00 PM

**April 20, Wednesday**
11:00 AM – 4:00 PM


ROCKWELL COLLINS
NORTHROP GRUMMAN
BAE
WESTWIND
101ST
BAR
L-3
AAAA SCHOLARSHIP
Main Entrance
VT MILTOPE
GOODRICH
FLIR
HONEYWELL
PRATT & WHITNEY
ARMY AVIATION MUSEUM FOUNDATION
RDECOM AMRDEC
SELEX GALILEO
GE AVIATION
CCAD
U.S. ARMY AVIATION AND MISSLE MATERIEL ENTERPRISE
BAR
POWER INNOVATIONS
RPM EXHIBITOR SERVICES DESK
PM BRIEFINGS AREA A
(UH60, CH47, LUH)
PM BRIEFINGS AREA B
(AH64, CH58D, UAS)
PEO STRI


Conference Rooms & Delta Island
Level M Mezzanine
MAGNOLIA SECTION
PRESIDENTIAL SECTION
SECTION D
DELTA ISLAND
Ballrooms
Level 2
TENNESSEE SECTION
PRESIDENTIAL SECTION
GOVERNOR'S SECTION
DELTA SECTION
Conference Rooms & Exhibition Facilities
Level 0
RYMAN EXHIBIT HALL B
Main Entrance
RYMAN EXHIBIT HALL C

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:08 PM Page 58

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

**Exhibitor.....Booth#**
11th Aviation Command/USAR Aviation .....2136
160th SOAR (A).....826
21st Cavalry.....2123
3M Aerospace .....3025
AAAA/Scholarship Foundation .....Main Entrance
AAAA Merchandise .....109
AAFMAA (Army & Air Force Mutual Aid Association) .....515
**AAI Corporation.....526**
AAR CORP. .....1140
ACES Systems .....2318
Acme Aerospace Inc.....1919
ADEPT Technologies.....2508
**ADS Inc. .....3412**
Advanced Torque Products .....1421
AECOM .....3114
AEgis Technologies .....3021
Aerial Machine and Tool .....1409
Aero Dynamix, Inc. .....716
Aerospace Maintenance Solutions .....1712
Aerospace Optics, Inc. .....415
AeroVironment, Inc. (AV).....1701
AGC Aerospace & Defense (CAT, Integrated Composites, Unitech Composites, APSE, Veracity, Valair Aviation) .....2119
AGE Logistics Corporation .....1914
AgustaWestland.....2007
Air Comm Corporation.....2825
Air Methods Products Division.....2821
Air Rescue Systems Corporation .....1702
Air Tractor, Inc. .....152
Aircraft & Commercial Enterprises .....2919
Aitech Defense Systems, Inc. .....3002
Alion Rapid Engineering Solutions Group.....2721
All-System Aerospace Int'l. Inc./Heli-Sysco Inc. ..2918
Altair Engineering.....1100
American Airlines/Snowball Express .....1556
Ameripack, Inc. .....2031
AMETEK Aerospace & Defense .....2820
Ampex Data Systems .....112
AmSafe .....3104
Ancra International.....2819




**Aranea Solutions Inc. .....3311**
ARINC .....250
Armed Forces Insurance .....1005
Armed Services Mutual Benefit Association (ASMBA) .....1003
ArmorWorks .....2427
Armstrong Tools.....1916
Army Air Force Exchange Service (AAFES) .....3030
Army Antiterrorism Branch.....2900
Army Aviation Museum Foundation, Inc.....2608
Army Fisher Houses - US Army Medical Command ....537
Army Historical Museum .....1402
Army Oil Analysis Program Management Office ..2901
ARNG Aviation & Safety Division .....1414
Association of the U.S. Army.....2907
Astronics DME Corporation.....2426
ATEC .....2406
ATEC/AEROVAN .....2509
ATK Alliant Techsystems .....2017
Aurora Flight Sciences .....457

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**AUSA Family Programs .....535**
AVALEX Technologies .....110
Av-DEC .....2517
Avenge, Inc.....1446
Aviall Services Inc .....1345
Aviatech Corp. .....3108
AVIATRIX, Inc. .....1812
Avion Avtask .....2724
Avion Solutions, Inc. .....329
Avionics Technologies "ATI Engineering Services" 1460
AVOX Systems .....151
AVROVER .....1363
AVX Aircraft Company .....2913
B.E. Meyers & Co. Inc. .....2813
BAE Systems.....140
Barnes Aerospace .....2512
Battelle .....1159
Becker Avionics Inc .....327
Bell Helicopter/AAI Corporation .....526
Big Ass Fans .....3621
BLEY LLC .....1933
The Boeing Company .....510, 518
Breeze-Eastern Corporation .....462
CAE .....1058
CALCULEX, Inc. .....2718
Camber Corporation .....1265
Cargo Helicopters PMO.....1426
CAST Navigation, LLC.....2100
CATI Training Systems .....3620
CECOM Communications-Electronics Command 2929
Cessna Aircraft Company .....313
Chamber of Commerce of Huntsville/Madison Co. 3001
Chandler/May, Inc.....2313
Chemring Group PLC .....2013
Click Bond, Inc. .....2621
COBHAM .....1466
Cocoon, Inc.....1716
Columbia Helicopters, Inc.....1237
Columbus Jack Corporation .....1718
Combat Helicopter Pilots Association .....3328
Combat Medical Systems, LLC .....1165
Contract Fabrication & Design.....1053
Corpus Christi Army Depot .....2924
Crestwood Technology Group .....315
CSC .....2417
Cubic Defense Applications.....3521
Curtiss-Wright Controls Electronic Systems .....2418
Dakota Air Parts Int'l., Inc.....2624
Dallas Airmotive.....2327
Danalco Inc.....2902
Darley .....2619
Dayton T. Brown, Inc. .....1437
Dayton-Granger, Inc. .....964
Defense Acquisition University .....2903
Defense News & Army Times .....1361
Dillon Aero, Inc. .....1004
Discovery of Flight Foundation/Wright Experience ..3022
DiSTI Corporation .....314
DLA Aviation .....3129
Donaldson Company (AFS).....1440
DRC .....3124
DRIFIRE/Optimer Brands .....2323
DRS Technologies .....916
Dynamic Control Inc./Permali Gloucester Ltd. ....4000
DynCorp International .....910
EADS North America .....940
East/West Industries, Inc. .....1417




**Eaton, Aerospace Group.....2815**
EDMO Distributors, Inc. .....311
Elbit Systems of America.....1210
EMS Aviation .....359
EMTEQ .....1713
Envelop Protective Covers .....653




**Essex Industries .....411**
Esterline - Palomar Products.....1458
Esterline CMC Electronics.....1359
Fastening Systems International, Inc. .....1819
FILCONN INC.....2830
First Command Financial Services .....1164
Flight Safety International .....1425
FLIR Systems .....116
Florida Turbine Technologies Inc. .....1907
FNH USA, LLC .....1320
Fort Rucker DIsplay.....1304
Freeman Holdings Group .....2319
GasTops Inc. .....2408
GE Aviation .....2227
General Atomics Aeronautical Systems, Inc.....1801
General Dynamics C4 Systems.....1326
GENTEX Corporation .....153
Gichner Systems Group Inc. .....1719
Goodrich Corporation .....218
Greenwich AeroGroup (Summit Aviation, DAC International, Professional Aircraft Accessories) ..1350
H.W. Farren Co. Aircraft Transportation .....1434
Handling Systems, Inc. .....1405




**Harris Corporation.....720**

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:09 PM Page 60

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

Hawk Enterprises, LLC .....1918
Hawker Beechcraft Corporation .....2228
HEATCON Composite Systems .....1061
Helicomb International Inc. .....3122
Helispec Inc .....2626
Honeywell .....2203
Hontek Corporation .....846
Howell Instruments, Inc. .....210
HRCoE .....1500
Icore International, Inc. .....2823
IEE - Industrial Electronic Engineers, Inc. .....1300


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Inter-Coastal Electronics, Inc. .....463
Interface Displays & Controls, Inc. .....3009
Intevac Photonics, Inc. .....150
Inventory Locator Service, LLC .....410
Isodyne, Inc. .....1235
ITT .....341
J Chadwick Co. .....2217
JHT Inc. .....2915
Joint Aircraft Survivability Program Office (JASPO) ..1939
Kaman Aerospace .....1365
K-CON Inc. .....2625
KenJer Industries/BoltByte Tools .....1937
King Aerospace Inc. .....365
Kipper Tool Company .....1923
Knowledge Based Systems, Inc. .....2921
Kratos Defense & Security .....3508
L-3 Communications .....126
LaBarge, Inc .....1334
Laselec Inc. .....2909
Latshaw Training Group, Inc. .....3008
LAVERSAB INC .....2001
Liquid Measurement Systems .....817
Little Giant Ladder Systems .....1710
Lockheed Martin .....1016
Logis-Tech, Inc. .....2413
Luminator .....2727
M & S Machining, Inc. .....3520
M1 Support Services .....1000
Martin-Baker Aircraft Company, Ltd. .....1353
Massif Mountain Gear .....1007
MED-TRANS .....1435
Meggitt .....848
Metalite Aviation Lighting .....3319
Micro-Coax, Inc. .....213
Middletown Composites .....2618
Military Child Education Coalition .....533
Military Officers Association of America (MOAA) 3012
Military Parts Exchange / Dynatech .....2113
Miro Technologies .....2623
MonoSol LLC .....3003
Moog Inc. .....2722
Mustang Survival, Inc. .....1236
NAMMO, Inc. .....1065
National Aviation Hall of Fame .....3618
National Defense Industrial Association .....513
National Guard Bureau Office of Legislative Liaison ..3204
NAVAIR IBST .....3202
NAVAIR PMA209 GPWS/TAWS .....3205
NCS Technologies, Inc. .....3424
NGA-National Geospatial Intelligence Agency ....2831
NGRAIN .....3315
Night Stalkers Association .....1700A
NMC-Wollard .....1708
Norduyn .....1059
Northrop Grumman Corporation .....440
Onboard Systems .....1436
O'Neil & Associates, Inc. .....3005
Ontario Knife Company .....2523
Oppenheimer Precision Products .....1714
Orbit International Corp. .....357
Order of Daedalians .....527


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**Oregon Aero, Inc. .....226**
Oshkosh Specialty Vehicles .....1200
OSU-University Multispectral Laboratories .....3329
Oxley Inc. .....464
Palomar Display Products, Inc. .....2212
Paramount Panels, Inc. .....413
Parvus Corporation .....3420
Phantom Products Inc. .....1134
Physical Optics Corporation .....3006
Piasecki Aircraft Corporation .....412
Pilatus Business Aircraft, Ltd. .....2428
PM Apache .....1540
PM ARES (Aerial Reconnaissance & Exploitation Systems) .....2014
PM ASE .....1301


PM BRIEFINGS

Area A – Booth 3433
Area B – Booth 2329


PM JCSS/PM SKOT/PD TMDE .....2039
Polaris Defense .....1010
Port-A-Cool, LLC .....2522
Potomac Aviation Technology Corp.-Super AWOS .....1462
Power Innovations International, Inc. .....3031
PPG Aerospace .....1259
Pratt & Whitney .....2402
Product Manager Air Warrior .....3105
Product Manager Aviation Ground Support Equipment (PM AGSE) .....1723
Program Management Office Non-Standard Rotary Wing Aviation .....1456
Project Manager For Aviation Systems .....1730
Protective Group .....2023
QmaxTest Research .....3014
QRP, Incorporated, APEM Company .....1931
Raytheon Company .....1226
RDECOM - AMRDEC .....2708
Redstone Test Center .....3304


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**Robertson Fuel Systems .....819**
Rockwell Collins .....450
Rolls-Royce .....1046
Rotor & Wing Magazine .....1700
S3, Inc. .....2224
Sabreliner Corporation .....2101
Safran .....1052
Sandel Avionics .....3321
Sanmina-SCI Corporation, Defense and Aerospace Systems Division .....3120
Science Applications International Corp. .....1220
Secure, Rugged Portable Systems .....1322
Seitz Scientific Industries Inc. .....347
SELEX GALILEO .....2207
Sensor Systems, Inc. .....1001


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**Sentient Vision Systems Ltd .....1815**


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**SES .....840**
Shephard Group .....362
Sierra Nevada Corporation .....1253


Sikorsky
A United Technologies Company


**Sikorsky .....540**
SKF Aerospace .....364
Skydyne Company .....3018
Snap-On Industrial .....2008

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:09 PM Page 62

# AAAA Professional Forum and Exposition

# 2011 Yellow Pages Exhibitors Listing

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Superior Controls.....2925
Survival Systems USA Inc. .....1234
Sustainable Range Program .....3331




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Tactical Lighting Solutions .....3013
TAPS-Tragedy Assistance Program For Survivors 531
TDK-Lambda Americas .....1407
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Teledyne Brown Engineering.....2213
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THALES.....2622

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Triumph Group Inc. .....1901
TUI University .....1704
U.S. Army Aeromedical Research Laboratory (USAARL) .....3102
U.S. Army AMRDEC Prototype Integration Facility (PIF) .....2715
U.S. Army Aviation and Missile Materiel Enterprise .....3125
U.S. Army CECOM Software Engineering Center (SEC) .....2930
U.S. Army CERDEC - Fort Monmouth, NJ .....1400
U.S. Army Combat Readiness/Safety Center .....3414
U.S. Army Operational Test Command .....1468
U.S. Army PEO STRI .....2636, 2730
U.S. Army Reserve Aviation/11th Avivation Command .....2136
U.S. Army Yuma Proving Ground .....3305
UAE Special Operations Command .....1204
Unique Handmade Creations, Inc. .....906
Universal Avionics Systems Corporation.....2012
University of Tennessee .....2818
Unmanned Aircraft Systems Project Office .....1707
URS .....710
US Dynamics Corporation .....3024
USAA .....2112
USAACE .....626
USAALS A & P Programs .....1470
Utility Helicopters Project Office .....556
Vaisala Inc. .....3015
U.S. Army Reserve Aviation/11th Aviation Command .....2136

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VT Group .....2527
VT MILTOPE .....418
W.L. Gore & Associates, Inc. .....310
Westone Laboratories, Inc. .....1201
WestWind Technologies Inc. .....234
WichiTech Industries, Inc. .....3028
Wiley X, Inc.....2726
Wiremasters, Inc.....3418
Wyle .....1158
Yulista Aviation.....2615




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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:37 PM Page 64

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



DAC Kelton

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

Sponsored by the Boeing Company

### Mr. James W. Kelton

**Air Traffic Control Product Management Office**
**Redstone Arsenal, Alabama**

As the assistant product manager for the Army's Tactical Airspace Integration System (TAIS), Mr. Jim Kelton is the driving force in solving many of the complex issues associated with managing low-level airspace.

His efforts directly affect combat effectiveness by providing tactical commanders freedom of maneuver in the third dimension of battle space.

His efforts in the Airspace Integration Improvements Initiative (AI3) are revolutionary and will change the face of both Air Traffic Control (ATC) and Airspace Command and Control (AC2).

He understands not only the complexities of ATC and AC2, but also the need to dynamically provide that same picture back to aircraft in flight.

He provided the vision and organized efforts to expand airspace deconfliction capabilities in joint, coalition, training, and Homeland Defense environments.

Under his leadership TAIS systems were successfully employed in support of the Coalition Attack Guidance Experiment in Canada, Army North Exercise Vibrant Response, and in airspace information centers around the world.

He has continually improved TAIS, streamlining the ability to rapidly clear airspace for immediate missions.

His contributions significantly enhance safety and effectiveness of the tactical and national airspace environments and demonstrate his dedicated service to the U.S. Army.



CW4 Fauth

## James H. McClellan Aviation Safety Award

Sponsored by GE Aviation

### CW4 Jason A. Fauth

**Headquarters and Headquarters Company, 6th Battalion,**
**101st Combat Aviation Brigade**
**Fort Campbell, Kentucky**

CW4 Jason Fauth has made an outstanding contribution to the success and safety of the 6th Battalion, 101st Combat Aviation Brigade and Army Aviation through his dedicated focus on composite risk management and aviation safety.

His efforts directly contributed to 22,300 combat flight hours flown in support of Operation Enduring Freedom 10-11.

His outstanding leadership as the Task Force Shadow Safety Officer allowed TF Shadow to accomplish some of the most complex combat missions ever executed in Regional Command-South, Afghanistan.

His dedicated professionalism as an aviator and trainer has enabled the growth of not only aviation safety officers but aviators of all ranks throughout the formation. Ever the consummate teacher, he has become the senior mentor and advisor to all levels of command across the brigade.

His implementation of a Close Call Data Base to track, report, and communicate ground and air hazards has been an essential part of TF Shadow's mission success enabling visibility of all daily hazards experienced in southern Afghanistan.

His contributions to Army Aviation by providing outstanding leadership ensured the success of the rapid deployment mission of TF Shadow and his hard work and dedication identify him as this year's winner of the James H. McClellan Aviation Safety Award.



SPC Randall

## Henry Q. Dunn Crew Chief of the Year

Sponsored by Robertson Fuel Systems

### SPC Wilhelm L. Randall

**Company C, 3rd Battalion,**
**4th Combat Aviation Brigade**
**Task Force Comanche**
**Afghanistan**

SPC Wilhelm Randall has performed well above his peers displaying exceptional motivation, courage, and selflessness.

Amassing over 245 flight hours and 58 missions while in combat, his phenomenal work ethic is extremely valuable to his unit.

In addition to his individual accomplishments for the company, he has distinguished himself on two separate occasions which had a positive effect on the successful mission accomplishment of Task Force Comanche as a whole in Afghanistan.

The first event was the successful extraction of a MEDEVAC aircrew that experienced a hard landing.

They required assistance and SPC Randall and his crew extracted the stranded crew and wounded patient of the other aircraft under the cover of darkness.

In the second event, he exhibited exemplary courage after being approved into a hot landing zone under enemy fire on an air assault.

He exited his aircraft to expedite the loading of ground forces onto the Blackhawk.

He did this selflessly under enemy fire without any regard to his own safety.

SPC Randall's contributions to the mission of Army Aviation in support of Operation Enduring Freedom earned him recognition as the 2010 AAAA Henry Q. Dunn Crew Chief of the Year.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:38 PM Page 66

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



SPC Frazee

## Aviation Soldier of the Year
Sponsored by
Bell Helicopter Textron

### SPC Cory S. Frazee
**Company B, 603rd Aviation Support Battalion, 3rd Combat Aviation Brigade**
**Hunter Army Airfield, Georgia**

Specialist Frazee, a Chinook Repair Technician assigned to Company B, 603rd Aviation Support Battalion, proved to be an outstanding and hard-working Soldier.

He is a mission focused Soldier with a desire to learn and excel, and has demonstrated the core attributes and fundamental abilities of a successful future leader.

He consistently displayed excellence in all aspects of soldiering and Chinook aircraft maintenance, from simple discipline, to aircraft recovery operations, to phase maintenance inspections.

He participated in twelve Chinook phase inspections, taking the lead on three of them, including both the most challenging and fastest executed in the brigade.

He served as a critical member of the aircraft recovery team where he was indispensable on five recovery missions, taking the lead on one mission.

He progressed as one of two Chinook door gunners in the battalion and completed over 50 combat hours during the course of 35 maintenance test flights.

SPC Frazee continues to demonstrate a technical skill, maturity and leadership potential far beyond that of his peers and junior NCOs and is unequivocally the best soldier in the battalion and most deserving of recognition as the AAAA Soldier of the Year.



SFC Lopez

## Rodney J.T. Yano Noncommissioned Officer of the Year
Sponsored by
Lockheed Martin Corp.

### SFC Rafael C. Lopez II
**Company D, 4th Battalion, 3rd Combat Aviation Brigade**
**Hunter Army Airfield, Georgia**

SFC Rafael Lopez is one of the finest NCOs in Army Aviation today. He was instrumental in the success of Task Force Brawler during Operation Enduring Freedom in 2010.

As the Maintenance Platoon Sergeant for Delta Company, he led in the production of combat power across the 3rd CAB's most expansive area of responsibility in Afghanistan, helping to sustain a fleet of as many as 17 UH-60L, 11 CH-47, 12 AH-64, and six UH-60A helicopters.

He is the complete package: a values-based, professional Warrior who leads from the front in all aspects of a Noncommissioned Officer.

He transformed his platoon of inexperienced Soldiers from three different MOSs into a cohesive unit that completed eight phase inspections each on Blackhawks and Apaches, while tackling copious scheduled and unscheduled maintenance.

He equipped his Soldiers for every challenge of combat: physically, mentally, and emotionally; developing their technical abilities, shaping their physical fitness, honing their marksmanship and life-saving skills, taking care of their families, and preparing them for the future.

His conspicuous, positive contributions directly empowered Task Force Brawler in the war on terrorism and identify him as the clear choice for the Rodney J.T. Yano NCO of the Year Award.



CW3 Lacrosse

## Michael J. Novosel Army Aviator of the Year
Sponsored by
Sikorsky Aircraft Corp.

### CW3 Jason J. Lacrosse
**Company C, 5th Battalion, 158th Aviation Regiment, 12th Combat Aviation Brigade**
**Katterbach Army Airfield, Germany**

CW3 Jason Lacrosse deployed with Charlie Company, 5th Battalion, 158th Aviation Regiment in support of Operation Iraqi Freedom in June 2009. While deployed to Iraq's Multi-National Force-West he served as the Forward Operating Base Korean Village MEDEVAC site officer-in-charge until the company received change of mission orders to move to Afghanistan in support of Operation Enduring Freedom.

He was instrumental in the unit's environment qualifications upon its arrival in Afghanistan. He used his previous Afghanistan deployment experiences to train the company's thirty aviators in high altitude and mountain flying techniques.

He later served as the Regional Command-West's Forward Operating Base Farah MEDEVAC site officer-in-charge for four months before being selected by the command to set up the Kunduz Provisional Reconstructive Team MEDEVAC site in Afghanistan's Regional Command-North.

He was the air mission commander for the "Good Friday" MEDEVAC mission on April 2nd, 2010 in Kunduz, Afghanistan where, under his leadership as an air mission commander, two MEDEVAC UH-60s and one MEDEVAC chase UH-60 safely evacuated 11 wounded German Soldiers under extremely heavy fire from enemy forces over the course of the three hour long mission. The Good Friday mission was the German military's single largest engagement since the end of World War II, and CW3 Lacrosse was awarded the Silver Star and Germany's second highest military award, the German Gold Cross for Valor.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:38 PM Page 68

# AAAA Professional Forum and Exposition
# 2011 National Award Winners



COL Thurgood

## Robert M. Leich Award

Sponsored by Northrup Grumman Corp. ESSS

## Utility Helicopters Project Office Program Executive Office, Aviation

**Redstone Arsenal, Alabama**



Mr. Gore

Project Manager: COL L. Neil Thurgood
Deputy Product Manager: Mr. Gregory D. Gore

When we wake up in the morning, there are more than 400 Utility Helicopters in active combat zones. Concurrently, more than 300 Utility Helicopters are processing through Preset.

Every day more than 300 Utility Helicopters move through the sustainment process. These actions supporting deployed combat Soldiers are the Project Office's number one priority.

Accordingly, this fleet has amassed the highest number of combat helicopter hours in history, over 1.5 million combat hours and over 6 million total fleet hours. Nevertheless, that is not the entire picture - simultaneously, 900 additional utility helicopters are ready to respond to worldwide natural disasters, rescues, MEDEVACs and similar operations.

Our Aviation Soldiers have borne the brunt of Army operations for the past 12 months and their efforts, their conviction, their wisdom and their persistence have produced spectacular results. Accordingly, the Utility Helicopters Team has taken wartime actions to rapidly increase our aircraft fleets, digitize our systems, improve situational awareness, modernize the airframes, and field sophisticated sensor systems.These include 118 new UH-60M Black Hawks, 54 new UH-72A Lakota's, and 435 new T701d engines.

Army Aviation's Utility Helicopters Team and aviation enterprise have changed aviation's vector. Today the aviation team provides the heart of our Army's OPTEMPO and the soul of our commitment to the Soldier.



MAJ Smith

## AAAA Army Reserve Aviation Unit of the Year

Sponsored by Honeywell International

## Company B, 5th Battalion, 159th GSAB

**Fort Eustis, Virginia**



SGT DeHart

Commander: MAJ Aaron L. Smith
Senior NCO: 1st SGT Mark E. DeHart

The Soldiers of B/5-159th General Support Aviation Battalion (Freight Train) distinguished themselves from September 28, 2009 to September 27, 2010 while deployed to Iraq in support of Operation Iraqi Freedom 10-12. Assigned to Task Force 12 (12th Combat Aviation Brigade), the unit represented U.S. Army Reserve Aviation outstandingly by outperforming prior CH-47D Chinook units with only half the airframes and by deploying to OIF with 100% of their unit NVG qualified.

Freight Train Soldiers flew over 5,500 hours averaging over 80 hours per airframe per month, conducted more than 1000 combat operations, delivered over 7,056,000 pounds of cargo, and 552,000 pounds external sling load. They transported over 50,000 troops, Iraqi forces and contractors throughout their area of operation, U.S. Division – South (USD-S).

Freight Train provided effective and efficient support by establishing a self run Space A cargo yard to service all of USD-S and established relationships with all movement control teams and arrival and departure airfield control groups (ADACG) providing proactive "Space A" passenger service to maximize every flight. They also conducted a number of air assaults against high value targets and provided air assault training to Iraqi forces.

The achievements of the Soldiers of B/5-159th GSAB identify them as the 2010 AAAA USAR Unit of the Year.



LTC Pond

## AAAA John J. Stanko Army National Guard Aviation Unit of the Year

Sponsored by Honeywell International

## 1st Battalion, 147th Aviation Regiment

**Coalition Operating Base Adder, Iraq**



CSM Christianson

Commander: LTC Martin J. Pond
Senior NCO: CSM David R. Christianson

TF Ironhawk, comprised of units and Soldiers from the states of Wisconsin, Michigan, and Indiana, the 1-147th Assault Helicopter Battalion (AHB), augmented with G Company 2-135th MEDEVAC from Colorado, and Kansas, as well as A Company 1-1 Attack from 1eCAB 1ID, Ft Riley Kansas, provided unparalleled support as part of the enhanced Combat Aviation Brigade, 1st Infantry Division during Operation Iraqi Freedom and, subsequently, Operation New Dawn. TF Ironhawk easily distinguished itself as the leader in the implementation of the UH-60M into the total combat force with the exceptionally high OPTEMPO required to support U.S. Division-South resulting in the battalion's successful execution of 1,986 combat missions and 15,000 combat hours in four months. Unit Soldiers flew in excess of 6,000 training hours, becoming subject matter experts, all without any accidents. The three assault companies moved over 5,600 passengers and 660,000 pounds of cargo during their 12,000 combat hours. The attack companies flew just under 3,000 combat hours while executing a variety of missions, to include counter indigenous defense fighter; intelligence, surveillance and reconnaissance; and air to ground mission support. The MEDEVAC company provided twenty-four hour coverage at four locations transporting 109 patients with 102 missions and logging more than 1,100 hours.

The outstanding mission accomplishment by Soldiers of TF Ironhawk identifies them as the 2010 AAAA John J. Stanko Army National Guard Aviation Unit of the Year.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:39 PM Page 70

# AAAA Professional Forum and Exposition

# 2011 National Award Winners



LTC Musiol

## AAAA Active Army Aviation Unit of the Year

Sponsored by the L-3 Communications Integrated Systems Group

### 1st Battalion, 3rd Combat Aviation Brigade, Task Force Viper

**Hunter Army Airfield, Georgia**

Commander: LTC Michael J. Musiol
Senior NCO: CSM Terry L. Sparks



CSM Sparks

1st Battalion, 3rd Combat Aviation Brigade, Task Force Viper, was a blend of Active Duty and National Guard Soldiers who provided outstanding mission support to Operation Enduring Freedom from FOB Salerno in Afghanistan.

During combat operations, Task Force Viper operated at a record pace of 2,200–2,600 combat flight hours each month; totaling 29,400 combat hours on 34 aircraft in 12 months. This was facilitated by an unsurpassed maintenance program which completed over one hundred thousand accident free maintenance man-hours to produce an incredible 83% Operational Readiness (OR) rate overall for task force aircraft.

The Vipers successfully conducted over 3,500 missions including 392 deliberate and hasty air assaults; assisted in capturing 96 high value targets and 346 detainees; killed 812 insurgents; moved over 30,000 passengers and 7 million short tons of cargo; evacuated 1,070 casualties, and pumped over 5.7 million gallons of fuel at four separate forward area refueling points.

Task Force Soldiers earned 4 Distinguished Flying Crosses, 43 awards for valor, and over 100 Combat Action Badges.

The achievements of the Soldiers of Task Force Viper are tremendous – sustaining combat power by providing the absolute best aviation capabilities in the world clearly identify them as the 2010 AAAA Active Aviation Unit of the Year.



COL Galli

## AAAA Outstanding Aviation Unit of the Year

Sponsored by the Boeing Company

### 3rd Combat Aviation Brigade, Task Force Falcon

**Hunter Army Airfield, Georgia**

Commander: COL Donald N. Galli
Senior NCO: CSM Richard D. Stidley



CSM Stidley

3rd Combat Aviation Brigade, TF Falcon, operated from 15 forward operating bases (FOBs) across Regional Command-East (RC-E), Afghanistan.

They sustained the highest operational tempo of any Operation Enduring Freedom aviation brigade to date flying in excess of 154,500 combat flight hours, including rotary wing, fixed wing and unmanned aerial systems. All told, TF Falcon had under its command and control 252 aircraft and over 5,006 military and civilian personnel, which included aviation oversight of Polish, Korean, French, and Czech Aviation Forces.

TF Falcon established initiatives to protect the Afghan people and Coalition Forces to include partnering with the Afghan National Security Forces and Afghanistan Air Force to conduct successful training programs and establishing a ground combat platoon to conduct security operations. The TF also supported Afghan and Coalition ground forces through an initiative called Falcon Strike, an aviation-centric counter-improvised explosive device operation, which resulted in a 76% decrease in IED activity along Highway 1. TF Falcon was the first aviation brigade to routinely fly the OH-58D Kiowa Warrior above 6,000 feet and was responsible for 1,534 enemy killed in action and assisted with the capture of 947 insurgents.

The extraordinary accomplishments of TF Falcon Soldiers identify them as the 2010 AAAA Outstanding Aviation Unit of the Year.

## Top Chapter of the Year, Master

Sponsored by AAAA National

### Tennessee Valley Chapter

**Huntsville, Alabama**

Chapter President:
Mr. Gary S. Nenninger

2010 was a tremendous year for the Tennessee Valley Chapter (TVC)as it continues its commitment to Army Aviation, the Warfighter, and the Huntsville/Redstone community.

Highlights included: hosting the largest annual Joseph P. Cribbins Aviation Product Symposium (APS) and recording an all time high number of exhibitor booths; hosting the 2nd Annual "Strong Bonds" weekend for more than 250 family members from Ft. Campbell, KY; supporting deployed Warfighters and the Wounded Warrior program with $15,000 in phone cards, personally delivered in theater by Chapter members; sponsoring the Honor Flight Tennessee Valley Program that flies WWII veterans from Huntsville, AL to Washington DC to view the WWII memorial; and contributing $50,000 to the AAAA National Scholarship effort.

In addition, the chapter reached a new peak membership of 2,010, remaining the largest AAAA chapter, averaging more than 100 new members per year over the last three years.

From sponsoring golf tournaments, fishing tournaments, an Order of St. Michael Ball, and numerous community projects to a strong local awards program, the TVC continues to excel in providing support to the aviation Warfighter, military families, and its members and is unquestionably deserving of recognition as the 2010 AAAA Top Master Chapter.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:45 PM Page 71

## Top Chapter of the Year, Senior

Sponsored by AAAA National

### Thunder Mountain Chapter

**Fort Huachuca, Arizona**

Chapter President:
CWO5 Luis Zamudio

The Thunder Mountain Chapter was formed in 2006 shortly after the Aviation Branch took over proponency for unmanned aircraft systems (UAS) at Fort Huachuca, Arizona. It is not a conventional chapter in the sense that a large percentage of the members are not mainstream aviation; they are soldiers, civilians and contractors who come from other walks of life.

During these four short years the chapter has grown to a Senior Chapter status with a membership of at least 70 members as of the last count.

Chapter members, together with personnel from the chapter's sponsoring unit, the Unmanned Aircraft Systems Training Battalion (UASTB), provided numerous hours of community service to include support to the Sierra Vista Oktoberfest, Bisbee 1000, Habitat for Humanity, and the Ft. Huachuca Meyer's Elementary School Spring Carnival and middle school track meet, to name a few.

Chapter members and UASTB personnel also donated over 4,000 nonperishable items to the Chaplains' Food Locker to help struggling military families and, for the last 5 years, the Bike drive, raising enough for approximately 75 to 100 bikes.

The chapter has contributed annually to the AAAA Scholarship since its second year in existence.

These accomplishments identify the Thunder Mountain Chapter as the 2010 AAAA Top Senior Chapter.



MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:01 PM Page 72

# AAAA Professional Forum and Exposition
# 2011 Hall of Fame Inductees



COL Forrester

## Colonel Patrick G. Forrester, Retired

Retired Colonel Patrick G. Forrester made unique contributions to Army Aviation and the National Aeronautics and Space Administration (NASA) over a thirty-two year Army and NASA career. Graduating from West Point in 1979, he went on to complete Airborne and Ranger School, Army Flight School and the Instructor Pilot Course. He served as an instructor pilot at Fort Rucker and as the Aide-de-Camp to the Deputy Commanding General.

Following assignments with the 25th Aviation Brigade as a platoon leader, operations officer, and battalion level S-3, he earned a Master of Science Degree in Mechanical and Aerospace Engineering from the University of Virginia. In 1992, he graduated from the U.S. Naval Test Pilot School followed by assignments to Edwards AFB and to the U.S. Army Technical Test Center (ATTC), Fort Rucker, AL. He served as a company commander and adjutant while simultaneously conducting test flights and evaluations.

NASA selected him as an astronaut candidate in 1996. After astronaut training, he served as a capsule communicator (CAPCOM) in Mission Control, as the technical assistant to the Director of Flight Crew Operations, and as the Commander of the U.S. Army Astronaut Detachment.

In 2001, he flew as a mission specialist aboard Space Shuttle Discovery on STS-105 to the International Space Station (ISS). In 2007, he made his second trip to the ISS on STS-117 aboard Space Shuttle Atlantis. He made his third trip into space aboard Discovery on STS-128 in August 2009. During his three missions to the ISS, he amassed over 950 hours (39+ days) traveling in space, and flew over 16.4 million miles. He conducted four spacewalks accumulating 25 hours, 22 minutes of EVA time.

He has flown over 5000 hours, logging time in more than 50 different types of aircraft. His career can be summed up succinctly by saying, "He is an Army Aviator first, an Astronaut second, and a Soldier always."



LTG Jones

## Lieutenant General Anthony R. Jones, Retired

LTG Anthony R. Jones distinguished himself through exceptionally meritorious service in Army Aviation. A master Army aviator with extensive experience across the globe in conventional and special operations assignments, he was instrumental in ensuring that Army Aviation was recognized as a combat maneuver capability and critical to the fight.

His career began as an Infantry officer, dual-tracked until Aviation became a branch. As a young staff officer, he drafted the initial Volunteer Statement for Special Operations Soldiers. Later, during his command of the TF 160 CH-47 lift company, the aerial refueling probe, crash-worthy fuel tanks, and enhanced cockpit modifications enabling long range deployments became a reality for Special Operations Aviation.

LTG Jones was also a forerunner in attaining recognition of Aviation leaders by his selection as the chief of staff, 24th Infantry Division, an assistant division commander for the 1st Armored Division, the chief of staff, U.S. Army Europe, and later the deputy commanding general, Training and Doctrine Command. These assignments gave Army Aviation a leading role in the many historical events that occurred in our Army.

As the commanding general of the Army Aviation Center, from 1998 through 2001, he led Army Aviation through a very pivotal period, introducing multi-functional organizations, developing new Army doctrine, new training models, and the transition of the Total Army. His Army Aviation Modernization Campaign Plan became the basis for the future. In addition to unit organizational changes and divesting of aging combat systems, the plan included changes such as Flight School XXI, increased use of modern simulations, a level-C survival, evasion, resistance, escape program, and a water survival/dunker training program. These programs are now standard for aviator and leader development.

LTG Jones was the Soldier's soldier. He championed aviation modernization, leader development, and readiness. Fulfilling his commitment to Soldiers and their families are hallmarks of his leadership. He established a clear vision for Army Aviation that has evolved into today's most competent maneuver force on the battlefield.



SP5 Hook

## Specialist Five Steven B. Hook, Retired

Specialist Five Steve Hook was the "Charles Kelly of DUSTOFF medics." He put every life entrusted to his care above his own, routinely risking his life for the wounded. By his demeanor and example he contributed immeasurably to a unit that sustained fifty percent casualties and still evacuated some 4,000 patients each month. He was absolutely fearless, the model for all that the combat medic has been or could ever aspire to be.

Hook was among the few crewmembers with the qualifications and courage to rescue patients in zero/zero weather, at night under instrument conditions to the pickup site where the crew looked for flares and descended through the weather and mountains. On one such mission, he guided the pilots through the clouds to a unit pinned down and surrounded by the enemy. He left the aircraft and raced through enemy fire to get the patient. Once on board, he skillfully treated his wounds and saved his life.

On his final mission he volunteered to rescue wounded from an ARVN outpost surrounded by the enemy and under heavy mortar fire. On two missions into this area he was forced again to leave the aircraft, as the friendlies were pinned down. He repeatedly raced across open areas to load the wounded while the enemy concentrated small arms fire, RPGs and mortar on him and his ship. On his third trip the enemy zeroed in on the DUSTOFF ship. A direct mortar hit severely wounded him; shrapnel dug deep into his brain and seriously damaged one arm. He would spend many months in the hospital and years recovering.

He is not famous nor did he die in a blaze of glory, but he left his blood and sweat on many battlefields setting an example for all who care for others.

Steve Hook was inducted into the DUSTOFF Hall of Fame on 24 February 2002.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 1:58 PM Page 74

# AAAA Professional Forum and Exposition

# 2011 Hall of Fame Inductees



LTC Mills

## Lieutenant Colonel Hugh L. Mills Jr., Retired

Hugh L. Mills, Jr. was one of the most decorated pilots during the Vietnam War. During his two tours in Vietnam as an aero scout and one as a cobra pilot, he flew more than 3,300 combat hours and developed many of the U.S. Army's air cavalry aero scout tactics. He was shot down 16 times and wounded three times, earning numerous decorations for valor, including three Silver Stars, the Legion of Merit, four Distinguish-ed Flying Crosses and three Bronze Stars, one for valor in ground combat. The government of Vietnam awarded him the Cross of Gallantry with Silver Star and Palm, the Vietnamese Honor Medal First Class and the Civic Action Honor Medal First Class.

Mills, who commanded the aero scout platoon of the 4th Cavalry, was described by Major General A.E. Milloy, 1st Infantry Division commanding general, as "the most courageous small unit leader in the First Division with the highest kill ratio of any combat in the Big Red One."

Among his accomplishments, were developing a pilot technique to correct the OH-6 Cayuse "Hughes Tail Spin," which had killed numerous aviators; leading air cavalry raids into Laos, Cambodia and North Vietnam; commanding the Army's first night-attack helicopter unit with crude night vision systems; and he was the first Army pilot to test the XM-8 40mm grenade launcher in combat.

Mills co-authored a book about his experiences in Vietnam, "Low Level Hell: A Scout Pilot in the Big Red One." He retired in 1993 after 26 years of service.



BG Sinclair

## Brigadier General Edward J. Sinclair, Retired

Brigadier General E.J. Sinclair spent his career in Army Aviation advancing the art and science of flight, and enhancing the capabilities and readiness of tactical aviation units. He concluded his career as the Aviation Branch Chief and Commanding General of the Army Aviation Warfighting Center from 2003-2006.

This period was marked by intense demands for Aviation combat proficiency, comprehensive transformation of Aviation unit structure, and generation of requirements supporting a massive acquisition reinvestment. At no time since the formation of the Branch was there such a simultaneous set of challenges undertaken by the Branch Chief and set with such high expectations within the Aviation community. His exemplary leadership during this critical period resulted in the unsurpassed Aviation force we see in current operations.

Prior to assuming duties as the Aviation Branch Chief, he commanded units at every level from platoon to brigade. With his promotion to brigadier general, he was assigned as the Assistant Division Commander, 101st Air Assault Division during Operation Enduring Freedom and the initial months of Operation Iraqi Freedom. As the Deputy Aviation Branch Chief from July 2003 – December 2003, his accumulated experience and recent warfighting insights positively impacted the Aviation Task Force, tasked with transforming Army Aviation into a modular, capabilities-based maneuver arm, optimized for the Joint fight, with a shortened logistics tail. Under Sinclair's command, the recommendations identified by the Task Force were implemented.

As a result of his leadership, vision, and commitment, Army Aviation has maximized its potential more than any other Branch.



CSM Buford

## Command Sergeant Major Buford Thomas Jr., Retired

Command Sergeant Major Buford Thomas' over 30 years of service was exemplified by professional competence, tenacity of purpose, and intellectual foresight. His focused approach to mission accomplishment centered on ensuring the enlisted ranks of Army Special Operations Aviation, comprised of 43 different military occupational specialties, were manned and trained to enable the Nation's fastest deployable aviation task force to meet its no-notice contingency requirements. While serving as a battalion and Regiment command sergeant major with the 160th Special Operations Aviation Regiment (Airborne) his training of the battle staff NCOs and subordinate leaders allowed the unit to operate from four separate locations around the world in support of the CENTCOM Commander's requirements during Operation Enduring Freedom.

He displayed the highest standards of performance, achievement and devotion to duty while setting the course for aviation as part of the Army's transformation initiative. Command Sergeant Major Thomas flawlessly led the Aviation Center and Fort Rucker in transforming the aviation Soldier and Noncommissioned Officer training, Unmanned Aerial Systems transition, restructuring the Army's combat aviation brigades, and spearheading numerous military pay and training initiatives for Soldiers. He always focused on the warfighter and mission accomplishment and has used his wealth of experience in forming a first-class team to propel the Aviation Branch to new standards of excellence.

A true expert in both conventional Army Aviation and Special Operations Aviation missions, he has numerous deployments as a senior NCO all over the globe. Throughout his 30 plus year career, he trained, led and mentored countless Soldiers across Army Aviation's ranks. His outstanding contributions will clearly have lasting effects for many, many years to come.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/28/2011 2:55 PM Page 76

# ARMY AVIATION presents the 2010 Photography Contest Winners



ARMY AVIATION Magazine is proud to present the winners of our sixth annual photography contest. 69 qualified AAAA members, submitting 160 Army aviation related photographs taken during 2010, competed for the top 12 places. We congratulate the winners and thank all of the contestants for their efforts and service. We invite all AAAA members to participate in our 2011 contest. Visit the AAAA website, www.quad-a.org for details and submission requirements.

Bill Harris, *Publisher*

## 1st Place

**"Waiting for the Wounded" by CPT Eric Megerdoomian**
*Eagle Team, Operations Group, National Training Center, Fort Irwin, CA*
*30 September 2010; Fort Irwin, CA*

**Pathfinders from the 101st Airborne Division (Air Assault) move their injured to a casualty evacuation (CASEVAC) UH-60 after taking casualties while clearing a cave complex at the National Training Center at Fort Irwin, CA**

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:27 PM Page 78



## 2nd Place

**"Flying Into Kamdesh Valley"**
**by LTC Thomas von Eschenbach**
*3rd Squadron, 17th Cavalry Regiment (TF Lighthorse), 3rd Combat Aviation Brigade, Savannah, GA*
*14 April 2010; Nangarhar, Nuristan, Kunar and Laghman Provinces (N2KL) region of Regional Command-East, Afghanistan*

**A TF Lighthorse Scout Weapons Team conducts a photo recon of the abandoned outposts of Keating and Fristche that were overrun by Taliban forces in the fall of 2009.**

## 3rd Place

**"TF Hammerhead Air Assault"**
**by SFC Tyrone C. Marshall, Jr.**
*25th Combat Aviation Brigade, Public Affairs Office, Wheeler Army Airfield, HI*
*23 April 2010; Salah ad Din Province, Northern Iraq*

**CH47-D Chinooks from Company B, 3rd Battalion, Task Force Hammerhead, 25th Combat Aviation Brigade, insert a tripartite force of U.S. Soldiers, Iraqi police and Army Soldiers during an air assault in northern Iraq, April 23, 2010.**





## 4th Place

**"Overlooking Big Sister"**
**by SPC Jeremy A. Ganz**
*Company B, 2nd Battalion, Combat Aviation Brigade, 1st Infantry Division, Fort Riley, KS*
*24 April 2010; Baghdad, Iraq*

**Flying in formation on the way to Baghdad.**

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/29/2011 2:32 PM Page 80



### Honorable Mention
**"Sling Load" by CPT Joshua R. Bell**
*Troop A, 2nd Squadron, 17th Cavalry, 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault), Fort Campbell, KY*
*30 August 2010; Kandahar Province, Afghanistan*

**CH-47 conducts a resupply mission of an observation post in support of Operation Enduring Freedom.**

### Honorable Mention
**"Air Volcano Flies by Seoul (Korea) Enroute to K-16" by LTC Erik Gilbert**
*2nd Battalion (Assault), 2nd Combat Aviation Brigade, 2nd Infantry Division, Republic of Korea*
*24 September 2010; Seoul, Korea*

**A UH-60 mounted with Air Volcano system and half of a full load of inert training mines flies over the Han River and the city of Seoul, South Korea on the way back home to K-16.**





### Honorable Mention
**"Rock Storm on the PZ" by SGT Scott J. Tant**
*Headquarters and Headquarters Company, 4th Battalion, 3rd Combat Aviation Brigade, Task Force Brawler, Savannah, GA*
*11 July 2010; Outside the village of Shulock, Afghanistan*

**The advantage of being a ground unit organic to an aviation unit: you can get to remote locations quickly and safely. The disadvantage: pickup zones with thousands of pinball sized rocks.**

### Honorable Mention
**"Mt. Shasta Rescue" by SGT Jonathan C. Guibord**
*Company C., 168th General Support Aviation Battalion, California Army National Guard, Mather, CA*
*1 April 2010; Mount Shasta, CA*

**A CH-47 Chinook and crew from Company B, 1st Battalion, 126th Aviation Regiment out of Stockton, California, near the 14,179 ft. summit of Mt. Shasta as rescue crews retrieve the body of one of two missing hikers from a violent snow storm; the other hiker managed to hike to safety under his own power.**



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### Honorable Mention

**"Predawn Preflight" by CW2 Daniel J. Layman**
*Company B, 1st Battalion, 227th Aviation Regiment, Killeen, TX*
*5 March 2010; Camp Taji, Iraq*

**A maintenance light set on the adjacent pad provided a unique perspective on an Apache attack helicopter prior to a pre-dawn mission.**

### Honorable Mention

**"Constant Hawk" by CW3 Timmy D. Pisone**
*Task Force ODIN, Fayetteville, NC*
*9 April 2010; Contingency Operating Base Speicher, Iraq*

**A "Constant Hawk" C23-Sherpa aircraft gets inspected prior to the next day's mission. Constant Hawk is a critical intelligence, surveillance and reconnaissance (ISR) system.**





### Honorable Mention

**"DUSTOFF Crew on the Hoist" by Mr. Terence W. Moore**
*Retired Australian Army, Houston, TX*
*30 April 2010; German Provincial Reconstruction Team, Konduz, Afghanistan*

**5th Battalion, 158 Aviation Regiment Dustoff Crew, SSG Travis Brown on the hoist and SPC Matthew Baker, crew chief are recent German Gold Cross recipients for bravery during combat operations on April 2, 2010 in Konduz, Afghanistan.**



### Honorable Mention

**"2ID CSM firing a 50 cal on MPRC" by Cadet Oswald N. Essel**
*Headquarters and Headquarters Company, 2nd Combat Aviation Brigade, Republic of Korea*
*26 May 2010; Multi-Purpose Range Complex, Republic of Korea*

**CSM Burrowes, 2 Infantry Division CSM, fires a .50 caliber machine gun mounted on a Chinook during a U.S.-Republic of Korea Army combined exercise.**



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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 84

# 2010 Parker Awards Honor Best Aviation Units



PHOTOS BY RUSSELL SELLERS, FT. RUCKER PAO

LTC Woodard B. Hopkins III (second from left), commander, and CSM James P. Snyder, senior NCO of the 603rd Aviation Support Battalion accept the 2010 Parker award for Top Overall and Combat Service Support Unit. Presenting the award are (from left) LTG (Ret.) Ellis D. Parker (the award's namesake); BG Anthony G. Crutchfield, Aviation Branch Chief and commanding general, U.S. Army Aviation Center of Excellence; and GEN (Ret.) Richard A. Cody, former Army vice chief of staff.

The U.S. Army Aviation Center of Excellence (USAACE) honored the best battalion-level aviation units Feb. 2 at Fort Rucker, AL. The winners of the 2010 LTG Ellis D. Parker Outstanding Aviation Unit competition were recognized at an annual awards luncheon held during the Aviation Senior Leaders Conference.

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

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

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

Then BG Anthony G. Crutchfield, USAACE commanding general, and former Army Vice Chief of Staff, GEN (Ret.) Richard A. Cody presented the awards.



CW3 Eric W. Collier accepts the 2010 Parker award for the Best Combat Unit on behalf of 5th Bn., 101st Avn. Regt. which was still deployed from Parker, Crutchfield and Cody.



Parker, Crutchfield, and Cody present the 2010 Parker award for the Best Table of Distribution and Allowances Unit to LTC Brian T. Hughes and SGM Johnny A. Jones, commander and senior NCO, respectively, of the Special Operations Aviation Training Battalion, (SOATB), 160th Special Operations Aviation Regiment (SOAR).

## Top Unit & Best Combat Service Support Unit

The overall winner of the 2010 Ellis D. Parker Award and the outstanding unit in the Combat category is the **603rd Avn. Spt. Bn.,** 3rd Avn. Regt., Ft. Stewart, GA.

A critical player in ongoing full spectrum operation in support of US Forces in Afghanistan, the battalion has completed seven downed aircraft recoveries without incident, moved over 232,000 tons of cargo, issued over 229,000 Class IX aviation repair parts, and completed 7,000 aircraft services and repairs.

Earning the reputation of the "work horse" for an aviation brigade, they provided force sustainment to 14 forward operating bases while maintaining an impeccable safety record.

LTC Woodard B. Hopkins III and CSM James P. Snyder accepted the award.

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 85

## Best Combat Unit

The outstanding Combat unit is the **5th Bn., 101st Avn. Regt.**, Ft. Campbell, KY. Unit soldiers flew 16,742 combat hours in support of Operation Enduring Freedom X-XI with a mission capable rate of 85 percent.

Task Force Eagle Assault combined outstanding maintenance statistics while operating at an austere base without organic assets, posted the highest operational tempo in Regional Command South, while sustaining the finest safety record of any aviation unit in this theater.

CW3 Eric W. Collier, the battalion safety officer, accepted the award on behalf of the unit which was still deployed.

## Best Combat Support Unit

The winner of the outstanding Combat Support unit is the **2nd Bn., 1st Avn. Regt.**, Ft. Riley, KS.

Normally consisting of seven companies, Task Force Fighting Eagle grew to nine companies with more than 700 Soldiers and an additional 16 aircraft flying over 20,000 combat hours throughout Iraq. 2-1 Gen. Spt. Avn. Bn. (GSAB) soldiers transported a little under 113,000 personnel, 5 million pounds of cargo, provided medical evacuation, and manned four air traffic control facilities.

LTC Christopher C. Prather and CSM Donald E. Wright accepted the award.

## Best Table of Distribution and Allowances Unit

The winner of the outstanding unit in the Table of Distribution and Allowances category is the **160th Special Operations Aviation Training Battalion. (SOATB)**, Ft. Campbell, KY. This unique unit is the worlds most rigorous and professional aviation training organization.

SOATB is responsible for providing the 160th Special Operations Aviation Regiment (Airborne) (SOAR-A) combat battalions and National Mission Force assets with special operations operators, support personnel, and staff training to the exacting standards of the Regiment. LTC Brian T. Hughes and SGM Johnny A. Jones accepted the award.






MAR_APRIL 11 Section CONVENTION_June04.qxd 3/30/2011 4:09 PM Page 86

# AAAA Presents the 2010 Functional Awards



PHOTO BY RUSSELL SELLERS, FT. RUCKER PAO

**2010 AAAA Functional Award Winners (from left) – CPT Troy W. Akers, CW2 Edwin Reyes, SPC Douglas Ludlow, SFC Romairick E. Whiteing, CPT Jared K. Koelling, 1SG Terri Clavon, SSG Moises A. Morales, SGT David Ruiz, SGT Zackery K. Blansett, 2LT Douglas L. Hill, CW3 Craig Root, and CW4 Guy E. Davis, Jr.**

In conjunction with the U.S. Army Aviation Center of Excellence (USAACE), AAAA paid tribute to the 2010 National Functional Awards winners Feb. 2 during the annual Aviation Senior Leaders Conference at Fort Rucker, AL.

AAAA's President, BG (Ret.) Rod Wolfe, and then-BG Anthony G. Crutchfield, Aviation Branch chief and USAACE commanding general, were joined by BG Raymond P. Palumbo, commanding general, U.S. Army Alaska, and deputy commanding general U.S. Alaskan Command; CW5 Michael R. Reese, chief warrant officer of the branch; CSM Tod Glidewell, branch command sergeant major; and industry partners, association members and many of the branch's senior commanders, chief warrant officers and non-commissioned officers to honor this year's individual and unit winners.

The Raytheon Company sponsors all of the Air Traffic Control awards.

The *Air Traffic Control Unit of the Year* is **Company F, 5th Battalion, 158th Aviation Regiment,** Katterbach, Germany.

The "Phantoms" of F/5-158th Avn. ensured tactical proficiency through the utilization of the U.S. Air Force Europe's (USAFE) advanced simulation trainer at Ramstein AFB, Germany.

As a result, the 12th Cbt. Avn. Bde (CAB) became the first aviation unit in the history of the Joint Multinational Readiness Center (JMRC) to integrate an ATC system that provided actual radar guidance during simulated IMC recoveries within the "box."

Co. F Soldiers also utilized both tactical and fixed base facilities extensively during its deployment to Mosul, Iraq and its subsequent re-tasking to establish the initial Army ATC tower in Regional Command-West's (RC-W) Shindand Airbase, Afghanistan.

CPT Jared K. Koelling and 1SG Terri Clavon accepted the award on behalf of their soldiers.

The *Air Traffic Control Facility of the Year* is **Shank Tower,** Afghanistan, managed by **Co. F, 5th Bn., 158th Avn. Regt.**

With the expanding needs of U.S. and coalition assets to Regional Command-East, Shank Tower went from controlling only helicopters out of a helicopter landing zone with no airspace to landing large fixed wing aircraft on a concrete runway in Class D Airspace.

With over 165,000 movements without accident or incident throughout the year, Shank Tower demonstrated that along with conducting the normal aspects of ATC Services it could also go above and beyond the required standards anyone could expect of an ATC Facility.

CW2 Edwin Reyes and SFC Romairick E. Whiteing accepted the award on behalf of the unit soldiers.

The *Air Traffic Maintenance Technician of the Year* is **SSG Moises A. Morales** with Co. F, 2nd Bn., 3rd Cbt. Avn. Bde.

While serving as Maintenance Chief of Shank Army Airfield (AAF), Afghanistan Air Traffic Control (ATC) Tower, SSG Morales

MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 87

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MAR_APRIL 11 Section CONVENTION_June04.qxd 3/22/2011 4:29 PM Page 88

# AAAA Presents the 2010 Functional Awards

was responsible for the training of two air traffic control maintenance teams, and the deployment of ATC maintenance equipment, valued in excess of one million dollars in support of Operation Enduring Freedom (OEF) X.

His expertise on ATC equipment was pivotal during the permanent use of the AN/TSW 7A and producing no faults found for more than 12 consecutive months.

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The *Air Traffic Control Manager of the Year* is **SFC Romairick E. Whiteing** with Co. F, 2nd Bn., 3rd Cbt. Avn. Bde.

While serving as the Air Traffic Control Noncommissioned Officer in Charge (NCOIC) and Terminal Platoon Sergeant (PSG) of FOB Shank, Afghanistan, SFC Whiteing oversaw the training and supervision of 17 U.S. Army ATC specialists.

He managed the coordination between agencies on Shank Army Airfield (AAF) as well as adjacent agencies in the Shank AAF airspace.

He also managed, oversaw and maintained the development of training records and the facility training program.

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The *Air Traffic Controller of the Year* is **SPC Douglas Ludlow** with 1st Bn., 58th Avn. Regt.

Working in the Basra International Airport Tower, SPC Ludlow's expertise was essential to the transition of services on Basra International Airport to the Government of Iraq.

His accomplishments were even more impressive considering the variety of commercial carriers, U.S. Air Force, U.S. Army, Department of State, and Iraqi Military aircraft, and unmanned aircraft systems (UAS), present and operating at Basra International Airport under dangerous and ever changing conditions.

---

The *Aviation Trainer of the Year* is **CW4 Guy E. Davis, Jr.** with 1st Bn., 3rd Cbt. Avn. Bde., Task Force Viper/Task Force Brawler.

L3 Communications sponsors this award.

Initially deployed to Afghanistan as the battalion master gunner with Task Force Viper in support of OEF X, CW4 Davis developed the TF gunnery sustainment plan.

Three months into the deployment, he was personally selected by the brigade commander to be the Task Force Brawler Standardization Instructor Pilot at FOB Shank, quickly and successfully making the adjustment to the demands of a multi-aircraft task force consisting of AH-64Ds, CH-47Ds, UH-60Ls, and MEDEVAC aircraft – a fleet of more than 41 aircraft.

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The *Army Aviation Medicine Award recipient* is **CPT Troy W. Akers,** 1st Bn., 3rd Cbt. Avn. Bde., Task Force Viper.

This award is sponsored by the Gentex Corporation.

CPT Akers is a highly respected medical professional and leader whose steady demeanor and composed manner brought calm to the most chaotic situations.

He united both his aid station and flight MEDEVAC detachment with the combat support hospital on Forward Operating Base (FOB) Salerno in an effort to ensure seamless medical coverage to the area of operations.

He personally flew as the senior medical officer on over 90 MEDEVAC missions, including several under fire.

---

The *Army Aviation Air/Sea Rescue* award is sponsored by Goodrich Hoist and Winch and was presented to the crew who has performed a rescue using a personnel hoist. This year's recipients are **CW3 Craig Root, 2LT Douglas L. Hill, SGT Zackery K. Blansett, and SGT David Ruiz,** DUSTOFF 92, with Co. C, 2nd Bn., 3rd Cbt. Avn. Bde., Task Force Knighthawk.

On 11 June 2010, DUSTOFF 92 saved the lives of three wounded Soldiers under enemy fire in the rugged terrain of eastern Afghanistan.

As they lowered their medic they received small arms fire, breaking contact and calling for Scout Weapons Team support.

They then initiated a second hoist and again came under fire.

The ground unit, flight medic, and able patients returned fire while the crew called for an Attack Weapons Team (AWT) and loitered off-station. With the AWT established, the crew decided the patients' conditions merited another extraction attempt.

While hoisting the first patient, the crew again received fire but held their position until the patient was secured. The pilot-in-command then instructed the medic to move his patients 150 meters into a small draw. The crew successfully extracted the remaining personnel while masked behind the ridgeline.

The crew of DUSTOFF 92 ultimately took 13 enemy rounds while providing Dedicated Unhesitating Service To Our Fighting Forces, and saved the lives of three U.S. Soldiers.

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The *Army Aviation DUSTOFF Flight Medic of the Year* award, sponsored by Air Methods Corporation, was presented to **SGT Michael G. Patangan,** Co. C, 5th Bn., 158th Avn. Regt.

Based out of Kandahar Army Airfield in Regional Command-South (RC-South), Afghanistan, SGT Patangan supported MEDEVAC operations throughout multiple operating bases in RC-South and RC-West.

He was involved in some of the largest air MEDEVAC operations in OEF history, most notably Operation Moshtarak, the retaking of Marjah in the Helmand River Valley. He personally participated in nearly 200 life saving missions.

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It should be noted that, beginning this year, the **Fixed Wing Unit of the Year** award will be presented at the Annual AAAA FW Professional Forum to be held Jun. 20-22 in Huntsville, AL.

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

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:26 PM Page 90





# Dealing With a Disqualified Flight Physical

By Dr. (MAJ) Nicole Powell-Dunford

***Q: I just PCS'd to my unit and was shocked to discover that my flight physical has been disqualified for 2 years. Had it not been for my new flight surgeon checking my flight physical status on the computer during my 'report to new duty station up-slip' appointment, I still wouldn't know – I told him before he checked that I was good to go. Now he has ordered some extra tests that should help qualify me.***

***Does a disqualified physical mean that I am automatically grounded?***

***How is it possible that no one alerted me or my Commander?***

***Can't administrative personnel catch this kind of thing?***

***I can't go a week overdue on my flu shot without hearing about it – why not the same for a disqualified physical?***

**FS:** Flight surgeons are charged with ensuring that flight physicals and waivers are tracked from initiation to final approval in accordance with AR 40-501, Standards of Medical Fitness.

In units lacking a dedicated flight surgeon or one who has not come up to speed with on-line tracking, it is easy for incomplete or disqualified flight physicals and waivers to fall through the cracks.

A flight physical can be disqualified for a number of reasons.

For example a flight physical submitted as a short physical when in fact a long physical is due, a flight physical missing an EKG code/result or a flight physical with insufficient history about a medication or condition reported on step I of the flight physical will usually result in a 'Disqualified – Incomplete' status.

Because of the high number of flight physicals and waivers processed through U.S. Army Aeromedical Activity (USAAMA) at Fort Rucker, a local flight surgeon is typically not notified when a flight physical is disqualified, unless there is an exceptional circumstance such as documented presence of coronary artery disease, major head injury or other mandatory grounding condition that the local flight surgeon failed to disqualify at the local level.

In these cases, USAAMA will make an effort to contact the local flight surgeon by e-mail to confirm the crew member has been grounded.

A crew member who, in good faith, made the effort to fulfill the annual flight physical requirement and does not have health problems does not need to be automatically grounded for an administrative type of medical disqualification, for example a missing EKG code or a required study that was omitted on the annual physical through no fault of their own.

Some units, particularly within the National Guard, may not have a dedicated flight surgeon who tracks the status of the unit flight physicals and waivers. Although it is a far cry from the 18-24 month process it once was, a final physical and waiver status may take several weeks to finalize once submitted to USAAMA. Waivers then need to receive final approval through Human Resources Command or the National Guard Bureau.

Furthermore, the on-line flight physical tracking system, AERO, is only accessible on DoD computers which not all reserve component flight surgeons can regularly access.

If your unit does not have regular access to a flight surgeon to track flight physicals and waivers, it is possible for medics or administrative personnel to obtain read only AERO access through submission of an MFR confirming need, documentation of a security clearance and the annual HIPAA training certificate to *aero-helpdesk@amedd.army.mil*.

Although efforts are underway to add the DA 4186 medical certificate to the Centralized Aviation Flight Records System (CAFRS) and a qualified physical is now a 'green light' item on AKO medical readiness indicator, AERO does not 'talk' to CAFRS or other electronic health record systems.

Some units have made dramatic improvements in flight physical and waiver tracking by formalizing a local tracking system, getting the 1SGs involved, and ensuring administrative personnel with regular access to DoD computers obtain AERO access when a local flight surgeon is not available.

Medical fitness for flight is serious business – flight pay, long term health, and safety of flight are at stake. What is your unit's flight physical and waiver tracking system?

**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!

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

❖❖

*Dr. (MAJ) Nicole Powell-Dunford is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, Ala.*

MAR_APRIL 11 Section 2_June04.qxd 3/28/2011 2:14 PM Page 92





# Preserving Our Legacy and Maintaining Our Voice

By CW5 Mark W. Grapin

I never met Eddie Ward. He died on a Thursday in 1965, and wasn't found in his Dayton, Ohio apartment until Saturday.

He was interred in his unmarked Ohio grave days later; and two generations later, not even his surviving family was aware of his significance to our Branch and our Army.

Our nation's first Aviation Soldier was plucked from the U.S. Army Signal corps ranks and assigned to the fledgling Aeronautical Division on 1 August 1907 to take charge of "all matters pertaining to military ballooning, air machines, and all kindred subjects." If not for the diligence of Kentucky historian Dr. Edward M. (Mac) Coffman, his uniqueness in our Army Aviation legacy may never have been noted by our professional Association.

But forty-four years after his passing, the Army Aviation Association of America remembered Eddie Ward in his hometown of Pine Knot, Kentucky. In fact, if you're anywhere near the central Kentucky-Tennessee border on March 31st, stop by the McCreary county courthouse and join the citizens of his hometown in celebrating Eddie Ward day!

Many of us understand the deep debt of gratitude we owe our Cub Club. But how many of us can name even three of the members? And how many of us have sat with even one of them to hear their first-hand account of flying – in today's terms, cross-FLOT – to unmask the formations of the Third Reich and relay word to dispatch certain allied death on battlefields so far from home, and so long ago?

With so many of our Aviation greats taxiing clear of the active runway, our charge has never been more imperative to capture and preserve every one of their stories. Most came home – or are coming home – from their tours of duty to quiet civilian lives. And while some continue to tack on a few extra service stripes to their dress uniforms, none get to exceed their bingo fuel time.



PHOTO COURTESY OF DR. EDWARD M. (MAC) COFFMAN

**Corporal Eddie Ward (seated, center) in front of a U.S. Army Signal corps balloon basket in Norfolk, VA, 1907.**

As if to punctuate this axiom, the person considered by many of us to be the Father of Army Guard Aviation departed the traffic pattern quietly this autumn – Colonel (Ret.) John J. Stanko, Jr., and I remember him very well. He advocated for the right thing, or the right person, or the right state, or the right aircraft – not for political favor or his personal scorecard, but because each was the right thing to do at the right time.

Not all of the calls were perfect, but each was a part of an outstanding picture of holistic service to Army Aviation. And, we honor his service by preserving these stories and legacy for our next generation – for whom navigating by water towers, sectionals and AM radio stations is the stuff in history books.

## Progress in Preserving our Legacy

I don't get to Monroe, Connecticut very often. It's not really convenient to travel to, is not near a major airport, nor necessarily close to an Interstate freeway.

But buried in boxes stacked floor-to-ceiling at our National office is the very best collection of archives from our Branch history. Many of the yellowed pages dating from the 1950s now crumble to the touch, and many of the faces in the tens of thousands of photographs are recognizable to a dwindling few people on this side of Jordan.

Many attempts have been initiated over several years to catalogue this archive, and transfer these precious artifacts to electronic medium. But thanks to the groundswell of support from across our Association, Bill Harris – our Executive Director – recently added the staff necessary to undertake the cataloguing and conversion process in earnest.




Photo provided by GAMSTAT/RGW

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MAR_APRIL 11 Section 2_June04.qxd 3/25/2011 2:51 PM Page 94

Nearly every day, photos are being faxed to those who were there and names are being put to faces in snapshots as some boxes see the light of day for the first time in decades.

The lessons we learned from Eddie Ward run far deeper than tending a balloon basket or gas envelope. He taught us to be aware of history as it unfolds, and to be watchful for the obscure corners of the fabric of our corps.

We are watchful of how the warts and wrinkles of the UH-72A are smoothed, and how the crudeness of hand-launching a Raven UAV will likely seem a generation from now. In fact, more than a few have wondered at the commonality of hand-propping a Piper Cub to tossing our smallest unmanned aircraft systems skyward to begin their tasks of aerial surveillance.

The preservation of our legacy, and the story of our Branch, is an underpinning core value of our Association and a sound return on investment of every dollar of our membership dues.

### The Challenge of Maintaining or Rekindling Chapter Vitality

During my briefing to the National Executive Board this fall, LTG (Ret.) John M. (Mark) Curran asked what I saw as the greatest challenge to the success in standing-up a local chapter.

It's a question I couldn't have scripted better and the response warrants repeating in this forum. If I had to narrow the critical elements of success for either standing up a chapter or maintaining the success of an existing one, it's command support. If a battalion commander supports AAAA, but their brigade commander doesn't, the fate of the chapter suddenly hangs in the balance.

While deployments, exercises, new equipment training, and a thousand other things each erode the time we are able to dedicate to chapter meetings and related activities, this understandable crunch of the schedule is sometimes not at the heart of why some chapters wane in their activities – or even go to seed.

Occasionally, a new senior commander arrives who was never really involved with our professional association and never read on the inherent value AAAA brings to their formation.

I will strongly advocate it is in our collective best interest to invest in the success of every one of our chapters.

We offer twelve opportunities a year for that senior commander to recognize excellence in their formation with new flexibility in our "-of the month" award program; access to a local and national professional awards program which is among the best of those found in any branch of our Army; access to a robust scholarship program for the Aviation Soldier and their family members; and access to a wide variety of professional forums and conferences spaced across the calendar and operational spectrum.

Our National officers and staff remain at the ready to meet with each of our senior Aviation Leaders to explore how Quad-A can effectively augment command recognition programs and broadcast local successes to a national audience.

### Membership Committee Update

We made a great deal of progress in the weeks leading up to, and during, our last National Executive Board meeting in three major avenues.

First, we expanded the Soldier-of-the-Month program, to give each of our Chapters the flexibility to recognize excellence where they find it. This program was previously limited to recognition of those in the ranks of Private to Specialist/Corporal, and failed to take into account certain demographic limitations.

By expanding this program to allow chapters to recognize NCOs of the month, Service Civilians of the Month, Contractors of the Month, Firefighters of the Month, or any such award, we are more likely to continue expansion of our membership and recognition programs on a national scale – all of which is complimentary to the awardee and local chapter.

Second, we are very near a joint Life Membership program with another of our professional association partners – effectively expanding the current U.S. Army Warrant Officers Association (USAWOA)-AAAA program of annual joint membership. Details will follow on the dues schedule in the next month or so, but we are certain this program expansion will benefit a key demographic of our membership.

And third, if ever a panel of experts deserved the title of "Blue Ribbon," it's the host of talent who volunteered to define and charter a pilot study of our Virtual State-Centric (VSC) Chapter initiative. We'll carefully map out the steps necessary to define and explore whether the concept of virtual chapters is right for our Association, and carefully determine whether and how virtual chapters may complement – without impeding – traditional chapters.

The modest membership increases in many of our key demographics – enlisted, warrant officers, and service civilians – each serve as testament to our commitment to serve our Aviation Soldiers and their families while abiding our overarching charter to give a voice to every corner of our Army Aviation community.

Next month, we'll further explore the progress made in key aspects of our most visible membership programs, and dig a little deeper into how UAS are adding a significant dynamic to our Association.

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



# Scholarships for Families

By Judy Konitzer

"There is no doubt that the AAAA scholarship program continues to be one of AAAA's most outstanding benefits," according to COL (Ret.) Robert P. Birmingham, the Scholarship Foundation's (AAAASFI) current President.

The 2010 program was the largest in the Foundation's history as a result of exceptional chapter, industry, and individual contributions with a total $279,500 being awarded to 187 recipients. For the first time, AAAASFI had an exhibit on the floor of the 2010 Annual Convention, where volunteers raised over $13,000 for the Foundation. The program began in 1963 and to date $4,262,450 has been awarded to 2,484 recipients.

Members, their spouses, and unmarried children, siblings, and grandchildren of current and deceased AAAA members are eligible for scholarships and interest free loans for undergraduate, upperclassmen and graduate levels.

BG (Ret.) James M. Hesson, a past president of AAAASFI, indicates that "management of the funds is handled by a well-qualified financial institution to ensure that the assets are protected and long-term growth occurs."

Hesson adds, "As the historical growth of investment instruments has exceeded that amount, we plan to grow the value and to keep up with inflation as we progress toward the future. Noteworthy is the fact that AAAASFI is a totally separate entity with a separate charter and purpose from AAAA with no funds comingled. Futher, all costs associated with operating the AAAASFI, i.e. management fees for investment advisor etc., are borne by AAAA. We can truly say that our overhead costs are zero!"

Although there is a perception that the selection process is biased toward senior officers, Hesson counters, "As one who has sat on numerous selection panels, I can personally dispute the allegation. Before anyone on the selection panel sees an applicant's package, the AAAA office purges all names or references to rank by blocking out data which could reveal names, ranks, or references which could lead to inferring rank. The applicants' files pass through many evaluators' hands that individually score the applicant resulting in an Order of Merit list based on the sum of all individual scores. The applicant with the highest merit standings receives the highest dollar awards with grants taking precedence over loans." MG (Ret.) Richard E. "Dick" Stephenson adds, "The program is one of the absolute best due its exclusive primacy of merit as the essential criterion."

## Volunteers Getting Involved

Hundreds of dedicated volunteers over the years have contributed to the success of the program. It is interesting to see how some of them got involved.

***BG (Ret.) Jim Hesson*** served as a governor of the AAAASFI board (AAAASFI BOG) from 1989 to 1991.




MID-ATLANTIC CHAPTER PHOTO

**Scholarship Foundation board members and volunteers alike, staff the first scholarship fundraising booth in April at the 2010 Annual Convention in Fort Worth, TX. (from left) Darla Hall, LTC (Ret.) Ed Carnes, Kit Roache, BG (Ret.) Jim Hesson; COL (Ret.) Jill Ludowese, and Connie Hansen.**

When his work schedule took precedence, he became inactive; however, in 1998 when two of his grandchildren were awarded scholarships Hesson said, "I felt an obligation to participate in the Foundation after that and in 2001 became its President." He has been active ever since.

***Ron and Carol Kurowsky's*** daughter Melissa received the two year Dean Kelly AAAA Scholarship in 1987, followed by their son Jay's receiving it two years later. This led to the Kurowskys' involvement in AAAA's Fort Monmouth Chapter as well as Ron serving on the AAAASFI BOG as its treasurer. Carol says "You don't need a rank to join AAAA's volunteers, so become an active member of your local chapter. Get involved, help the Soldiers and their families, and you'll be all that you can be."

***Connie Hansen*** established a scholarship in her husband CW3 Stephen A. Hansen's name, after she lost him to an aircraft accident in 1988. From awards committee to appointed member of the AAFSI BOG and currently serving as its elected secretary, Connie says, "My involvement with the scholarship foundation has kept me connected to old and new friends in the Army Aviation community, but most importantly given me a sense of fulfillment in keeping Steve's memory alive while helping a student fulfill their educational goals."

***COL (Ret.) Thomas Harrison's*** son and daughter both received scholarships and he shared that "the scholarships were important to our children from a sense of accomplishment perspective. Merit based awards are great recognition for hard work." Tom serves as Vice President of the AAAASFI BOG with his wife Katrina sharing in a lot of the work. Tom says "the most gratifying part of the volunteer effort is seeing the caliber of applicants. It is humbling."

## Accolades from Students

Students (freshmen, upperclassmen and graduate students) from large and smaller institutions with varied majors have provided some testimonials of appreciation,

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:27 PM Page 97

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MID-ATLANTIC CHAPTER PHOTO

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:27 PM Page 98

## From the Army Aviation First Lady

By Kim Crutchfield

I am truly looking forward to this year's AAAA Annual Professional Forum and Exposition in Nashville, TN. Not only is this event always a great opportunity to see old friends and meet new ones, but it is also a time for spouses to reconnect and recharge their inner spirit with this year's focus on wellness and resiliency. Remember that we are all better for each other when we take care of ourselves. Taking a "time out" for yourself should be a priority, not an afterthought, which is why the wellness and resiliency theme was chosen.

I would also like to take this time to thank AAAA for their contributions to scholarships for family members, to include spouses, who want to further their education. As a former teacher, I have known several high school seniors who have applied and received scholarships from AAAA and they are truly grateful.

I also want to commend AAAA for their support of the Honorable Order of Our Lady of Loreto Award, which recognizes military spouses who have contributed unique support to the Army Aviation Family and community. I am so thankful to AAAA for creating this award after my husband suggested to the Board several years ago that Aviation spouses deserved to be recognized by an award similar to the Molly Pitcher award which is bestowed on Field Artillery and Air Defense Artillery spouses.

Since 2004, 426 Army Aviation Spouses have been recognized for their contributions to the Aviation Family and community. Our Aviation Family and our Army Family are blessed to have such wonderful spouses who give their time and energy to make each other's lives a little better. Thank you so much for all that you do!

Above the Best! ❖

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

which I am pleased to share with you.

***Kelsey Windsor Hamilton*,** Auburn University, Class of 2014, majors in Business with plans to eventually earn an MBA, writes: "I am writing to thank you for your generous $2000 AAAA scholarship in memory of LTG (Ret.) Harry W.O. Kinnard. I feel especially privileged to receive the first AAAA Scholarship in his memory." Kelsey's great grandfather LTC (Ret.) R.F. Windsor served with LTG Kinnard during the Battle of the Bulge. She adds, "You have lightened my financial burden which will allow me to focus more on the most important aspect of school, learning. Your generosity inspires me to help others and continue to give back to the community; most importantly, I promise that when I am able, I will help students achieve their goals just as you have helped me."

***Madeline Chais*,** freshman at the University of Michigan, and the recipient of North Texas Chapter V Matching Scholarship, writes "I can't tell you how much this means to me and my family. The scholarship funds will ease the financial burden of starting my freshman year. I am so proud of my grandfather's honor and dedication to military service to our country. With this scholarship, I too feel like I have a small part in making his accomplishments even more meaningful."

***Christopher Rawson*,** electrical/ mechanical engineering technology major at Rochester Institute of Technology writes, "Please accept my sincere thanks and appreciation to the scholarship committee for selecting me as this year's recipient of the Empire Chapter Matching Scholarship. Upon completion of this program, I hope to find employment as an engineering technologist and become an engaged member of my community."

***Samantha Swinsick*,** Arizona State University, and recipient of the Arizona Chapter Joe C. Koch Memorial Matching Scholarship is looking "forward to beginning my college career in chemistry and AAAA has certainly been a big help in getting me started."

***Brandilynne Schierland*,** Luther College, Iowa, and a recipient of one of the 3 Otter-Caribou Heritage Scholarships, thanks "the AAAA Scholarship Foundation, and the AAAA National Awards Committee for taking time out of your busy schedules to carefully review my application…and I am honored to be one of the chosen recipients. I plan on pursuing an education in the field of psychology and then continuing on into the physical therapy program."

***D. Alex Wood*,** writes, "It is with great respect and personal pride that I accept the Griffin Chapter CW3 Timothy Breneman Memorial Matching Scholarship. As I look forward to my college career at the University of Notre Dame, I anticipate the next four years to be exciting, challenging, and rewarding."

***Frank Keyser Family on behalf of Madelyn*,** University of Pennsylvania and recipient of the Vietman Helicopter Association Heritage Scholarship writes, "Our entire family thanks you for the support AAAA continues to give Maddie and the children of other membership families as they pursue their education in certainly challenging times. For Maddie, the scholarship really helps relieve some of the financial stress and allows her to focus and enjoy her experience at Penn following her dream of a career in Nursing."

***Samantha E. Mayes*,** University of Alabama at Birmingham, writes, "I would like to thank you for awarding me the Tennessee Valley Chapter MAJ Jeffrey DeCarlo Matching Scholarship. It will help to ease the monetary burden that is associated with pursuing a Master's degree in Education. I really appreciate the assistance that your organization provided to me."

***Carolyn M. Webers*,** a masters degree candidate at the University of Alabama, says, "I am very grateful to have received the Aviation Center Chapter Matching Scholarship. I am so thankful for the generosity of those who have helped to fund this scholarship and for their support of my continuing education."

### Getting Involved With Your Chapters

Congratulations to all awardees. And thank you to all chapters who currently participate. Others can participate by just raising $500 (small) and $1000 (larger) chapters with a match from AAAA. For more information contact us at 203-268-2450 or visit *www.quad-a.org*.

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

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 100

# Annual Joseph P. Cribbins Aviation Product Symposium

By Mr. Gary Nenninger and CW4 Dave Kather, Retired



PHOTOS BY JOSEPH RAMIREZ

**CW4 Tamara Cureton accepts the Logistics Unit of the Year Award on behalf of the Soldiers of the 96th Aviation Support Battalion which remains deployed to Afghanistan. Presenting the award are (left to right) MG James E. Rogers, AMCOM CG; MG Anthony G. Crutchfield, USAACE CG and Aviation Branch Chief; BG (Ret.) Rodney A. Wolfe, AAAA National President; and MG William T. Crosby, PEO Aviation.**



PHOTOS BY JOSEPH RAMIREZ

**Ms. Peri Widener accepts the Materiel Readiness Award for a Major Contractor for Boeing's Global Services and Support Army Integrated Logistics (AIL) organization from Rogers, Crutchfield, Wolfe, and Crosby.**

The AAAA and the Tennessee Valley Chapter hosted the 37th Annual Joseph P. Cribbins Aviation Product Symposium Feb. 9 and 10, 2011 at the Von Braun Civic Center in Huntsville, AL. The intent of the symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning support to the aviation warfighter.

This year's symposium was extremely successful, with over 510 attendees and 80 industry and government partners hosting booths in the exhibit hall of the Civic Center.

Named in honor of the former special assistant to the Deputy Chief of Staff for Logistics and the chief of the Aviation Logistics Office, the theme of this year's symposium was *Army Aviation: The New Challenge.*

On Wednesday of the two-day event, MG James E. Rogers, commanding general, Aviation and Missile Life Cycle Management Command (AMCOM) gave an update, speaking of the "huge demand" for Army aircraft. He reminded industry partners to "help us to become more efficient" and that we all work together as a "team of teams." He was followed by the "Supporting and Modernizing the Force through Combat Operations" panel.

Chaired by COL Dennis Williamson, Ret., PEO Aviation G3, the panel was comprised of COL Neil Thurgood, project manager (PM) Utility; Mr. John Palumbo, Sikorsky; COL Shane Openshaw, PM Apache; Mr. Tim Sassenrath, Boeing; Mr. Jeff Langhout, deputy PM Cargo; Mr. Raymond Haddad, Boeing; and COL Robert Grigsby, PM Armed Scout Helicopter with Mr. Jim Schultz, Bell/Textron.

The 2011 Project Management Office (PMO) Awards were presented next with the following being recognized:

- Apache PMO award to Mr. John Lund, Systems Dynamics
- Armed Scout PMO award to Alion-McNally Center for Production Technologies
- Aviation Systems PMO award to NMC-Wollard
- Cargo PMO award to Mr. Sebastian Arrigo and the Millville Aircraft Modification Center
- Unmanned Aircraft Systems PMO award to AeroVironment
- Utility PMO award to Ms. Dawn Hilliard, Wyle CAS
- Soldier Warrior PMO award to Ms. Mardenna Turnbough, CSC
- AMCOM G-3 award to Aranea solutions Inc.
- Aviation and Missile Research, Development, and Engineering Center (AMRDEC) award to Mr. Jerry Heck, CGI/Stanley, (Dynetics)
- Aviation Engineering Directorate award to Camber Corporation
- Integrated Materiel Management Center (IMMC) award to Eaton Corporation
- Corpus Christi Army Depot (CCAD) award to General Electric-Aviation

On the second day, with the winter weather causing delays, the event hosted several guest speakers and panel presentations with follow-on question and answer sessions. After Gary Nenninger, TVC President opened the session, Huntsville Mayor Tommy Battle was in attendance to welcome the participants and he was slightly harassed about getting the icy streets cleared up.

Then Mr. Ross R. Guckert, the assistant deputy for

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MAR_APRIL 11 Section 2_June04.qxd 3/25/2011 3:47 PM Page 102



Mr. Raymond Haddad accepts the Materiel Readiness Award for an Industry Team on behalf of the Boeing Interim Contractor Support Team from Rogers, Crutchfield, Wolfe, and Crosby.



PHOTOS BY JOSEPH RAMIREZ

Mr. Eric Minter is presented the Materiel Readiness Award for an Individual by Rogers, Crutchfield, Wolfe, and Crosby.

acquisition systems management, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology) presented both total force and aviation modernization strategies in an austere fiscal environment.

He was followed by MG Tim Crosby, Program Executive Officer, Aviation who provided the PEO update.

MG Crosby talked of being more efficient under a constrained budget and the "tough calls" that will have to be made in the future. He was followed by the "System Supply Chain Management and Modernization" Panel.

Ms. Lisha Adams, Executive Director, IMMC, chaired the panel with members COL Tony Potts, PM Avn. Systems; Mr. Mark Curran, L-3 Com; COL Greg Gonzalez, PM UAS; and Mr. Steve Reid, AAI.

During lunch, BG Rod Wolfe, Ret., AAAA national president, discussed the upcoming Annual Forum in Nashville, TN and introduced the luncheon speaker, MG Anthony G. Crutchfield, aviation branch chief and commanding general of the U.S. Army Aviation Center of Excellence (USAACE).

MG Crutchfield's speech was about the Future of Army Aviation and how we are to get to the end state of "a healthy Aviation Branch postured for full-spectrum operations, in defense of our national interests and our Nation."

The luncheon was followed by the "Transitioning the Fight" Panel, chaired by COL Brian Diaz, TRADOC Capabilities Manager Utility/Lift; and consisting of COL Terry Jamison, 82nd Combat Aviation Brigade (CAB); COL Barry Keeling, National Guard Bureau, COL Donald Galli, 3rd CAB and CSM Tod M. Glidewell, Aviation Branch & USAACE CSM.

Mr. Keith Roberson, G3 AMCOM spoke next addressing aviation maintenance initiatives. He was followed by COL Christopher Carlile, CCAD and COL Donald Nitti, Aviation Field Maintenance Directorate Reset with updates on their respective operations.

A major highlight of the symposium was the evening's awards dinner. Following relaxing entertainment by comedian Rik Thomas, MG Rogers, MG Crutchfield, MG Crosby and BG Rod A. Wolfe, Ret. presented the AAAA 2010 Functional Awards for Logistical and Materiel Readiness.

The Outstanding Logistics Support Unit of the Year was the **96th Aviation Support Battalion**, Task Force Troubleshooter, 101st Combat Aviation Brigade based in Kandahar, Afghanistan.

LTC William W. Ferguson, commander, and CSM Todd W. Vance are both still deployed. CW4 Tamara Cureton accepted the award on behalf of the unit for their serving with great distinction while deployed in support of Operation Enduring Freedom (OEF).

The Materiel Readiness Award for a Contribution by an Industry Team, Group or Special Unit was awarded to **Boeing Interim Contractor Support Team**, Huntsville, AL. Mr. Raymond Haddad accepted the award for the ICS team's variety of services to the CH-47F community.

The Materiel Readiness Award for a Contribution by a Major Contractor was presented to **The Boeing Company**, Huntsville, AL. Ms. Peri Widener accepted the award for Boeing's Global Services and Support Army Integrated Logistics (AIL) organization for supporting the Chinook and Apache programs.

And the final award, Materiel Readiness Award for a Contribution by an Individual Member of Industry was awarded to **Eric Minter**, of CAS Group, Wyle, Inc. for his immense contribution to Army Aviation as the Common Missile Warning System/Advanced Threat Infra-Red Counter Measures (CMWS/ATIRCM) fielding manager for PMO Aircraft Survivability Equipment.

The symposium also provided a unique opportunity to highlight the great work of the AAAA Scholarship Foundation.

The generosity of the attendees and AAAA members was overwhelming and greatly appreciated, as the TVC received more than $19,500 in scholarship donations.

This year's Cribbins APS continued a 37-year tradition of growth and improvement, but more importantly, service to Army Aviation and its Soldiers.

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*Gary Nenninger is the president and Dave Kather is the vice president for publicity of the AAAA Tennessee Valley Chapter, Huntsville, TN.*

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 104

FROM THE ARCHIVES
Article from the April, 1958 issue of ARMY AVIATION Magazine.

# Army Aviation: New Uses

By Maj. Gen. Hamilton H. Howze



AAPI PHOTO

During Exercise Sabre Hawk, Seventh Army's biggest maneuver since World War II, Army aviation units were widely employed in providing tactical mobility to attacking"Red Forces."

An enthusiast on the subject has no difficulty in visualizing multiple uses for light aviation; the task is in fact altogether too simple. But in the process one comes up sharply against the old problem of personnel spaces. It is so easy to use personnel for the various supporting activities in a modern army that one runs out of spaces for the troops to be supported, making it possible to achieve the ideal army: everybody fully engaged in the rear areas, nobody left to be shot at.

Even so, I predict a bright future for Army aviation, for it offers a solution to some of the Army's most pressing tactical problems. And its pilots, as in the past, will have the privilege of being shot at.

In this article I do not attempt to outline the functions of Army aviation, which I hope are now broadly known in the Army. What I call "new uses" all fall within our authorized functions.

I'll start with the use of aircraft for the movement of combat troops. Perhaps this cannot be designated, with complete propriety, a "new use" of Army aviation, because the Army already has a considerable number of helicopter and fixed-wing aviation transport companies, comprising a total of several hundred troop-carrying aircraft. These units are broadly distributed in the continental United States, in the Far East Command, and in Europe, and participate regularly in troop exercises in those areas.

But while this sort of thing has lost some of its novelty, the proper tactical exploitation of the capabilities of slow-flying aircraft in the movement of combat units does require a new understanding and a new imaginative application.

It should be first acknowledged that the helicopter is not a routine substitute for the truck. The helicopter is sufficiently expensive and difficult to maintain, and its availability in quantity is thereby sufficiently restricted, to make it a special-purpose item. Its use should be reserved for certain special purposes, for which it is indispensable.

Actually some (not all) of the jobs of the helicopter may be undertaken by short-take-off-and-landing airplanes when greater discretion in the selection of landing areas is operationally possible.

In moving troops, the helicopter will perhaps find its greatest utility as an obstacle crosser. It has unparalleled capabilities in this respect. And the battlefield is essentially a conglomeration of obstacles.

Natural obstacles are rivers, hills, and ridges, creeks and swamps. The old familiar artificial obstacles are the areas swept by enemy fire, interdicted roads, blown bridges and culverts, craters, mine fields of all varieties, and (if we move offensively) the enemy positions themselves.

New obstacles heretofore unencountered by our troops are large areas irradiated by atomic blast, areas in which woods and fields are set afire by atomic blast, areas in which all bridges are down and a town's rubble lies across road—and possibly areas contaminated by persistent gases.

The question now is how to move troops rapidly from A to B, from C to D, from E to F, etc., etc. If the problem is not to move rapidly, if surprise is not a factor, surface means may be used, but certainly they will be slow and in many instances very hazardous. In these circumstances helicopters can move troops and certain equipment with speed and efficiency and generally without regard to the nature of the obstacle, but they can't do it on a routine basis unless a great many machines are available.

Another application of the troop-carrying helicopter derives its importance from the characteristic speed of aircraft. Ninety knots on a straight line is still very fast when compared with the speed of a truck following a tortuous, rutted, crowded road.

There seems to be universal agreement to the proposition that troop formations in the atomic era must take the form of a number of dispersed islands of force, each island being garrisoned by semi-independent units of all arms. But these islands are not rooted; even in defense they must be movable.

For years we have talked of "mobile defense"—some of us not understanding the meaning of the term. Now we have to understand it. Mobile defense implies flexibility, a deliberate rejection of the idea of defending bits of ground "at all costs." One may be blasted off a terrain feature by a single explosion—and will be, if too much force is committed to its defense.

Mobile defense requires (it has got to be said) mobility. Armored units have their own, organically. Helicopter lift for infantry must come mostly from helicopter companies

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MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:28 PM Page 106

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AAPI PHOTO

**U.S. Army Aviation Board personnel test the lifting capability of an H-37 Mojave at Yuma, Arizona, a part of the off-Post testing performed to secure operational data under high and low temperatures and high altitudes.**

attached to divisions and, usually on a one-shot basis, to smaller units. Infantry mobile reserves so essential to this type of defense may be so by the attachment of helicopters, bivouacked alongside and ready to go.

An attack cannot be preceded by an assembly of assault forces in strength in what we used to call attack positions, for such concentration will invite wholesale destruction by the enemy's area weapons. Notwithstanding, the requirement is still to produce the maximum practicable amount of force (with constant regard to the atomic threat) at the proper place with the best possible timing.

The only solution lies, again, in mobility. Some portion of the attacking infantry can, of course, move by surface means to a position from which it can jump off in attack, and armored elements can do the same. Armored elements, of all our forces, are best equipped to withstand atomic blast while on the move.

Helicopters can contribute greatly in this situation. Helicopters can carry infantry from positions well to the rear (say twenty-five miles) rapidly and with very precise timing to any given area. This affords to helicopter-borne infantry great latitude in the selection of the point of thrust against the enemy and enhances greatly the possibility of surprise.

These are factors of the utmost importance, the implications of which must be pondered a bit to be fully understood. Additionally, the unique ability of the helicopter to cross obstacles (as previously described) affords to helicopter-borne infantry additional latitude in the direction of thrust, for there will be many occasions in which natural and artificial obstacles—the latter including the actual positions of the enemy—can be negotiated quickly and the assault troops placed in position to move against the enemy from unexpected directions. The problem facing the defender will thereby be greatly increased.

The vulnerability of the helicopter is, of course, a pertinent consideration. The machines will be subjected to normal hazards of combat, and it will not be unusual to see one crash and destroy its occupants. War can be dangerous. But the answer to the survival problems lies in the techniques of helicopter employment, with the special reference to the use of supporting fires to enhance greatly the chances of survival.

To reduce vulnerability, helicopter operations in daylight must, generally speaking, be conducted over land areas dominated by weapons organic to the Army. This in effect means the helicopters must be used either over friendly territory or in the course of only very shallow penetrations over enemy territory.

Our new missiles, Hawk in particular, give promise of being able to afford excellent protection to helicopters against the depredations of enemy fighter aircraft. The helicopter probably will be able to avoid engagement by heavy enemy anti-aircraft fire by flying very close to the ground—contour flying, well below the ridge lines.

Enemy small-arms fire may be suppressed by conventional and unconventional means. It is obviously easy to neutralize large areas by use of atomic explosives, an almost unfairly simple solution to the problem. But conventional artillery fire—which can be delivered in heavy concentrations for the short period of time necessary for a flight of helicopters to pass a given danger area—can have an efficient suppressive effect on the enemy. Additionally we expect to arm our cargo helicopters with a single machine gun each to permit them,

MAR_APRIL 11 Section 2_June04.qxd 3/22/2011 3:29 PM Page 108




AAPI PHOTO

**In northern Norway, pilots of the U.S. Army's 8th Helicopter Battalion carried loads of building materials, steel, electronic equpment, and even dynamite to mountain-top sites of micro-wave relay stations. The H-34As delivered their cargo at the rate of 1 1/2 tons every two minutes.**

when moving into a dangerous area, to at least spray the ground as a sort of sanitizing measure. And remember that helicopters arrive very quickly, frequently with complete surprise, and unload and depart very quickly.

Perhaps the most important way, however, to cope with vulnerability lies in the use of helicopters at night and in inclement weather. Here the Army is moving as rapidly as it can, but it should be stated that our helicopter companies do not at the present moment have the capability of flying in inclement weather very close to the ground—and this is the tactical requirement.

Even a casual consideration of a dispersed battle formation raises in the most obvious way the question as to how the enemy may be kept out of our area of defense.

In the Korean war the Communists developed to a high point of efficiency the tactic of infiltration. Our units were privileged (so far as the atomic threat was concerned) to concentrate as much as they wished; even so, they were unable to prevent enemy infiltration into and through the forward defensive area on a fairly regular basis. Apparently some of the snappiest hand-to-hand actions were fought in battalion and regimental command posts.

In a defensive formation gaps of several thousand yards will exist between our units. How to keep the enemy, in small numbers, from moving into those gaps is not susceptible of solution. In truth, we cannot keep him out. Reconnaissance aviation can contribute materially toward solution, but to establish an impenetrable screen will be quite impossible.

A similar situation exists when our forces are moving offensively, for again, as has been said before, the formation must be sufficiently dispersed as to not invite nuclear attack. Attacking units operating perforce at minimum density cannot hope to sweep all enemy from penetrated areas.

How, then, are the units in forward areas to be resupplied? Enemy infiltrating parties, or enemy elements bypassed by our attacking spearheads, represent the most serious sort of threat to our ground lines of supply—a threat so serous as to make resupply by ground means practically impossible.

I therefore suggest that we consider the resupply of isolated units (which in effect means the majority of units in the most forward areas) by air to be routinely necessary. Air resupply, indeed, appears to be the only solution to a problem which, left unsolved, will make impossible efficient operations by units deployed for combat.

Resupply by air will, of course, have its own hazards. It appears essential that it be conducted, as a normal thing, at night or in inclement weather by very low flying aircraft. A new possibility in this respect lies in the use of fairly small drone aircraft, which will presumably be capable of carrying larger payloads than similar manned aircraft and will be less hazardous to personnel. The drone will be equally efficient, day and night.

The use of light aircraft in the ground-reconnaissance role is not altogether new, but it does represent a possibility thus far only superficially explored. Until now reconnaissance by aircraft—whether high performance Air Force aircraft or Army observation airplanes—has been performed as an entirely separate task only remotely connected with the detailed type of reconnaissance habitually performed by the Army's armored reconnaissance forces.

In the vast majority of cases the aircraft were not organic to the ground reconnaissance units, and aircraft pilot and observer reports were made directly to major headquarters and usually reached the ears of the reconnaissance unit commander.

Without disturbing that process, it is time now that we proceeded rapidly in the true integration of aircraft in our reconnaissance units to allow those units to perform more efficiently their classic roles of reconnaissance, security, seizure of critical areas, and pursuit. I am not suggesting independent air reconnaissance battalions but rather the intimate combination or air and surface reconnaissance means.

Nowhere in any Army-approved table of organization and equipment at the present times does there exist a reconnaissance team composed of a light aircraft, a pilot, and a regularly designated observer. This, I think, is a startling state of affairs. We have not exploited the capability of the team, trained and regularly practiced in the art of reconnaissance.

I visualize the incorporation in our present ground-reconnaissance units —the division reconnaissance battalions and the armored cavalry regiments—of platoons of these reconnaissance teams riding for the most part in light reconnaissance helicopters, each of which will be armed with a single light machine gun. The techniques of operation of these small teams have yet to be developed, but we are working on it. In this development, however, we should rule out at the start of the process of flying the aircraft directly into the enemy, or directly over territory known or suspected to contain hostile elements.

MAR_APRIL 11 Section 2_June04.qxd 3/29/2011 2:29 PM Page 110



AAPI PHOTO

**Highlighting one day's exercise play in the early phases of Exercise Sabre Hawk, Army Choctaws engaged in an airlift operation , moving the 11th Airborne's 502nd Infantry across the Main River to seize a bridgehead and to isolate defending "Blue Forces."**

This idea is very difficult to put over, and when it is not fully grasped the whole concept is misunderstood.

The helicopters, operating in sections of two or three, will habitually fly over close to the ground. On a reconnaissance mission they will move laterally many more miles than frontally. Movement by bounds—one or two machines covering the movement of another—will be frequently practiced. In the course of an approach to a terrain feature suspected to be occupied by the enemy, the helicopters will move deliberately and according to the system from one point of cover to the next; they will hover rather frequently, but always within a few feet of cover, so that if engaged by fire they may drop quickly out of sight.

Occasionally one will land, permitting the observer to leave the machine to take up a ground point of observation. With their machine guns they can execute the battle-tested device of reconnaissance by fire; e.g. if they suspect enemy occupation of a group of buildings or a small ridge, they can shoot a few bursts into the suspected area to see if a reply is forth-coming. If the section is engaged by hostile fire, it will always avoid a shooting duel, for the discovery of the enemy is its function, not the enemy's destruction.

In the course of the reconnaissance of an area or of a route, the helicopters will not fly directly up roads but rather off to the side of them, for in moving situations the enemy is very apt to be on the roads. A dangerous-looking area is not flown into but is first inspected carefully at a distance, and then perhaps flown around in order to give the team the benefit of examination from several points of vantage.

Visibility from the air is generally excellent. Needless to say, one cannot see from a helicopter certain details visible to a ground vehicle; on the other hand, the reverse is also perfectly true.

In rapidly moving situations where this type of reconnaissance will be especially valuable, our armored ground reconnaissance units moving down roads are unable as of the present time to observe very large areas off roads where the enemy may lurk in force. The helicopter can discover this enemy; under many circumstances it can see beyond terrain features which totally block ground observation. While helicopters cannot see details through heavy tree growth, neither can ground vehicles see very far laterally in thick woods.

So while the ground-reconnaissance vehicle and the reconnaissance helicopter each have different limitations, on balance I believe the helicopter is considerably superior in what it can see. Certainly it will be an enormous valuable collaborator. Hastily laid mines, camouflaged road blocks, objects or personnel away from the roads, and all objects beyond terrain masks will, I believe, be more susceptible of detection from air than from the ground.

The platoons of reconnoitering helicopters should be backed up by other somewhat larger aircraft carrying riflemen. I do not visualize large units, but rather small quantities of riflemen especially trained for this type of operation, skilled in patrol and commando tactics, and regularly assigned to very light agile, troop-carrying helicopters. The Army is studying the development of helicopters very much smaller than the H-34 and H-21 for this role.

Backing up both the air-transported riflemen and the reconnaissance helicopters should be a small number of shooting helicopters—medium-sized machines each carrying multiple machine guns, possibly rockets, and fairly large quantities of ammunition. These are not to be used for the engagement of heavy enemy forces, and neither are they, by any stretch of the imagination, competitors with the fighter-bomber.

Unlike the fighter-bomber they will operate habitually on the tree tops, shooting generally from hovering positions close to cover behind which they may drop promptly when engaged by enemy fire, and shooting always from territory under friendly control into territory under enemy control. They will not fly over the enemy, and they will not indulge in fire duels. They will deliver heavy concentrations of fire for short periods of time, drop behind cover, reappear at a new spot and repeat the process.

The vulnerability of the helicopter is a matter which needs continuing exploration. Using the tactics and techniques which are possible to evolve, I do not believe the aircraft will be unacceptably vulnerable. Remember that these craft can shoot back; that they will know promptly when they are fired on; that they will operate very close to the ground and therefore close to cover. They move faster than one thinks, and will provide no background normally available to the ground machine gunner for adjustment of his fire. The estimate of range to these aircraft will be very difficult, and if inaccurate will render the fire against them ineffective.

Because a helicopter flying over a concentration of enemy troops not themselves under fire may be readily shot down does not mean that a reconnoitering helicopter in the hands of a clever pilot and observer, trained to their task, can be easily destroyed.

But of course some of these craft will be shot down. If anyone knows a really safe way to conduct effective reconnaissance of the enemy at the forefront of the battle area, he hasn't yet divulged it publicly. It can't be done with mirrors.

We are all acutely aware, painfully aware, in some quarters, of the new emphasis on missiles. On the several varieties of surface-to-surface missiles the Army is placing much of its hope for that part of the close support of ground troops heretofore performed by the fighter-bomber, and the Army is leaning heavily on the surface-to-air missile to control the airspace above it.

I do not believe that anyone is yet willing to predict

MAR_APRIL 11 Section 2_June04.qxd 3/30/2011 3:57 PM Page 111

when, or even whether, fighter aircraft will become altogether outmoded for these purposes, but on the other hand it is apparent that missiles can at least partially replace them. But how well missiles will do the job depends partly on how flexibly they may be employed.

When the ground-launched missile systems and supporting combat aircraft are conceptually compared, the aircraft win hands down as regards flexibility of employment. Perhaps this will remain true, for it appears that it will always be possible to concentrate in a given area a greater amount of air firepower than missile firepower. Every flyable fighter in Europe, for example, could be airborne over a single spot at the same time. But if the missile, despite its superiority on other counts, suffers in the field of flexibility, then we should make a strong try at improvement.

The missile in the correct place at the correct time, equipped with the correct warhead and provided with a proper target, can be very effective. The problem is to make all these conditions come about.

It would appear that light aviation is the best possible answer. While there have been a number of theoretical studies on the capacities of cargo helicopters and fixed-wing aircraft in moving missiles, and while new missile designs take, presumably, proper account of air transportability, the Army has not thus far gotten very far along toward a true integration of aircraft in missile operations. There are great advantages possible in the movement of missiles, component parts of missiles, missile launchers, and crews by air in building a concentration of firepower for a swift attack.

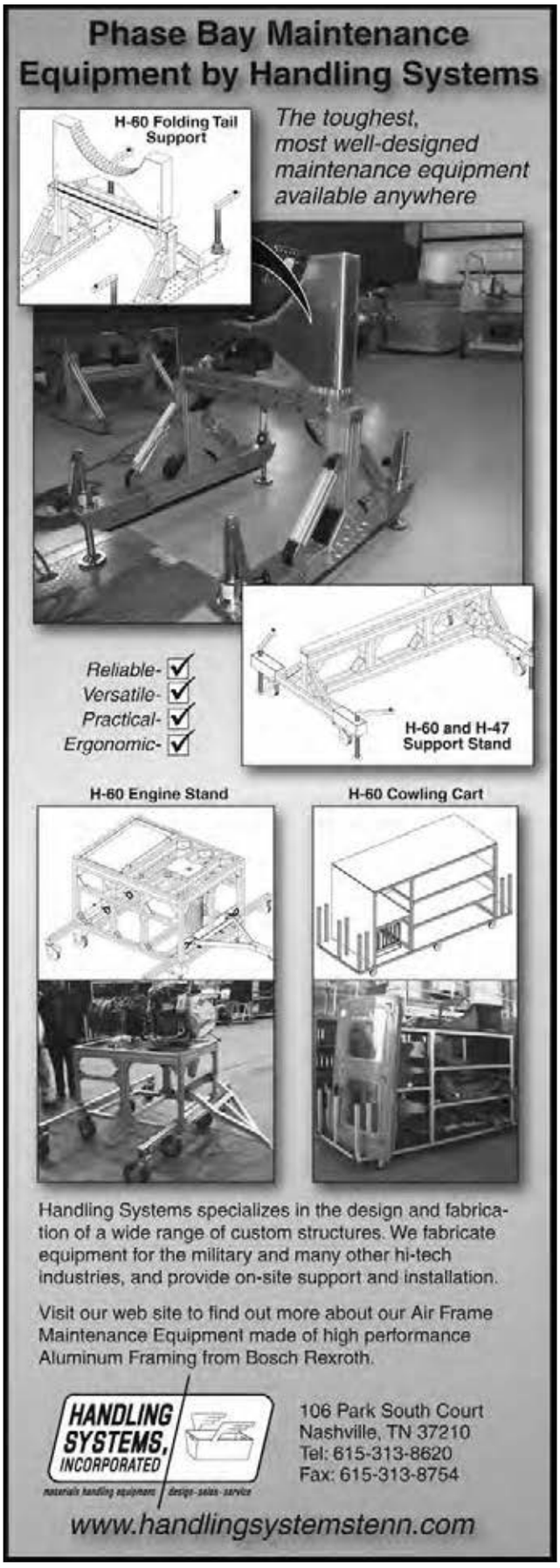
Moreover, a sufficient number of missiles to afford necessary coverage on a semipermanent, relatively immobile basis everywhere in an extensive battle area will be prohibitively expensive; large stockpiles cannot be maintained at battery sites. Economy of materiel and tactical necessity would appear to demand frequent use of aviation to distribute or redistribute missile firepower quickly according to need. The alternative is unacceptable inflexibility.

A man by the name of Clausewitz says this: "In any specific action, in any measure we may undertake, we always have the choice between the most audacious and the most careful solution. Some people think that the theory of war always advises the latter. That assumption is false. If the theory does advise anything, it is the nature of war to advise the most decisive, that is, the most audacious. Theory leaves it to the military leader, however, to act according to his own courage, according to his spirit of enterprise, and his self-confidence. Make your choice, therefore, according to this inner force; but never forget that no military leader has ever become great without audacity."

This means that we must see and we must move—it's hard to be audacious sitting at the bottom of a hole. In the air just above the treetops lies one of the great hopes for victory on the ground.

❖❖

*Maj. Gen. Hamilton H. Howze was the commanding general, 82nd Airborne Division at the time this article was published.*

MAR_APRIL 11 Section 3_June04.qxd 3/25/2011 2:43 PM Page 112

# 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.*

## Shadow Amasses 600,000 Hours



PEO A/N COURTESY PHOTO

In February, 2011 the Army's Tactical Unmanned Aircraft System (Shadow) surpassed 600,000 flight hours. Produced and sustained by AAI Corporation, the Shadow system is now fielded to 98 Army platoons and four Marine Corps squadrons. The Commonwealth of Australia will receive the first Foreign Military Sales (FMS) system this summer.

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

***Sikorsky Aircraft Corporation***, Stratford, CT, was awarded a $129,424,983 firm-fixed-price contract March 4, 2011 to provide for the procurement of UH-60M, HH-60M, MH-60S, and MH-60R helicopters. Work will be performed in Stratford, CT, with an estimated completion date of Dec. 31, 2012.

***General Atomics Aeronautical Systems, Inc.***, was awarded on March 3 a $64,285,000 cost-plus-fixed-fee, cost-plus-incentive-fee contract to provide for product support, logistical support and sustainment operations to the Extended Range/Multi-Purpose Quick Reaction Capability Unmanned Aircraft System. Work will be performed in Poway, CA; Adelanto, CA; Palmdale, CA; Salt Lake City, UT; and Hunt Valley, MD, with an estimated completion date of Nov. 7, 2011.

***Lockheed Martin Corp.***, Orlando, FL, was awarded on March 1 a $9,262,000 firm-fixed-price contract for reset support to include inspection, refurbishment, and removal of sand, dust and foreign material intrusion to the Apache modernized designation sight and pilot night vision sensor. Work will be performed in Orlando, FL, with an estimated completion date of Feb. 28, 2012.

***The Boeing Co.***, Ridley Park, PA, was awarded on March 1 a $13,582,919 firm-fixed-price contract to provide for infrared suppressor systems modification B-kits in support of the CH-47F program. Work will be performed in Ridley Park, PA, with an estimated completion date of May 31, 2013.

***Honeywell International, Inc.***, Tempe, AZ, was awarded on March 1 a $25,260,496 firm-fixed-price contract for support service and supplies to support all Corpus Christi Army Depot overhaul and repair activities for the entire T-55 family of engines and components. Work will be performed in Corpus Christi, TX, with an estimated completion date of Oct. 31, 2015.

***ARINC Engineering Services, LLC***, Annapolis, MD, was awarded on Feb. 28 a $41,722,209 cost-plus-fixed-fee contract to provide for one year of contractor logistics services option for the MI-17 aircraft. Work will be performed in Iraq, with an estimated completion date of March 31, 2012.

***General Atomics Aeronautical Systems, Inc.***, Poway, CA, was awarded on Feb. 28 a $335,504,000 fixed-price-incentive-fee contract for the purchase of system hardware applicable to the Extended Range Multi-Purpose Unmanned Aircraft System. Work will be performed in Poway, CA, with an estimated completion date of Dec. 31, 2012.

***Raytheon***, McKinney, TX, is being awarded a $48,000,000 maximum value, indefinite-delivery/indefinite-quantity contract to provide life cycle contractor support for sustainment of the Forward Looking Infrared Radar System (FLIR) and Electro-Optical Sensor System (EOSS) in support of U.S. Special Operations Command, Technology Applications Program Office. The resulting contract will provide life cycle contractor support to the 160th Special Operations Aviation Regiment (Airborne) as well as the Army, Air Force, Navy and Marine components, for FLIR and EOSS systems, and subsystems for ancillary equipment. The work will be performed in McKinney, TX, and El Segundo, CA and the contract performance period ends Feb. 28, 2015.

***Sikorsky Aircraft Corp.***, Stratford, CT, was awarded on Feb. 24 a $22,710,077 firm-fixed-price contract for the procurement of two UH-60M Black Hawk helicopters. Work will be performed in Redstone Arsenal, AL, with an estimated completion date of March 30, 2012.

## Advertisers Index


AAI Corporation . . . . . 101
AAR Mobility Corporation. . . . . 105
AAFMA Assoc. . . . . 109
Advanced Turine Engine Company . . . . . 2
AECOM . . . . . 75
Aero Dynamics. . . . . 42
Aerospace Filtration Systems . . . . . 103
Alkan . . . . . 54
Aranea . . . . . 36
Army Fleet Support LLC . . . . . 61
Astronics DME Corporation . . . . . 13
AeroVironment Inc. . . . . 77
Avenge Inc. . . . . 85
BAE Systems . . . . . 5
Bell Helicopter Textron Inc. . . . . 67
The Boeing Company . . . . . 1
Coastal Aircraft Parts, LLC . . . . . 85
Contract Fabrication Design . . . . . 79
DRS Defense Solutions . . . . . 33
DRS Technologies, Inc. . . . . 91
DynCorp International . . . . . 97
EADS. . . . . 10,11, 81
EMTEQ, Inc. . . . . 52
Esterline CMC Electronics Inc. . . . . 95
Fastening Systems International, Inc. . . . . 16
FlightSafety International . . . . . 55
FLIR Systems, Inc.. . . . . 7
General Atomics Aeronautical Systems, Inc.. . . . . 41
Global Aerospace Logistic . . . . . 54
Goodrich ISR Systems. . . . . 65
Goodrich Sensors Integrated Syst. . . . . 17
Greystone Ltd. . . . . 49
Gulfstream Aerospace Corporation . . . . . 73
Handling Systems Inc. . . . . 111
Hawker/Beechcraft. . . . . 53
Honteck Corporation . . . . . 83
Insitu. . . . . 15
Kaman Aerospace . . . . . 63
L3 Wescam . . . . . 99
Lockheed Martin IS&GS . . . . . 9
Meggitt Defense Systems . . . . . 21
Northrop Grumman Corporation . . . . . 69
Phantom Products Inc.. . . . . 107
PIC Wire & Cable. . . . . 71
Raytheon Company . . . . . 87
Roberston Fuel Systems LLC . . . . . 25
Rockwell Collins, Inc.. . . . . 27
Rolls-Royce North America Inc.. . . . . 47
Science Applications International Corporation . . 26
Secure Communications Systems, Inc.. . . . . 124
Science and Engineering Services, Inc. . . . . 29
S-3 . . . . . 19
Sierra Nevada . . . . . 28
Sikorsky Aircraft . . . . . 30, 31
Skedco, Inc. . . . . 106
Stark Aerospace. . . . . 39
SPX Precision . . . . . 23
Telephonics Corporation . . . . . 89
Thales . . . . . 93
Turbomeca USA. . . . . 43
USAA . . . . . 59
USATCO/U.S. Air Tool Co.. . . . . 45
Vector Aerospace. . . . . 35
VT Miltope Corporation . . . . . 51
Westwind Technologies Inc.. . . . . 37

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:03 PM Page 113

# POTM
# PEOPLE ON THE MOVE

## AVIATION GENERAL OFFICERS

The chief of staff, Army announced the following aviation general officer assignments:



U.S. ARMY PHOTO

***BG Jeffrey N. Colt***, commander, Joint Unmanned Aircraft Systems Center of Excellence, Indian Springs Airfield, Nellis Air Force Base, NV to deputy commanding general, 101st Airborne Division (Air Assault), Fort Campbell, KY.



U.S. ARMY PHOTO

***BG Donald M. MacWillie***, commanding general, U.S. Army Oper-ational Test Command, Fort Hood, TX, to deputy commanding general, 1st Infantry Division and Fort Riley, Fort Riley, KA.



U.S. ARMY PHOTO

***BG Robin L. Mealer***, chief, force generation, Iraq Training and Advisory Team, U.S. Forces-Iraq, to deputy director, J-5, U.S. Forces-Iraq, Operation New Dawn, Iraq; shown here being congratulated by Iraqi Staff Brigadier Shakir at her promotion on Feb. 4, 2011 at FOB Union III, Baghdad.

## TRANSFER OF AUTHORITY

### Screaming Eagles Swap CABs in Afghanistan

The 101st Combat Aviation Brigade, Task Force Destiny, handed over the reins of the aviation mission throughout Regional Command-South to the 159th CAB, TF Thunder in a transfer of authority ceremony Mar. 12, 2011 at Kandahar Airfield, Afghanistan. Both brigades belong to the 101st Airborne Division (Air Assault). MG James L. Terry, commanding general, Regional Command-South, sent-off the 101st CAB and welcomed the 159th CAB.



PHOTOS BY TASK FORCE DESTINY PAO SADIE BLEISTEN

***COL William K. Gayler*** (left), Task Force Destiny commander and ***CSM Lebert O. Beharie***, TF senior NCO, case the 101st CAB colors on Kandahar Afld., Afghanistan, Mar. 12, 2011.



***COL Kenneth T. Royar***, Task Force Thunder commander and senior NCO, ***CSM Eric C. Thom***, uncase the 159th CAB colors on Kandahar Afld., Afghanistan, Mar. 12, 2011

### Flying Tigers Take Over In Iraq



U.S. ARMY COURTESY PHOTO

***LTC James O. Posey, Jr.*** (left), battalion commander and ***CSM Sammy C. Sablan*** of 8th Battalion, 229th Aviation Regiment, the Flying Tigers, are pictured here uncasing the battalion colors at the Mar. 1 transfer of authority ceremony in Taji, Iraq. The Flying Tiger battalion is the largest aviation battalion in the Iraqi theater of operations in support of Operation New Dawn with more than 600 Soldiers and 3 platoons of unmanned aircraft systems, one platoon of infantry, and one command aviation company (UH-60) in addition to their organic AH-64D Longbow structure with associated support elements. The Flying Tigers took over from the Gunfighters of 1st Bn., 1st Cbt. Avn. Bde.

## AWARDS

### eCAB Soldiers Receive End of Tour Awards



U.S. ARMY PHOTO BY SPC ROLAND HALE, ECAB, 1ST INF. DIV. PAO

LTC Kenneth Chase, commander of the 1st Squadron, 6th Cavalry Regiment, Enhanced Combat Aviation Brigade, 1st Infantry Division, pins an Air Medal on ***CW3 William Kearns*** during an end of tour award ceremony on Camp Taji, Iraq, Feb. 1. Soldiers with the Enhanced Combat Aviation Brigade, 1st Infantry Division received the awards in recognition of their service during the brigade's year-long deployment.

### Two 4th CAB Leaders Receive German Awards



PHOTO BY U.S. NAVY 1ST CLASS ERIC S. DIEHM

German Army Lt. Gen. Rainer Glatz, commander of German Operations Command, congratulates U.S. Army ***COL Daniel E. Williams***, commander of the 4th Combat Aviation Brigade, 4th Infantry Division, International Security Assistance Force, Feb. 26 at Camp Marmal, Afghanistan – after awarding him the Silver Bundeswehr Cross of Honor for his outstanding meritorious service, as U.S. Army BG Sean Mulholland, deputy commander of Regional Command (North), also a recipient, looks on. Williams, who has led the 4th CAB from the front lines, flying his first mission within one week of arriving in country, accepted the award, Germany's second highest military decoration for merit, on behalf of the Soldiers of the 4th CAB, Army aviation and III Corps.

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 114

# POTM
## PEOPLE ON THE MOVE

### AWARDS



PHOTO BY U.S. ARMY SPC. JEANITA C. PISACHUBBE, 4TH CAB PA

U.S. Army ***MAJ Robert P. Federigan***, medical operations officer, Headquarters and Headquarters Company, 4th Combat Aviation Brigade, 4th Infantry Divison, International Security Assistance Force, is congratulated by the commander of the German Medical Task Force, Feb. 27 during a ceremony at Camp Marmal, Afghanistan, after receiving the gold German Military Skill Badge for medical personnel, which represents the highest level of military medical proficiency in the Bundeswehr (German Military).

### eCAB Soldiers Take Citizenship Oath



U.S. ARMY PHOTO BY SFC. JEFF TROTH, ECAB PAO, 1ID

***SGT Jennifer Estrella*** (center), Headquarters Company, Enhanced Combat Aviation Brigade, 1st Infantry Division, recites the Oath of Citizenship of the United States of America during a President's Day naturalization ceremony at one of Saddam Hussein's former Baghdad palaces. Fifty-three Soldiers received certificates of U.S. citizenship and American flags after taking the Oath during the Feb. 21, 2011 ceremony.

### 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.

**30 Officers, Feb. 10**

**IERW UH-60 Track**
LT Joseph R. Snoke * - DG
LT Timothy G. Evans - HG
WO1 Zachary. Georgia - HG
WO1 Ryan C. Rooks - HG
LT Chase C. Ross - HG
WO1 Jeffery J. Bear
LT Cassie Bonadeo
WO1 Ryan A. Edens
LT Damion M. Graham
WO1 Steven J. Hanna
LT Adam J. Kemp
WO1 Anthony T. Mazzucola
WO1 Aaron M. McFarland
LT Steven B. Metzger
LT Stacey W. Neabore
LT Timothy J. Newlin *
LT Paul A. Proios *
CPT Tyler J. Ranney
LT Kyle C. Schaad
LT Kristopher R. Schmautz
LT Stephen T. Sexton
LT Holly N. Vance
WO1 Justin D. Willard

**IERW UH-60M Track**
LT Darlene P. Carter
LT Jordan A. Dilena
WO1 Matthew A. Ingalls
LT David A. Johnston
WO1 Cory D. Joslin
WO1 Robert A. Landers
WO1 Anthony E. Reibly

**21 Officers, Feb. 24**

**IERW OH-58D/R Track**
WO1 Aaron J. Kellum - DG
WO1 Sebastian Rivas - HG
WO1 Sarah E. Bain
WO1 Trevor B. Baxter
WO1 Julian A. Caicedo
WO1 Francis R. Caputo
WO1 Thomas S. Ewers
WO1 Krzystof Landowski
WO1 David R. McCullough
WO1 Jacob R. McGinley
WO1 Wesley B. Rinehart
WO1 Brody W. Smith

**IERW UH-60 Track**
WO1 Jan E. Stevens - DG
LT Sarah E. Fazio
LT Robbie L. Flowers
LT Humberto Hernandez
LT Jesus Maldonado
LT George B. Oliver
LT Sarah Paul
LT Brandon L. Richmond
WO1 Chadbourne Williams

**61 Officers, Mar. 10**

**IERW AH-64D Track**
LT Matthew Conner - DG
WO1 Jason Kliewer - DG
WO1 Eric J. Echeverria - HG
WO1 Jose C. Garcia - HG
WO1 Jon C. Atkins
LT Christopher T. Benjumea
WO1 Kenneth C. Bouldin
WO1 Joshua G. Buchanan
WO1 John P. Cornetto
WO1 Christopher Cornine
LT Stephen Gumpf
WO1 Cyril M. Homerding
LT Nathan W. Houston
WO1 Christopher M. Lee *
LT Daniel T. Liebetreu
WO1 Michael A. Loeb
WO1 Miguel T. Miranda
WO1 Ryan J. Reeser *
WO1 Kourtney R. Roundtree
LT Brandon G. Skelly
WO1 Charles E. Spencer

**IERW OH-58D/R Track**
WO1 Brandon Lancaster - DG
WO1 Michael Maquet - HG
LT Aaron Green *
WO1 James T. Burkhalter *
WO1 Corey H. Creighton
WO1 Eric B. Hibbs
WO1 Gregory A. Lancaster
WO1 Carrie S. Mitchell *
WO1 Gary H. Mitchell
WO1 Evelyn C. Salmon
WO1 Matthew K. Salmon
WO1 Jason J. Sargent
WO1 Devan G. Williams

**IERW UH-60 Track**
LT Freddie E. Hill - DG
LT Jason Burton * - HG
LT Devin Holbrook - HG
LT Eric R. Smith - HG
LT Vincent Atsitty
WO1 Brennan D. Avants
LT Joshua R. Bennett
WO1 Werther Bentine-Torres
LT Amy L. Breguet
LT Ryan G. Brown *
WO1 Tristan D. Brown
LT Brian K. Burgi
LT Haydn H. Campbell *
LT Davidson K. Fisher *
CPT Miranda L. Gahn
LT Matthew W. Gibbs
LT Michael J. Gonzalez
WO1 Grant S. Hutcheson
WO1 Shaylen R. Knickrehm
LT Clint X. Lowe *
LT Justin B. Mace
LT Scott D. Moncrief
LT Sharil K. Richards
LT Victor Rodriguez
WO1 Jason W. Weinberg
WO1 James T. Weipert *

**IERW UH-60M Track**
LT Marshall R. Titch

DG = Distinguished Graduate
HG = Honor Graduate
DL = Dean's List
* = AAAA Member
\+ = Life Member

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MAR_APRIL 11 Section 3_June04.qxd 3/30/2011 3:59 PM Page 115



## NEW MEMBERS

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LTC Walter Duke Jr.
CW4 Jason A Fauth
CW4 Charles Haseltine
CW4 Jeffrey T Kimm
CW4 Timothy Ray LeMaster, USAR Ret.
CPT Anthony B. Pankuch
LTC Neil Allen Reilly Jr.
**Aloha Chapter**
Emily Catherine Harrison
SFC Grady D Kyle III
1LT Hayden Piscal
SGT Kristopher Souza
MAJ Joseph O.Tolentino
SFC Gary Jeffrey Williams
CPT William Wesley Wood
**America's 1st Coast Chapt.**
MAJ Michael C Adler
Daniel Thomas Lorimor
MAJ William E. Temple V
**Arizona Chapter**
SGT John S Cybulski Jr.
Scott R Rudy
Albert L Winn
**Armadillo Chapter**
SPC Travis Bonham Darnell
LTC Fred D. Hryhorchuk
CW2 Crystal Olier
CW4 Paul Kyle Paradis
**Aviation Center Chapter**
WO1 James Ashenberner
WO1 David W. Berry
WO1 Brittney E. Bogart
Jerry A Clarke
1SG Michael Collins
WO1 Trevor J. Cooper
WO1 Zach W. Cooper
CW3 David B. Cox
WO1 Brenton B. Davis
WO1 Nathaniel Defenbaugh
WO1 Jonathon J. Flores
WO1 Joseph T. Ford
WO1 Justin D. Francois
WO1 Dallas M. Garcia
CW4 Douglas Ray Goins
WO1 Emilio R. Green
WO1 Robert E. Hodgson
CW4 Don Holland
SFC Jody Dale Homan
WO1 Shawn C. Huebner
MAJ Jason James
WO1 Aimee S. Jansen
WO1 Kreig H. Jean
WO1 Dexter R. Johnson
WO1 William J. Johnson
CAPT Guenter Koenig
2LT Jonathon K. Kohl
WO1 Matthew C. Lambert
WO1 Michael J. Lawrence
WO1 Benjamin E. Lesondak
CPT Guillermo E. Martinez
WO1 Kyle J. McNabb
CW2 Robert Todd McVickar
1LT Derek Merkler
WO1 Matthew J. Moss
WO1 Dominick V. Oliveri
WO1 Matthew L. Overton
WO1 Phillip R. Owens
Paul John Patin
WO1 Thomas J. Podzimek
WO1 Chuong V. Quach
MSG Jeffrey Allen Roth
WO1 Dallas S. Russell
WO1 Richard L. Sattro
WO1 Justin M. Seguin
1SG William E. Self Jr.
WO1 Ian T. Shaffer
WO1 Jonathon M. Shallow
WO1 Greg W. Shpunder
CW3 Joshua Sims
MAJ Michael Alan Sines
LTC David Skinner
MAJ Derek Allen Smith
Gerald G. Smith
CW3 Cameron Stone
WO1 William F. Stratton
WO1 Mathew S. Svoboda
WO1 Matthew A. Thomas
WO1 Stevenson Trumbull Jr.
WO1 Sean R. Walters
WO1 Greg M. White
CPT Matthew C. Wingate
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SFC Michael A. Quinones
CSM John P. Sundermann
**Big Red One Chapter**
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SPC Matthew M. Boarts
SSG James T. Bryant
SPC Brandon J. Casey
SPC Jonathan D. Collins
SPC Eusebio A. Faura
SGT Anthony C. Ferido
SGT Robert Fertig
SPC Sean N. Hillery
CW3 Adam L. Hunt
SGT Justin R. Jackson
CW3 Mark A. Jernigan
CW2 Jeremiah M. Johnson
SPC Santiago G. Loetz
LTC Rene Martinez
PFC Dustin D. Miller
SGT Nathan A. Miller
SGT Trevor A. Pack
SFC James A. Perkins
SPC Matthew F. Porter
CW4 Ronald Porter
SPC Marquez Eric R.
SGT Thomas E. Reddick
SSG Martin Rojas, Jr.
PFC Justin J. Schreiner
SPC Derrek B. Schwab
CW2 Jeffrey V. Spahn
CPT Patrick J. Taylor
SFC Jesse Vielma
**Black Knights Chapter**
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CDT Mark A. Anderson
CDT Michael Arcangelo
CDT James O. Bailey
CDT Kevin R. Bennett
CDT Scott E. Betancourt
CDT Sean E. Boniface
CDT Robert M. Brooks
CDT Stacie M. Burak
CDT Sam R. Calvert
CDT Robert J. Caraccilo
CDT Jake J. Chaput
CDT Michael J. Chiaia
CDT Kasandra A. Clark
CDT Reese H. Conrow
CDT Steven J. Convery
CDT Travis W. Corker
CDT Zachary D. Daker
CDT Jessica E. Davis
CDT Timothy J. Davis
CDT Angela M. Deger
CDT Kyle P. Ditonto
CDT Zachary T. Dugger
CDT Taylor S. Durling
CDT Ronald J. Edwards
CDT Michael D. Eoute
CDT Colin J. Farmer
CDT Spencer Feliciano-Lyons
CDT Chloe M. Flores
CDT Marcus E. Fowler
CDT Thomas G. Fowler
CDT Kenneth A. Friede
CDT Marc D. Fryt
CDT Daniel L. Garcia
CDT Rafael Garcia-Menocal
CDT David E. Geib
CDT James A. Gleason
CDT Tyler J. Guest
CDT Thomas M. Hagan
CDT Renner H. Hall
CDT Cory J. Hankemeier
CDT Nathan C. Hedgecock
CDT Kenneth R. Hettler
CDT Emeline A. Hood
CDT Charles M. Houk
CDT Craig J. Hunninghake
CDT Kyle R. Jensen
CDT Michael J. Kalik
CDT Michelle M. Kane
CDT Olin H. Kennedy
CDT Tyler T. Kim
CDT Benjamin S. King
CDT Robert A. Kirkwood
CDT Jay A. Laing
CDT Manuel Ledezma-Vera
CDT Kristin M. Lemieux
CDT Edward J. Leo
CDT Megan J. Liesenfelt
CDT Maren H. Lowrey
CDT Andrew M. MacKenzie
CDT John A. MacLean
CDT Ryan C. Martin
CDT Michael I. McAlister
CDT Christopher T. McMahon
CDT Paul T. Merklinger
CDT Guice R. Moore
CDT Charles F. Nadd
CDT Christopher Nickelson
CDT Cody M. Omilusik
CDT Derek T. Overmyer
CDT Andrew J. Parker
CDT Ami T. Patel
CDT Corrine R. Payne
CDT Nathaniel Pendleton
CDT Paul M. Peterson
CDT Eric M. Pietrasz
CDT Sean G. Plotner
CDT Karyn M. Powell
CDT Jacob D. Reddington
CDT Amber S. Robertson
CDT Hans C. Seller
CDT Lara E. Senteno
CDT Daniel D. Snow
CDT Eric J. Solomon
CDT Casey R. Thome
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CDT Jason S. Trump
CDT Matthew C. Vane
CDT Abram J. Wathen
CDT Kenneth P. Wigboldy
CDT Benjamin S. Wynia
CDT Logan M. Wyszynski
CDT Dustin M. Yates
CDT Robert W. Zauche
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William Weis
**Cedar Rapids Chapter**
Patrick Adam
LCDR Mark Bauermeister, USN Bill Hess
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Ronald V. BurkeJr.
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John C. Garceau
Sam M Gillispie
Michael Hodges
Julia Kidd
Thomas A. White
Jim M. Whittaker
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LTC john francis sheehan
PV2 Joshua P. Walden
SSG Nicholas B. Williams
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Anthony Joseph Gentile
Greg Monahan
Patricia Anne O'Keefe
F. Scott Tuck
Richard G. Williams
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Manuel Garcia III
David A. Nawara
Mark A. Velazquez
**Delaware Valley Chapter**
MAJ Gregory Lee Coffield
Keith Carl Kodalen
Rosemary Ormsby
**Empire Chapter**
SSG William Martinez
SGT Barbara Ann Morgan
SPC Joseph Paul Morici
CW3 christopher panarese
CW5 Michael L. Zanghi
**Flying Tigers Chapter**
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CW4 Michael D. Sheley
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MAJ Trent Jay Lythgoe
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Stanley August Vogt
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MAJ Dan Lawrence Isabell
SSG Jose Miguel Sanchez
1SG Arthur Paul Schreiner
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**Idaho Snake River Chapt.**
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SSG Crystal Cantrell
CPT Bryan Madden
SGT Kyle B. Pearl
SPC Jacob B. Sam
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CW3 Brian Long
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2LT Daniel F. Huckaby
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COL Lorelei Coplen
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**Land of Lincoln Chapter**
CW4 Mike Maroon
**Lindbergh Chapter**
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CW4 Scott Wiley
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SPC Delvan N. Anderson
1SG Wayne C. Bard
LTC Brent Finemore
SPC Roger A. Imhoff
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CSM Randall D. Brewster
MAJ Richard D. Frank
CW3 Joshua Wayne Howe
LTC Mark Schiller Levine
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CPT Travis H. Owen
1LT Daniel Seamus Spratt
CW4 Steven Sund
MG Michael S. Tucker
MG Michael S. Tucker
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CW2 Edward D. Ewing
SSG Melinda E Heikkinen
1SG Mark D. Logan
SFC Greg Sullivan
**Narragansett Bay Chapter**
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**North Country Chapter**
SPC Justin D. Cook
WO1 Robert G. Erlandson
CW2 John L. Hermanson
SSG adam leopoldo loera
SGT Armando Saria
CW3 Russell K. Stegemoller
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SGT Christopher D. Curry
SSG William S. Gilbreath
MAJ Eric T. Phillips
Mary M. Tucker
**Northern Lights Chapter**
CSM Scott Allen Bailey
MAJ Michael S. Mendenhall
1LT Travis James Payne
CPT Nathan Stahl
MAJ William Taylor
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CW3 Nathan A. Reeb
**Oregon Trail Chapter**
Jennifer Henry
**Phantom Corps Chapter**
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James Cooney
CW5 Kevin Andrew Etter
CPT Richard Gieck
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CW3 Robert L.Seybold Sr.
COL Kevin B. Smith
MSG JD Weber
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MAJ George J Hart
**Ragin' Cajun Chapter**
SSG Sean Powers
SFC Jose M. Soto
**Rio Grande Chapter**
CW2 John W. Sowers
Mark Young
**Rising Sun Chapter**
1SG Billy Maloney
**Savannah Chapter**
CW3 Gregory A. Laurence
SSG david charles leonard
2LT Joseph Randall Newton
SFC Christian Noel
CW3 Craig Root
CW4 Brian R. Seligson
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CPT Jeremy Vogel
CPT Erik Wright
**ShowMe Chapter**
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**Southern California Chapt.**
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Kevin Brabec
CPT Angelica Christensen
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CPT Denn Alaric
SGT John B. MacCormick
**Tarheel Chapter**
CPT Mark VanVeldhuizen
**Tennessee Valley Chapt.**
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Gary Birchfield
Barry Blackmon
Jason Gilchrist Blaxton
Robert Neal Brown III
Jennifer Bruce
SFC Daniel Campbell
Vicky B. Cerniglia
SFC Anthony Cervizzi
2LT Jason Charlton
COL Michael Nevin
Edward Claybourne, USAR
Karen R Cole
Ronald Dalton
Rick Davis
Jose A. DeJesus
Paul D. Dunbar
Trey Dyer
Tammy L. Ellis
Kaitlyn G. Erickson
Keith Harbin
Chad Andrew Hellums
Mark Hillgartner
LTC Jason Horne
Michael A Horrocks
Leslie Ann Hyatt
So Ihara
Stephanie Johnson
Patrick A. Lewis
MAJ Virginia C. McDougall
Amanda Medley
LTC Earl C. Myers II, Ret.
CW4 Nick Nickles, Ret.
Joshua Ernest Noriega
Joseph E. North
Michael C. O'Reilly
TSgt Eddie Ortiz Sr.
David J. Otterson
CW5 Tim A. Parker, Ret.
COL Steve Pelley
CPT Matthew O. Peterson
David Quinn
MSG Chris Redd
Jason Rios
Dawn M Sabados
SSG James T. Sanford
MSG Marty Shelton
Dennis G. Sparks
Sherman Spencer
Charlie C. Starling
CW5 Achille J. Tartaglia Jr.
MAJ Johnny Taylor II
Roger E Triplett
CW3 Kevin L. Utterback
LTC Mark M. Vaughn
Donald Wilbourn
Mike Wiley
Ferne Wlodarski
Troy Zeidman
**Thunder Mountain Chapt.**
SFC Michael Diets
MAJ Adam P Reynolds
**Utah Chapter**
Robert J Brantley
Thomas Nied
**VMI/VWIL Chapter**
CDT James Hunter Colt
**Volunteer Chapter**
SGT Jason Patrick Banta
SSG Tracy A Banta
SGM Billy D Batson
MAJ Leonard Brannom III
SSG Nathaniel R. Collins
WO1 Andrew Cordray

*Continued on page 117*

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 116





# Legislative Report

COL Curtis J. Herrick (Ret.)
AAAA Representative to The Military Coalition (TMC)

### "It's Democracy In Action"

In finding a way among the rocks and hard spots in the ongoing budget situation, the new 112th Congress Speaker of the House, Rep. John A. Boehner (R-OH), said, "It's democracy in action." Issues include passing a 2011 Defense appropriation act to allow DoD to operate efficiently in this time of war, approving a 2011 Continuing Resolution for the remaining appropriations to finish the year and working concurrently the 2012 President's Budget. Forcing factors are extending the CR before Mar. 5th, raising of the nation's debt ceiling in the late Mar. period, and meeting new Congress member's demands for budget cuts that will lead to reducing the national debt.

On Mar. 20 at 4:40 AM, after a more than 60-hour hearing on the House floor of almost 600 amendments, the House voted on 100 amendments and approved a budget, 235-189, with $61 billion in cuts. The combination of these cuts with the $41B in reductions in President Barack Obama's earlier unapproved 2011 budget allowed the House to reach their goal of trimming $100B to reach 2008 spending levels.

From this point the House and the Senate are to reach an accommodation on the cuts, which are very unpopular to some, that is acceptable to the president and within the time constraints to sustain government operations during Mar.

### White House Military Family Plan

In response to a request from troops during a Dec. Afghanistan visit, "Sir, take care of our families...," President Barack Obama had an interagency policy group prepare a plan. On Jan. 24, the President, alongside First Lady Michelle Obama and Dr. Jill Biden, presented the "Strengthening Our Military Families: Meeting America's Commitment" plan.

Strategic priorities included enhancing the well-being of the military family, ensuring the excellence in the military children's education, developing career and educational opportunities for military spouses, and increasing child care availability and quality.

Cabinet secretaries pledged their commitment to support the priorities and partnerships described in the report. In all, the president said his administration made nearly 50 commitments in support of military families.

### Young Vet Jobless Rate Up

The Labor Department's Jan. figures revealed that the jobless rate for young veterans, 20 to 24 years, is on a rising trend to 31 percent, almost twice that of nonveterans. For Iraq and Afghanistan veterans the rate is 15.2 percent, estimated to be almost 300,000, against the U.S. unemployment rate of 9 percent.

Rep. Jeff Miller (R-FL), chairman of the House Veterans Affairs Committee, wants to work with the VA, Labor and employers to retool existing jobs programs.

Sen. Patty Murray (D-WA) is not convinced retooling the existing programs will be enough and that quick action is needed. She observed that veterans have the skills to succeed in the work place but have difficulty transferring those skills and that there might be an employer bias against hiring recent combat veterans.

Mr. Paul Rieckhoff, a director of the Iran and Afghanistan Veterans of America, a TMC organization, remarked that the military's Transition Assistance Program used in training and counseling separating and retiring troops was reported as not satisfactory in a hearing last year and still needs to be improved.

### Pressure For Defense Appropriation Act

Secretary of Defense Robert M. Gates' efforts to relate the need to Congress for a 2011 defense appropriation act to permit the department to operate efficiently this year seem to have started appropriation activities. For Army aviation this will allow the production start of 4 CH-47Fs for the 13th Combat Aviation Brigade.

### Caregiver Benefits Progress Inadequate

After Pres. Obama approved the caregiver benefits program in May, 2010, the Department of Veterans Affairs has missed the Jan. 31 start of the program due to the complexity of establishing eligibility criteria and setting up the program. Under the act those caring for the most severely wounded veterans of the Iraq and Afghanistan Wars may qualify for counseling, health-care training, respite and a monthly stipend. Initial stringent VA application of the law may reduce the size of the program from the anticipated 3,500 to about 850 families.

Many await the delayed start of the program in the spring to learn if their veteran will qualify.

### SCRA Abuse Hearing

On Feb. 9 servicemembers, spouses and attorneys testified before the House Veterans Affairs Committee concerning Servicemem-bers Civil Relief Act violations alleged to have been perpetrated by banks against mobilized reserve component members. The SCRA also applies to loans taken out by active duty members before joining the military. JPMorgan Chase is reported to be issuing checks totaling $2 million to 4,000 service members after discovering overcharges and errors in their mortgages.

Rep. Jeff Miller (R-FL) observed that DOD should review the services' programs to educate troops and families about the SCRA protections. An attorney representing a service member recommended a class action suit against violators and changes in the law to impose civil fines and to reclaim attorney fees.

Sen. Jack Reed (D-RI) has asked the Justice Department to examine the issue of J.P. Morgan violating the law. Sen. John Kerry (D-MA) sent a letter to the Chairman of the Federal Reserve asking for an investigation.

Service members should learn their rights, seek assistance from legal and financial assistance officers as needed to enjoy their SCRA rights, and be reimbursed for previous errors.

### TRICARE Young Adult Program

The Department of Defense has announced that the TYAP, formerly known as the TRICARE 26 Program, is to be implemented this spring as of Jan. 1, 2011, when the prices are determined. Sponsors planning to enroll should keep their bills for submission after the actual program start. TYAP will extend medical coverage to as many as several hundred thousand eligible military family members through the age of 25 with a full premium-based plan.

Unfortunately, this TRICARE Standard monthly benefit, which is in response to the Patient Protection and Affordable Care Act of 2010, is required by the 2011 National Defense Authorization Act to be fully paid for by the receiving families. The TRICARE Command is expected to announce the fees later this spring that may be as much as $200 per child per month.

Meanwhile many large health insurance companies implemented the program last summer without charging the families an additional premium and the Federal Employees Health Benefits Program began on Jan. 1. TMC is working with Congress seeking to remove this disparity in TYAP.

### Women Vets May Be Missing Benefits

A recent study concluded that although a higher percentage of women veterans from Iraq and Afghanistan are diagnosed with Post Traumatic Stress Disorder and Traumatic Brain Injury than men, fewer women are receiving VA benefits. One cause, a regulation that required servicemembers to have earned a combat badge or ribbon to receive a disability, has been removed. Women veterans who were previously denied claims may reapply for service connected PTSD and other combat stress claims.

*Continued on page 117*

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 117



## ARMY AVIATION MAILBOX

When I received the most recent copy of the Army Aviation magazine there was a notice of the death of Col (R) A.T. Pumphrey. Even though I never met the man it seemed as though I have known him forever. If you don't mind a little chatter about his significance in my military life.

When I finished both F/W and R/W training and reported to my first duty station, Combat Command A, 2d Armored Division at Coleman Barracks, Sandhofen, Germany near Manheim, I became the helicopter pilot for the CO, a Colonel Maxwell M. Rogers. He was a rough, tough Armor Officer that had served in WW II and Korea, but for some reason or other, he really took a liking to me and we became fast friends forever. He and his wife had no children and I think they took Liz and me under their wings as their own. We maintained this relationship up until his passing, I believe in 1985 or so. Backing up to the beginning of the story, while serving in Korea Col Rogers had a pilot named A.T. Pumphrey. He never ceased to talk about "Pumphrey" the whole time I knew Gen Rogers. I heard of so many of his exploits in the little Piper Cub they flew in Korea that I felt like I earned some of those air medals Pumphrey earned. But, I have to admit I did learn a lot transferred to me through Col Rogers,especially what a Commander wants from his Aviators. I had hoped someday to meet Col Pumphrey but that never happened.

Now, back to 2d Armored Div. I actually had no intentions of making the Army a career and was never pushed by anyone to do so. However, after about a year and a half in the 2d Armored Div, Col Rogers nominated me to be the Aide to the Asst Div Cmdr, Gen Bethune. That came about and then the Division gyro scoped to Fort Hood. As a reserve officer when my time was up General Bethune and Col Rogers, who by this time had become Chief of Staff of the Division, insisted I apply for Indefinite Status and apply for Regular Army. My record was not strong enough to be accepted and since a RIF program was in being, the Army said goodbye. Col Rogers submitted one of the strongest endorsements to General Bethune's recommendation on a second application that it burned a hole in the paper, but it was successful. It took a few years for the Army to write me a letter suggesting I apply for RA.

Bottom line here is that Col Rogers and his stories of "Pumphrey" are a major reason I turned directions, stayed in the Army and a decision I am very happy to have made.

Don Bliss, Colonel, US Army, Retired

## Legislative Report *continued*

### Military Pay Raise Requested

A 1.6 percent pay raise for the military based on the Employment Cost Index for 2010 was requested in the 2012 President's Budget while the rest of the federal government is to have a 5-year pay freeze. In the current national deficit-sensitive environment, some members of Congress even in time of war have said the military should have their pay frozen.

## IN MEMORIAM



DYNCORP COURTESY PHOTO

### AAAA Scholarship Foundation Governor and Industry Icon Passes

We are saddened to announce the passing of Mr. Dan Bannister March 12 after a long illness.

A longtime AAAA Scholarship Foundation Governor and leader in the government contracting market, he is best known as the former chairman, president and CEO of DynCorp, where he had a 52-year career growing the company beginning in the early 1950s to a $2.4 billion enterprise in 2003, when it was sold to Computer Sciences Corp. He served as president and CEO from 1985 to 1997 and was chairman from 1997 to 2003.

Noted for his great generosity and philanthropy across the nation, he was a member and leader within countless professional associations and served as an active Governor of the AAAA Scholarship Foundation continuously over the past twenty years. Both CSC and his individual company, Bannister Enterprises, participate in the Scholarship Foundation Corporate Matching Fund program.

Those who knew him remember him to be slow to anger, quick to correct, and faster yet to forgive; a man of great faith, humility, courage and fortitude – friend to all and enemy of none.

May he rest in peace.

**NEW MEMBERS**

*Continued from page 115*

Troy Zeidman
**Thunder Mountain Chapt.**
SFC Michael Diets
MAJ Adam P Reynolds
**Utah Chapter**
Robert J Brantley
Thomas Nied
**VMI/VWIL Chapter**
CDT James Hunter Colt
**Volunteer Chapter**
SGT Jason Patrick Banta
SSG Tracy A Banta
SGM Billy D Batson
MAJ Leonard Brannom III
SSG Nathaniel R. Collins
WO1 Andrew Cordray
SFC Billy D Davenport
MSG Curtis E. Garner
SSG Marty Ray Gillahan
SFC Jeffrey L. Gregory
1LT Mandi Inglsbee
CW2 Matthew G. Pasco
SFC Randy Scott
SSG Edward Lee Smith
**Voodoo Chapter**
PFC Michael Paul Kahrs
PFC Douglas J. Lecompte
SSG Aaron Mahnke
SSG John F. Nottingham
SGT Darrel Lee Plants
SSG Edward J Thorn III
**Washington-Potomac Chapt.**
LTC Steven D Beltson
CPT Bridget Byrnes
Owen Cheney
COL Paul John Cisar
SFC Chrissy M. Cooper
SFC Marla D. Darby
WO1 Trey M. Davis
SSG Joseph P. Garland Jr.
SFC Arthur W.Johnson II
Francis W Lauer
LTC Avery M. Leider
MAJ Orest Luciw
SPC Jose R. Mendoza Jr.
David Myers
SSG Duane Lee Prather
Janel E. Shatzer
Andrey L.Stetsyuk
Galen A. Stetsyuk
John E Suttle
SGT Frank K. Whitehead
SGT Daniel A. Williams
**Wright Brothers Chapter**
COL Alfred C. Faber Jr.
**Zia Chapter**
MAJ Daniel Ryan Bartlett
**No Chapter Affiliation**
Abdulla Murad Albalooshi
SGT Paul J. Alonge, USAF
Ralph Arnold, USAR Ret.
CW4 Michael D. Ballagh
1SG David Biester
SFC Rusty Lee Borders
Grant Broom
Jason Brown
William Culberson
Glenn Ronald Currie Sr.
CW4 Timothy David Delong, USAR Ret.
COL Edwin J. Den Beste
Donald Detiveaux
Ashley Devroy
CW5 Brian Ellis
SSG Jose Martin Esquivel
1LT Brad Fickett
COL John S. Finlay IV
Leisa S Finley
CPT James R.Fischer
Joseph Lee Galloway
CPT Phil Ryan Hemmert
CW2 Thomas D. Johnson
MAJ Matt Jonkey
SPC Joseph Paul Kahrs
TSgt Trevor Kegl
Col. James Kellogg, USAF
COL Neil Keohane
WO1 Michael T. Lewis
CW3 Jason M. Lonergan
SGT Zachary M. Lotto
SPC Ralph L. Lunsford V
Harold Malone
LTC Tommy L. Marks, Ret.
Barry Mask
SPC Chase McAlister
CDT Michael T. McCullough
CW2 Darrick L McGill
CW3 Dustin L. McNeely
SPC Ray Miestchovich Jr.
Richard A. Miles
SGT Zachariah Monasmith
PFC Constance Morrison
Alexandra L. Murdough
CW4 Theodore H. Nelson
SGT Joshua Pace
SFC Julio Cesar Peralta
Kenneth Ribble
LTC Robin Ray Smith
Richard F Spivey
SGT Patrick Blake Strahan
John Sturrock
Robyn K Sweitzer
Debra Taylor
SSG Derrall Tilson Sr.
Zachary C. Turman
MAJ Thomas Lewis Tuttle
Conwell Judson Voight
1LT Trevor Weaver
Matt Weitz

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 118



## ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

### America's 1st Coastal Chapter



PHOTO BY DEBBIE COX

***COL Perry Hagaman***, commander 83rd Troop Command and Joint Force Headquarters Chief of Staff, (pictured center) was awarded the Bronze Order of Saint Michael for his critical support to Florida National Guard aviation by Maj.Gen. Emmett R. Titshaw, Jr., Florida TAG (not pictured) on Jan. 27 at St. Francis Barracks, Saint Augustine, FL. Hagaman was honored on the occasion of his change of duty from staff aviation officer to his present position. Also pictured are MAJ William Temple (left) and LTC Ben Lacy.

### Griffin Chapter



PHOTO BY 1SG JON MARTIN

***CW4 Kevin D. Huggins*** (second from right), standardization instructor pilot (SIP) with 3rd Battalion, 158th Aviation Regiment, is awarded the Bronze Order of St. Michael on the occasion of his permanent change of station during a ceremony Dec. 11, 2010 at Garmish, Germany. The award was presented by COL Robert C. Doerer (center), 12th Combat Aviation Brigade commander, and read by 3-158th Avn commander, LTC Michael K. Bentley (left) while Huggins wife, Monica, looked on. Huggins was recognized for his outstanding aviation expertise and performance during 3 deployments as both SIP and instrument examiner. His new assignment is with the Department of Evaluation and Standardization (DES), U.S. Army Center of Excellence, Ft. Rucker, AL.

### Mount Rainier Chapter



U.S. ARMY PHOTO BY SPC DAVID VAIL

***SSG Fady Sinno,*** Future Operations NCOIC, I Corps G3 Air, is awarded the Bronze Order of Saint Michael during a ceremony on Feb. 16, at Joint Base Lewis-McChord, WA, by (left) LTC Arlis Hummel, G3 Air Director, I Corps and MAJ Ricky Thomas, Mt. Rainier Chapter Treasurer. Sinno was recognized for outstanding achievement while deployed in the C-3 Air where he was responsible for processing, coordinating, and de-conflicting all air movements within the Iraqi Theatre of Operations.

### Savannah Chapter



SAVANNAH CHAPTER COURTESY PHOTO

***MAJ Geoffrey A. McLaughlin***, S-3, and ***MAJ Daniel L. Rice***, executive officer, both with 2nd Battalion, 3rd Combat Aviation Brigade, were awarded the Bronze Order of St. Michael by their battalion commander, LTC Thomas J. Smedley, during a Feb. 16 ceremony at Hunter Army Airfield, Savannah, GA. Both individuals were recognized for outstanding service to the 2-3rd GSAB. Rice will be moving to West Virginia to serve as a professor of military science while McLaughlin remains in his current position.

### Savannah Chapter



SAVANNAH CHAPTER COURTESY PHOTO

Mrs. Amy Smedley receives the Order of Our Lady of Loreto from 3d Combat Aviation Brigade commander, COL Donald N. Galli, at her husband's change of command ceremony on Feb. 17 at Hunter Army Airfield, Savannah, GA. She was recognized for her continued outstanding support of the battalion and brigade family support groups and Army Aviation. Pictured are her husband, LTC Thomas J. Smedley (far left), 2-3rd GSAB, and their son, Connor, and daughter, Rylie.

### Utah Chapter



PHOTO BY CW5 MARK GRAPIN

***COL Rodney S. (Scott) Robinson***, outgoing State Army Aviation Officer (SAAO) for Utah, is awarded the Silver Order of Saint Michael by LTC James M. Bledsoe, incoming SAAO and Utah Chapter President during the Annual Utah State Aviation Safety Standown, Feb. 11 at the UTARNG State Headquarters auditorium in Draper, Utah. Robinson was recognized on the occasion of his impending retirement after nearly three decades of service, the highlight of which was his deployment during some of the most difficult operations of Operation Enduring Freedom, as commander of a task force comprised of nearly every type of aircraft in the Army inventory. He will transition to retirement spending time with his family and continuing to support Utah Army aviation in planning and hosting regularly scheduled support events.

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MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 119



### Voodoo Chapter



PHOTO BY MAJ (CHAPLIN) ORLANDO MADRID

***COL Thomas Zabasky*** and ***MSG Jason Debusk,*** Army Aviation Support Facility #2, Pineville, LA, commander and senior aircraft maintenance NCO, respectively, were awarded the Bronze Order of St. Michael by COL Steven Todd, 204th Theater Aviation Operations Group (TAOG) commander and Voodoo Chapter president, and CSM Don Everett, the State Aviation command sergeant major and chapter treasurer during a Dec. 5, 2010 ceremony at Esler Air Field, Pineville, LA. Both were recognized for their long-standing outstanding service to Army Aviation. Zabasky has deployed twice with 204th TOAG and served as AASF#2 facility commander for over 10 years and has been an officer of the Voodoo Chapter since 2005; he will continue in his current position. Debusk has served 20 years with the Counter Drug Task Force and supported many functions of the Voodoo Chapter; he is deployed with the 204th TAOG and will retire upon his return.





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## AAAA Chapter News

### Flying Tiger Chapter



CHAPTER PHOTO BY CW4 BEN MOMENT

(from left) ***MAJ Ryan Forshee, Mrs Ashley Bean, MAJ Charlie Wilson*** have plenty to smile about as Forshee buys a raffle ticket for a prize of $50 at the first monthly Flying Tigers Chapter social on Feb. 11. The ticket was a winner and Forshee donated the proceeds to the Chapter – in return, the chapter paid to extend his membership for a year.

### Greater Atlanta Chapter



CHAPTER PHOTO BY MR. STU CINK

On Mar. 3, FORSCOM Aviation and the Greater Atlanta Chapter AAAA members were invited as guests of the Tournament Players Club, Sugarloaf to participate in an Aviation and Wounded Warrior Fund Raiser team building event. It was also to earmark a final round for FORSCOM personnel, as they begin to move under the 2005 Defense Base Closure and Realignment (BRAC) Commission's requirements to Fort Bragg, NC. Mr. Vic Aliprando (front center), and the TPC Sugarloaf annually donates time and efforts to Wounded Warrior Programs and Birdie for the Braves Charity Golf Events and Tournaments and has annually invited members of the Greater Atlanta Chapter and Forces Command to participate. He was awarded a FORSCOM Aviation Certificate of Appreciation and Sponsorship Award. Pictured are (left to right) front: ***Mr. Vic Aliprando*** and ***CW5 (Ret.) Cliff Evans***; second row: ***CW5 (Ret.) Dave Hallett, LTC (Ret.) Mike Knippel, Mr. John Hunter,*** and ***COL (Ret.) Charlie Dove***; third row: ***Mr. Jack Sondag, MAJ Brian Blake, MSG (Ret.) Matt Finn, CW3 (Ret.) Brian Hammell,*** and ***Mr. Josh Chang***; and fourth row: ***COL (Ret.) Will Harrison, LTC (Ret.) Dan Haveman,*** and ***Mr. Joseph Knippel***.

### Jack H. Dibrell Alamo Chapter



CHAPTER COURTESY PHOTO

Chapter Soldiers of the Month (from left), ***SSG William Gilbreath***, January 2011, ***SGT Christopher Curry***, December 2010, receive their AAAA Certificates from LTC Jim Nugent (2nd Bn., 149th Avn. Regt. commander and chapter vice president for membership), and CSM-Select Michael Garcia (bn. CSM) at the "Rough Riders" Annual Dining Out held Feb. 12 in Arlington, TX. Both NCOs serve with the 36th Combat Aviation Brigade's General Support Aviation Battalion, and were recognized for their exceptional contributions to the unit during OIF 08-10, through multiple civil support operations, the 2010 Aerial Gunnery and Annual Training Exercises, and their efforts in helping the unit attain its best-ever scores on the 2010 FORSCOM ARMS Inspection.

### Mid-Atlantic Chapter

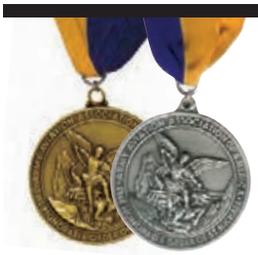


CHAPTER COURTESY PHOTO

***Mike Hilgartner*** (center) is a former Army SGT who lost his leg below the knee in a motorcycle accident and now works at Naval Weapons Station Earle (NWSE), Colts Neck, NJ. At the recent chapter fundraising golf outing for Wounded Warrior, SPC Brendan Marrocco, Hilgartner stood by a presidential humidor donated to the event by Peter Martin from AmeriPack matching bids until the bidding went beyond his means. Seeing how disappointed Mike was, Peter Martin later donated another humidor to the chapter to be presented to Hilgartner. On Feb. 4, chapter president, LTC (Ret.) Ed Carnes (left), joined with NSWE executive officer, CDR Edward Hogan, and presented the humidor to Mike. As Carnes was leaving, Hilgartner handed him a $500 check for the Brendan Marrocco Trust Fund with a simple note in the comment section – "Stay Strong."

MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:00 PM Page 120





## New Order of St. Michael Recipients

**Silver**
COL Rodney S. Robinson

**Bronze**
CW4 Andrew Toussaint, Ret.
Michael J. Crapanzano
BG Thomas M. Cole
SGM Thomas Shores, Ret.
1SG Joseph J. Dick, Ret.
MAJ L. Michael Lapoint
LTC Robert F. Vicci
CW5 John Nailor
CW4 William Sands
Daniel Baxter
CW3 Michael O'Conner
CPT Cameron Albert
MSG Eric Hagan
John Buchanan
1SG William Self
CW3 Joseph Stoney
MSG Jay Shearer
LTC James Persson
Col Stephen Bernstein
CW4 Roger Howard
CW4 Ahmad Upshaw
SFC Nicholas Beauchamp
Robert Hanson
MAJ Roderic Pauletto
CPT Joseph Alexander
CW3 Michael E. Baujan
CPT Nicholas K. Pianalto
CW4 Stephen L. Allen
CSM Randall R. Perkins
CW5 Andrew I. Gregory
MAJ Chris Moenster
MAJ Travis Young
CPT Jack Windes
SPC Brian Woods
COL Perry Hagaman
CW5 Lonnie Melton
COL William Thurmond
MG Douglas Burnett
1SG Gwendolyn Bartley
1SG Phillip Paniagua
MAJ Michael Hughes
MSG Brenda Thomas
CW4 Ron Rogers
1SG Athur Schreiner
MAJ Daniel Isabell
CW4 David Ware

## New Chapter Officers

**Aloha Chapter**
CW4 Joe Roland; VP Asst Membership

**Armadillo Chapter**
COL Robert Poland, President
CW4 Bobby Deiss, Treasurer

**Aviation Center Chapter**
MAJ Clay Duncan,VP Scholarships

**Bavarian Chapter**
CSM John Sunderman, VP Enlisted Affairs

**Corpus Christi Chapter**
Annette Cross, VP Activities

**Lindbergh Chapter**
Rebecca Lehr, Secretary

**Morning Calm chapter**
CW5 James Massey, VP Warrant Officer Affairs

**Northern Lights Chapter**
CPT Vance Whitt, Secretary

**North Star Chapter**
CPT Jed Gadient, VP Membership

**Pikes Peak Chapter**
CPT Nathan Peper, VP Scholarships

**Prairie Soldier Chapter**
LTC Richard Gray, President

**Ragin' Cajun Chapter**
CW4 Mark Mestre, Secretary

**Rising Sun Chapter**
CW2 Joseph Mattos, Secretary

**Savannah Chapter**
MAJ Geoffrey Whittenberg, VP Programs
COL(R) Rich Noel, Senior Vice President
LTC Mike Demirjian, Treasurer
1SG Mark Carl, 1-3 Representative
MAJ Noma Martini, 2-3 Representative
MAJ George Eyster, 3-17 Representative
MAJ Micheal Stull, 4-3 Representative
LTC Woodard Hopkins, 603d Representative

**ShowMe Chapter**
LTC David Dippold, President
CW2 Zachary Barnes, VP Membership
CPT Brian Hoelscher, Treasurer

**VMI/VWIL Chapter**
CDT Victoria Barrett, VP Membership
CDT Tesla Goodrich, VP Programs

**Volunteer Chapter**
MAJ Steven Todd, Senior Vice President
CPT Mark Jordan, VP West
LTC Joseph Spivey, VP Middle
MAJ Melvin Clawson, VP East
MAJ Jay Deason, Secretary

## Soldier of the Month

SGT Shaine M. Minton
Feb 2011
*Jack H. Dibrel/Alamo Chapter*

SPC Robert A. Ranson Jr.
March 2011
*Jack H. Dibrel/Alamo Chapter*

SSG Melinda E. Simms
January 2011
*Jimmy Doolittle Chapter*

PFC Erica G. Caceres
February 2011
*Jimmy Doolittle Chapter*

SPC Justin D. Cook
December 2010
*North Country Chapter*

SGT Aaron Zigler
March 2011
*North Country Chapter*

## NCO of the Quarter

SGT Micahel A. Roberts
2nd Quarter
*Aviation Center*

## ACES

William J. Cannon
*Aviation Center Chapter*

MAJ Aaron D. Ashley
*Black Knights Chapter*

Stanley M. Aronberg
*Central Florida Chapter*

CPT Guillermo Ernesto Martinez
*Aviation Center Chapter*

MAJ Matthew C. Schell
*Midnight Sun Chapter*

1LT Michael C. Chase
*Morning Calm Chapter*

LTC David E. Cooper
*Washington-Potomac Chapter*

## New Lifetime Members

COL Rene I. Beauchamp, Ret.
COL George Bilafer
SSG Michael P. Bumbar, Ret.
CPT Peter F. Cartmell
SPC Travis B. Darnell
CW4 David R. Draper
SSG Sterling R. Dunaway
SFC Jeffrey V. Endslay
MAJ Gerard R. Gout, Ret.
CW5 Jerry A. Heck, Ret.
Sean A. Heileman
Michael Hodges
Daneil Thomas Lorimor
CW5 Charles McAllister, Ret.
CPT Joseph A. McCarthy
Fernado Pitre
1LT Stan R. Skaw
CW4 Edward B. Trexler, Ret.
MAJ Thomas L. Tuttle
CPT Jeremy Vogel
CSM Keith D. Wilbur Jr., Ret.
LTC Carl D. Wiley, Ret.
LTC William R. Wygal

## New Industry Members

AAA Cooper Transportation
Aerospace Maintenance Solutions
ADEPT Technologies
Aitech Defense Systems, Inc.
Aviatech Corporation
AVROVER
BLEY LLC
Columbus Jack Corporation
Esterline-Palomar Products
Filconn Inc.
Gichner Systems Group Inc.
Icore International, Inc.
Laselec Inc.
Metalite Aviation Lighting
Miro Technologies
NMC-Wollard
Physical Optics Corporation
Pilatus Business Aircraft, Ltd.
Potomac Aviation Technology Corp.-Super AWOS
The Skydyne Company
Spydercrane
Starline Inc.
Tactical Lighting Solutions
Vaisala Inc.
WichiTech Industries, Inc.

## In Memoriam

CW5 David A. Coates, Ret.
SGM Richard L. Jackson, Ret.
COL Dean R. Paquette, Ret.
LTC Mark L. Sherman
LTC John F. Stacy, Ret.

MAR_APRIL 11 Section 3_June04.qxd 3/23/2011 12:20 PM Page 121



## UPCOMING EVENTS

**MAY 2011**
May 3-5 **AHS Annual Forum & Technology Display,** Virginia Beach, VA

**JUNE 2011**
June 20-22 **AAAA 1st Annual Fixed Wing Professional Forum,** Huntsville, AL

**JULY 2011**
July 5-10 **VHPA National Annual 28th Reunion,** Orlando, FL
July 30 **AAAA Scholarship Selection Cmte.,** Arlingotn,VA

**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
Oct 25-27 **9th Annual Luther G. Jones Aviation Summit,** Corpus Christi, TX

**NOVEMBER 2011**
Nov 14-17 **AAAA Aircraft Survivability Professional Forum,** Huntsville, AL

**DECEMBER 2011**
Dec 14-16 **AAAA UAS Professional Forum,** Arlington, VA


ARMYAVIATION

UPCOMING SPECIAL FOCUS:




MAY
- Reserve/Guard Aviation Update
- Annual Forum and Exposition Recap




JUNE
- Special Operations Aviation
- Safety

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Address Date Birth (mmddyyyy)

City State ZIP+4 Home Tel

Unit of Assignment Work Tel * (*DSN for OCONUS work phones otherwise commercial)

Spouse (First Name) FAX Tel:

E-Mail Addresses *
(*AKO – us.army.mil preferred)(If both military and civilian are used, place preferred one first)

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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

*MARCH/APRIL 1986*

### Convention Issue

The 1986 AAAA National Convention will convene in Atlanta, April 9-12. Thousands of AAAA members representing dozens of chapters worldwide and their supporters will descend upon the capital of the Peach State. They will gather to extol the value and virtues of Army Aviation. There will be meetings, seminars, briefings and symposiums, in addition to luncheons, dinners and awards ceremonies. 102 commercial and military exhibits will occupy 100,000 square feet of floor space in Hall E of the Georgia World Congress Center.







A total of ninety-six hours of functions are planned; all intended to foster a greater public awareness of the Aviation Branch of the United States Army.

### Aviation Testing

The Army is testing the External Store Support System for use on the UH-60 Black Hawk. In development for the ESSS System are crashworthy fuel tanks of 230 gallons capacity. The 230 gallon tanks, when used in conjunction with a pair of 450 gallon tanks, will extend the range of the Black Hawk, allowing for self-deployment beyond the confines of continental United States. However self-deployment trials are not possible until the 450 gallon tanks have been refurbished.

Tests involving both tank types will be held later this year. Meanwhile ESSS will be utilized with the 230 gallon fuel tanks, offering extended operational capability.






## 50 Years Ago

*MARCH/APRIL 1961*

### Presidential Pilot



In January, LTC William A. Howell was reassigned to Ft. Rucker. Since 1957, LTC Howell was commander of the Executive Flight Detachment out of Ft. Belvoir, VA. In addition to these duties, LTC Howell was the personal helicopter pilot for President Dwight D. Eisenhower.

### New Cleaners

If cleanliness is next to Godliness, then the Air Force has a leg up on its sister services. The Air Force recently ordered 180 vacuum cleaners. These cleaners are hardly the handy-dandy housewife helper. Each machine weighs in at nine tons. They will be used to clear harmful debris from AF runways. They have a roughage diet which includes bars, bolts, tools, dead birds and rocks the size of baseballs. Manufacturer is the International Fermont Machinery Company.



### Accident Looking for a Place to Happen?

The adjoining photo shows what appears to be an accident looking for a place to happen. In actuality it is a still shot taken moments before a controlled crash. Stunt pilot Cliff Winters, at the controls of a Messerschmitt 109 mock up, is about to slam into a movie prop during the recent filming for an upcoming motion picture.

*Addendum:* Willi Messerschmitt's famous 109 fighter is commonly referred to as the Me-109. Correct nomenclature is Bf-109, after *Bayerische Flugzeugwerke,* which Willi Messerschmitt joined in 1927. Messerschmitt eventually became the company's director in 1938 and the firm became Messerschmitt A.G.



MAR_APRIL 11 Section 3_June04.qxd 3/22/2011 5:01 PM Page 123

# 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 Norman M. Bissell, Retired

### Army Aviation Hall of Fame 2007 Induction

Retired Colonel Norman M. "Mike" Bissell made unique contributions to Army Aviation during his military career and after retirement in the service of his country. Graduating from the Virginia Military Institute, he became a parachutist, Ranger and an Army aviator before serving two combat tours in Vietnam as a helicopter pilot. He later graduated from the Command and General Staff College, the Army War College, and was selected as a Senior Army Fellow at Harvard University.

As the director of Flight Training at Fort Rucker, he organized the directorate into a brigade to enhance the career opportunities of the instructor pilots. While commanding the 17th Aviation Brigade in Korea, he redesigned the buffer zone flight procedures along the demilitarized zone, and created and commanded the U.S. Army and Korean Army Combined Aviation Command. He was also an executive officer to the Assistant Secretary of the Army and the J3 for the Joint Chiefs of Staff.



In 1968, he was nominated for the Medal of Honor for rescuing a severely wounded American advisor, extracting him from a landing zone after three attempts. During his second approach to the LZ, his aircraft received heavy enemy machine gun fire, killing his door gunner, and wounding him in the neck. For his heroism, Bissell received the Distinguished Service Cross.

His other awards include the Distinguished Service Medal, the Defense Superior Service Medal, and three Legions of Merit.

In 1987, he became the program manager for joint Boeing/Sikorsky Team vying for the future RAH-66 Comanche helicopter. When his team won the contract, he returned to VMI to serve as the commandant.

Later he became the commandant of the Virginia Women's Institute for Leadership, the only all female cadet corps in the world.

In 2004, he received the Gold award of the Order of St. Michael for his distinguished Aviation service.