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May 31, 2011, Vol. 60 No. 5

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

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## ON THE COVER

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# Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

## Obama Taps Panetta for SECDEF



U.S. GOVERNMENT OFFICIAL

Panetta



U.S. ARMY PHOTO

GEN Petraeus

In a major national security reshuffle, President Barack Obama nominated on Apr. 28, CIA Director **Leon Panetta** to replace Robert Gates at the Pentagon, and to replace Panetta at the CIA with **GEN David H. Petraeus**. Gates plans to retire on June 30 and the White House hopes to win Senate confirmation for Panetta as the 23rd Secretary of Defense before then. According to officials, Petraeus would remain in his current job for a few months while the first of the U.S. forces in Afghanistan withdraw and will retire from the Army before assuming the CIA job in the fall.

## Army Special Operations Aviation Command Activated



PHOTO BY TRESHA HARRIS

**BG Kevin W. Mangum** accepts the ARSOAC colors from U.S. Army Special Operations Command commanding general, LTG John F. Mulholland Jr., as its initial commander during the unit's activation at Meadows Field, Fort Bragg, NC Mar. 25. Mangum said the provisional command's ultimate litmus test is to ensure Army special operations aviation is even better, faster, more flexible and more ready than it has ever been. The command will be headquartered at Ft. Bragg and oversee about 4,000 people at Ft. Campbell including the 160th Special Operations Aviation Regiment, and have more than 200 helicopters and 300 unmanned aircraft systems.

## Stationing Decided for Two Combat Aviation Brigades

The Department of Defense announced on Mar. 30 the stationing of two Army combat aviation brigades. The 16th CAB will be split-based and established at Joint Base Lewis-McChord, WA, and Fort Wainwright, AK, using existing aviation units not currently assigned to a cbt. avn. bde. beginning in FY 2012 and is expected to be completed by FY 2014. A new brigade will be activated at Ft. Carson, CO, which will begin forming in FY 2013 and is expected to be completed by FY 2014.

## AAAA 1st Annual Fixed Wing Professional Forum

"The Future of Army Fixed Wing"  
June 20 – 22, 2011  
Embassy Suites, Huntsville, AL

Registration, schedule and hotel reservations are available online at [www.quad-a.org](http://www.quad-a.org)

## Robertson Selected for Induction



NATIONAL AVIATION HALL OF FAME PHOTO

Robertson

**Dr. S. Harry Robertson**, pilot, engineer, entrepreneur, and aviation safety pioneer recognized as "The Father of the Crashworthy Fuel System" has been selected for enshrinement into the National Aviation Hall of Fame in Dayton, OH. Chartered by Congress in 1964, the NAFH recognizes the achievements of 207 men and women within the walls of its over 17,000 square foot interactive learning center; to include pioneers like the Wrights, Lindbergh, Earhart, Glenn and Armstrong, among others. Engineer and inventor of crashworthy aircraft fuel systems and a pioneer of crash investigation and aerospace safety education, Robertson will be inducted with three other pioneers on July 16th during the NAFH 50th Annual Enshrinement Dinner & Ceremony at the Dayton Convention Center. Robertson was inducted into the Army Aviation Hall of Fame in 2001 and was an experimental test pilot. He is a member of the OX 5 Aviation Pioneers Hall of Fame, Arizona Aviation Hall of Fame and the National Guard's Legion de Lafayette.

## CORRECTIONS:

- The photo caption on page 8, Mar-Apr 2011 issue, incorrectly refers to UH-64A; the correct reference is UH-60A.
- The reference to the senior NCO who accepted the Parker Award for Best Combat Support Unit on page 85 incorrectly lists CSM Wright; it should be CSM Jason W. Werner.

**ARMYAVIATION**  
MAGAZINE AUGUST/SEPTEMBER ISSUE  
**BLUE BOOK**  
2011 DIRECTORY  
Organizations, Commands and Individuals in the  
Army Aviation Community...

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ARMY AVIATION Magazine is in the process of preparing our annual Blue Book Directory for the August/September issue. For submissions visit the AAAA website at [www.quad-a.org/BlueBook.htm](http://www.quad-a.org/BlueBook.htm)



# 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.

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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.





## AAAA President's Cockpit



# Inaugural Message

**I**t is indeed an honor to be your President. I am truly humbled and grateful for this opportunity to continue to serve Army Aviation.

As most of you know the Army Aviation Association of America, (AAAA) is an organization run by volunteers. The National Executive Group (NEG), the full National Executive Board (NEB), the Scholarship Foundation, Inc., the several national and chapter committees, the chapter presidents and officers are all volunteers. They work for free!

Look at the past several years where we have been at war. For example, AAAA at the National level has been there to help fund tens of thousands of dollars for the various departures and return activities for our deploying Aviation Forces and their families. And, AAAA has increased its scholarship program to record levels for your children, spouses and grandchildren.

We are also very fortunate to have Bill Harris and his Army Aviation Publications, Inc. (AAPI) team publishing our first class ARMY AVIATION Magazine, and doing the heavy lifting to put together the national professional forums each year. The AAPI Team led by Bill Harris is the glue of our Association.

We are fortunate to have the leadership of our Aviation Branch team, led by MG Tony Crutchfield and the *Six Pack*. We just experienced what this magnificent team can do at our National Forum. Their professional forum at Nashville received multiple compliments from our Soldiers, our Allies, and our sister Services. Well done, MG Crutchfield!

I need to recognize all of the volunteers out there in our chapters that really get things done at the grass roots level for your soldiers and families. The full Team consists of our Soldiers, civilians, government employees, and our avia-



Incoming AAAA President, LTG (Ret.) Dan Petrosky presents a token of appreciation to outgoing President, BG (Ret.) Rod Wolfe, after having accepted the gavel from BG Wolfe, marking the transfer of responsibility at the end of the Annual Professional Forum & Exposition Banquet on April 20 in Nashville, TN.

tion defense industry that has always been with us every step of the way.

Our Chapters are the face of AAAA to our aviation units and their families. It is those Chapter volunteers that give so much of their time at the posts, camps, and stations around the world. It is the Chapters that know and understand what is most important to AAAA's support for the Aviation Force. The Chapters are our bedrock.

Art and Dotty Kesten who founded the AAAA in 1957 with LTG Bob Williams got it right, didn't they?

Together we make an unbeatable team as witnessed by our all-time record membership of over 18,000 and record attendance at our events. Imagine where we would be today

without a strong AAAA team.

On behalf of all these volunteers I would like to thank our lead volunteer team for the past two years, BG Rod Wolfe and his lovely wife Elleen. We thank them for their leadership of the AAAA efforts to support our Soldiers and their families. Rod, Elleen, thank you both so much for all you have done.

With all that being said let me assure you that Barb and I will do all that we can to continue the legacy of AAAA and to keep its focus on the Aviation soldier and their families. Again, I am honored to be your new AAAA National President.

LTG (Ret.) Daniel J. Petrosky  
30th President, AAAA



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## From The Aviation Branch Chief



# Soaring Above the Best in Nashville

By MG Anthony G. Crutchfield

**I**t was great to see so many old friends and colleagues from across the reserve and active components, and industry partners at this year's Army Aviation Association of America's (AAAA) Annual Professional Forum and Exposition (APFE) during the week of April 17-20 in Nashville, Tenn.

This year's theme, "Full Spectrum Aviation: Resilient and Adaptive for the Future Security Environment," provided the perfect focus to discuss how Army aviation remains as relevant in the future as we are today.

The topics addressed ranged from future capabilities requirements, to materiel, personnel and safety issues that will affect you, your organization and your combat effectiveness in the future. Additionally, I was glad to see that this year the forum included workshops for spouses in attendance which addressed issues affecting our Families and their well-being.

Next year, Kim and I will continue to work with AAAA to expand the spouse's program. AAAA and the command team welcome your ideas to help improve this opportunity and for your efforts to increase awareness and participation. Remember our Families are at war also.

### Thurman's Keynote

A near-record number of attendees converged on Nashville over the four-day forum and exposition to attend the numerous professional sessions and panels.

This year's keynote speaker was GEN J.D. Thurman, commander, U.S. Army Forces Command (FORSCOM). GEN Thurman addressed the fact that senior Army leaders are aware our branch remains in the greatest demand even after more than nine years of war.

Army aviation has flown approxi-



Over 2,300 attendees listen to GEN J.D. Thurman, commanding general of U.S. Army Forces Command, and a Senior Army Aviator, as he delivers the keynote address during the opening session of the Army Aviation Association of America's Annual Professional Forum and Exposition in Nashville, TN, Apr. 18.

mately 4.5 million hours in support of our nation's causes in operations Enduring Freedom (OEF), Iraqi Freedom (OIF) and New Dawn (OND). Additionally, we have approximately 650 aircraft deployed today which is even more than were deployed during the initiation of combat operations in OIF or the surge in 2007. He acknowledged the fact that the Aviation Training Exercise (ATX) is essential to preparing units for deployment.

He also addressed the fact that dwell time for our Aviation Soldiers remains below the Army average and how the Army's senior leaders continually

wrestle with balancing the needs of the operational commanders with the capabilities our force brings to the warfight and how they are committed to ensuring we remain resourced to support the ground maneuver commander.

In addition to GEN Thurman, numerous other former and current senior leaders including GEN (Ret.) Henry H. Shelton, LTG William N. Phillips, LTG Robert E. Durbin, MG James E. Rogers, MG William T. Crosby, BG William T. Wolf, BG Kevin W. Mangum, and others took time from their busy schedules to address the attendees.

I truly appreciate their support.





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### **Panels and Breakout Sessions Bring Focus**

Another highlight during the forum was the Integrated Warfighter's Forum panel which included senior panel members from the Maneuver, Fires and Sustainment Centers of Excellence.

Their insights, observations and perspectives on what our branch provides was invaluable and will help us to focus our precious resources to insure we remain a relevant maneuver force today and for generations to come.

They could not say enough about your professionalism and contribution to the success of our Army.

Also during the forum there were three focused breakout sessions in an effort to harness the collective knowledge and experience from not only across our branch but also across the Army and other services.

The first of the three sessions included combat aviation brigade commanders sharing their experiences training, deploying and resetting their units.

The second session focused on unmanned aircraft systems and their employment.

The final session focused on the requirements of a future vertical lift platform.

Each panel seized the opportunity to share their unique insights and experience to help address the branch's challenges as we look for better ways to man, train and equip our force in the future.

### **Citizen Soldier Aviation Leaders**

I had the opportunity to address the Army National Guard Aviation Leader's Conference, which is held annually and concurrently with the AAAA Professional Forum and Exposition.

I emphasized the fact that every active or reserve component Soldier wears the same patch above their left breast pocket. It says "U.S. Army," and it is important because today, more than ever before, we enjoy a seamless interoperability between the active and reserve components, especially throughout the Army Aviation community.

While we still have issues that affect us in separate ways, our approach to resolving them has brought us together in ways I've never seen before. The level of teamwork and support the Aviation Center continues to receive has been incredible.

For example, with our flight train-

ing requirements increasing and the need to keep our advanced aircraft flight training backlog at 'zero,' we determined we needed more instructor pilots at Fort Rucker and asked the National Guard for 50 aviators to fill the slots. Shortly after the call went out, the states agreed to fill all 50 slots. Today we have 35 of those IPs on the ground at Ft. Rucker with the additional 15 inbound in the near future.

The increase in training also resulted in added stress on the air traffic controllers who support the center at our 21 airfields. We determined we needed 15 additional 15Q controllers and the National Guard again stepped-up and supplied ten.

Knowing these resources are not in abundance makes us all appreciate their support even more.

### **The Aviation Knowledge Network**

For those of you who were unable to attend this year's professional forum and exposition, I encourage you to review some of the information that is posted on the Aviation Knowledge Network site hosted on Army Knowledge Online (AKO) at <https://www.us.army.mil/suite/page/647346>.

This collaborative site continues to enable virtual discussions across our branch and allows for the sharing of useful and timely information that affects our branch.

I want to once again thank you for what you and your Families do for our Nation and our Army every day.

I hope to see all of you and your Families at next year's forum, after all our Families are a key part of our team and next year's Family focused events will be even better.

Never doubt that your Aviation Branch and Army leaders appreciate your hard work, commitment and sacrifices and are doing everything we can to make sure you have the best equipment, best training, best leadership, and best Soldiers in the world in order to complete your missions.

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.*





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## Chief Warrant Officer of the Branch Update



# Army National Guard Aviation Responding to the Call



By CW5 Gary Nisker

CW5 Reese

*This month, CW5 Gary Nisker, Command Chief Warrant Officer of the Army National Guard, provides an update on the pivotal contribution of our Guard. The significant role of Army Aviation is a joint commitment between AC, RC, and NGB. From operational missions in Afghanistan, Iraq, Kuwait to homeland security and humanitarian missions – all components are vital to our national interests.*

*CW5 Michael L. Reese*



CW5 Nisker

**C**ontrary to what more aviators on active duty think, the aircrews in aviation units of the Army National Guard (ARNG) and the United States Army Reserves (USAR) are required to fly at least

as many hours as the Commander's Guide, TC 3-04.11, November 2009 and AR 95-1 requires, just like their active duty counterparts.

They are required to do the same minimum number of night vision goggle hours, same minimum number of instrument hours and they are also expected to do all of this in the same frequency rates as required by the active component air soldiers to remain current and proficient. They also are required to complete the standard class II annual flight physicals and pass annual check rides at the same standards as their counterparts on Active Duty.

All of the Aviators are assigned a flight activity category (FAC) level that they are expected to comply with in the exact same manner as they would be on active duty. They must also progress through the readiness levels at an acceptable rate.

These courageous pilots do all of this during a combination of their monthly weekend drills, their two



CW5 Paul E. Kuhr was presented the Broken Wing award at the Alaska Regional Flight Center, Elmendorf in January by COL Michael E. Bobeck, Chief, Army National Guard Aviation and Safety Division, for having saved a UC-35 and its crew and passengers during a gear-up landing.

week annual training cycles and in what are called AFTPs (additional flight training periods).

They all take the same Army standard instrument annual check rides and the same annual gunnery tasks at the same proficiency level.

The commander establishes an Aircrew Training Program (ATP) and Mission Essential Task List (METL) and they must comply with the same tasks as anyone else in a like/same organization on active duty.

And, like in the Active component, it is the warrant officers and NCOs that do most of the training and standardization of the aviation operations for those units. For this they get paid one thirtieth of a month's base pay and Aviation Career Incentive Pay (ACIP) for each day that they perform these training events.

### Serving a Nation at War

Currently, ARNG Aviation Soldiers are supporting an Army that is serving

a nation at war. Despite some unique challenges, ARNG Aviation Soldiers and their units have performed splendidly, often in strange and difficult environments. They operate at high altitudes, in dust, and in adverse weather. They fight against an adaptive and relatively unknown adversary and every indication is that this operating environment is part of a continuous global conflict.

ARNG Army Aviation units continuously demonstrate the necessity for combined arms operations through the dominance of air maneuver in support of ground forces. This dominance generates decisive combat power in the present force and will continue to be a key component of Army operations for the foreseeable future.

ARNG leaders and trainers at institutional and unit levels focus on the future, while effectively leading and managing battle-focused training. Training for warfighting is a high priority during peace and war.



Warfighting readiness is derived from tactical and technical competence and confidence in individual and unit skills. Competence relates to the ability to fight our doctrine through tactical and technical execution.

### On the Home Front

A significant part of the ARNG aircrew mission is to respond to the State Governors and our Nation and in natural and manmade emergencies. These emergencies include but are not limited to: fires, floods, earthquakes, riots, hurricanes, tornados, lost hikers, snow storms, etc.

The major advantage of the ARNG and the USAR is that in the reserve components the Army brings the unit to the soldier where they live, while on active duty the soldier goes to the units.

### Training for Multiple Contingencies

Warrant officer and NCO leaders and trainers are the primary unit personnel tasked with implementing the ATP, especially at the individual and crew training levels. As the commander develops the ATP, input from the unit's members/trainers is vital. Individual and crew training is the foundation on which the ATP is built.

Warrant officer and NCO implementers advise the commander on required tasks, applicability of mission and additional tasks to unit roles and METL-based missions, geographical factors that affect training, operational employment, training assets, and recurring training issues, just like they do on active duty.

After analysis of unit METL, implementer input, and higher commander's guidance, commanders develop a supporting individual Critical Task List (CTL) for each crewmember. Commanders will then establish a short-range, long-range, and near-term train-

ARNG Aviation WO Strength					
MOS	Assign	Required	% Filled	Title	
150A	22	57	38.6%	ATC	Assigned 3,657 Required 4,071 89.8% filled
150U	40	63	63.5%	UAS	
151A	143	159	89.9%	AM Tech	
152B	263	277	94.9%	OH-58A/C	
152D	61	82	74.4%	OH-58D	
152F	111	128	86.7%	AH-64A	Retirement eligible (35.10%)  79.3% deployed warrant officers are retirement eligible
152H	294	309	95.1%	AH-64D	
153A	284	390	72.8%	RW	
153B	11	9	122.2%	UH-1	
153D	1,544	1,648	93.7%	UH-60	
153L	48	70	68.6%	UH-72	
153M	100	135	74.1%	UH-60M	
154C	339	320	105.9%	CH-47D	
155A	141	141	100.0%	FW	
155E	255	283	90.1%	C-12	
<b>Total</b>	<b>3,657</b>	<b>4,071</b>	<b>89.8%</b>	<b>All AV WO</b>	

As of EOM: Mar 11

Army National Guard

Aviation Warrant Officer Strength (as indicated above)

ing plan to ensure crews gain and maintain proficiency in unit collective tasks.

Trainers are familiar with the Army National Guard warrant officer population and are doing extremely well considering we are closing in on nearly a decade of war, in two theaters.

### Higher Demand Impacts

Despite the more than normal demands by combatant commanders (COCOM) for aviation support, we have been able to maintain a very well trained and ready force.

The frequency of mobilizations has been higher than most of our ARNG ground units particularly in some mission, design and series organizations, but our retention seems to be holding out fairly well. The ARNG aviators must successfully complete initial

entry rotary wing training like any other Warrior who wears wings.

Fort Rucker is very successful at ensuring that the ARNG units receive their fair share of flight seat quotas. The above graphic is of Aviation Warrant Officer Strength by MOS in the Army National Guard as of end of month February 2011.

It is interesting to note that 35.1% of these brave guardsmen and women are retirement eligible today and could leave the Army, if they choose to. Also, 79.3% have been on one or more deployments in the last decade.



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

*CW5 Gary R. Nisker is the 4th Command Chief Warrant Officer (CCWO) of the Army National Guard with duty in the Military District of Washington. He is a Master Army Aviator qualified in the OH-58, UH-1, AH-1 and UH-60. He is the immediate past national president of the U.S. Army Warrant Officers Association (USAWOA) and a life member of AAAA; currently contributing as an active member of the AAAA Awards and Membership committees and the primary author of the AAAA/USAWOA Joint Membership Program.*



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## Command Sergeant Major Update



CSM Glidewell

# A View From My Foxhole

By Sergeant Major Vernon C. Brown

*Recently the Aviation Center was granted the authority to create a new Aviation Schools Sergeants Major position. The position acts as an advisor to the Deputy Commanding General and Branch CSM to provide oversight and continuity of training across Army Aviation. I am pleased to announce that SGM Vernon Brown, the former 3/82nd GSAB CSM was selected by BG Edens late last fall. This month I have asked SGM Brown to share his thoughts on training.*

*Above the Best - Glidewell*



CSM Brown

Ten years of persistent conflict has taught us many lessons. First, initial military training (IMT) for our warrant officers and officers has had to change to meet both the current and future demand placed upon our force. Professional military education (PME) is in a constant state of change as well the current deployment cycle, producing a PME backlog across the Aviation force.

Second, effects based training in many cases has outpaced our ability to keep programs of instruction (POIs) up to date for the fielding of new combat systems and future doctrine.

### UPCOMING AAAA AWARDS

Deadline Dates to Remember

**JULY 1, 2011**

Nominations for the ASE Award  
Nominations for Avionics Award

**AUGUST 1, 2011**

Nominations for the Donald F. Luce  
Depot Maintenance Artisan Award

**AUGUST 1, 2011**

Nominations for UAS Awards

Official nomination forms  
may be found on the  
AAAA website: [www.quad-a.org](http://www.quad-a.org)



PHOTO BY RUSSELL SELLERS, ARMY FLIER STAFF

SSGs Latif Tariq and Theodore Cooper, NCO Academy students, slide a wooden board forward in an attempt to make a bridge during the Noncommissioned Officer Academy's Leadership Reaction Course Dec. 3. The nine-obstacle course was set up to give the NCOs a chance to practice leadership skills learned during their six weeks of training at the NCOA at Fort Rucker, AL.

Last, we must embrace technology in order to operate in a cost culture environment while training and sustaining future generations of enlistees.

### The Enterprise Approach

As a result, our branch has created a senior enlisted advisor to the Deputy Commanding General who is directly responsible for Aviation Training across our branch.

The newly created position will provide continuity and oversight for all IMT courses, as well as assist the Branch CSM with oversight of PME as we move to embrace Training and Doctrine Command's (TRADOC) Army Learning Concept (ALC) 2015.

One of the biggest issues I have seen since I took this position in September of 2010 is the fear to change. I have constantly heard, "this is how we have always done it, and it

works so why change now?"

Well the reason we need to change is easy, and ALC 2015 spells it out: *The U.S. Army's competitive advantage directly relates to its capacity to learn faster and adapt more quickly than its adversaries. The current pace of technological change increases the Army's challenge to maintain the edge over potential adversaries.*

Will how we train our AIT students today go totally out the window? No, I don't think so; but how we present that training and the outdated technology we use, that must change.

By adapting a more digital learning model, we can speed up their training, make it more relevant and produce a more qualified Soldier coming out of AIT in a shorter time period.

We also need to ensure that our POIs and lesson plans are training the most relevant and critical tasks our



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operational force needs to ensure success downrange.

Implementing these changes will not be easy; it will require an entire generation of Soldiers and civilians to change how they think about training.

### Using Methods That Are Relevant

Since before I joined the Army in 1983, we have trained to a task, condition, and standard, using lecture based instruction that is not current or relevant to how our young Soldiers of today's Army learn.

They learn digitally through the latest technology they can get their hands on, they may have the ability to learn faster, adapt quicker, and want to be challenged, and right now I am not sure if our courses are challenging them as they should be. We must overcome the attitude of "this is how we have always done it and it works."

It does work to a point, but the old way doesn't allow us the flexibility to adapt to an ever changing environment of technology or lessons learned. But attitudes and technology are only a couple of areas that we must change; we have to also change the process in which we get our resources. This system is based on the Training Requirements Analysis System (TRAS) which is a set of documents that validates the resources requirements for training.

The Individual Training Document (IPT) is required 5 years before the implementation fiscal year for new or revised training/education. By the time we get through this antiquated mess our training is already well on its way to being outdated and non relevant to our ever changing environment.

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### Bringing PME Up to Speed

Our PME courses also need to be revised and updated. CSM Richard Mitchell, commandant of the NCO Academy, is making great strides in accomplishing this task by ensuring our ALC and SLC students are getting the best training possible. CSM Mitchell and his team are taking the feedback from their students and our operational units, and adjusting the classes to meet our operational needs as much as possible.

At the U.S. Army Aviation Logistics School (USAALS), Fort Eustis, VA, they are working on revising the OH-58 ALC. They are looking at how to make the training more relevant in teaching our young NCOs how to be better technical inspectors and leaders, getting away from the rehash of the 10 level Maintainer Course.

The OH-58 ALC revision is the test bed, once the process and curriculum are validated, we will start working on revising the other model, design, and series models, making their ALC more relevant.

### Current Learning Model Not Adaptable

The current learning model can't adapt to this persistent conflict environment and has resulted in PME back logs, the use of waivers, and the use of mobile training teams to get Soldiers through ALC and SLC. Currently the backlog for ALC is at 477 Soldiers, and the backlog for SLC is at 247 Soldiers, smaller than they were but still high.

We are also seeing an increase in the no show rate for ALC and SLC; we have had 73 no shows in the first 2 quarters of FY 11 just for the NCOA at Fort Rucker.

Change is here, it is now a requirement for promotion to be a graduate of ALC to be even considered for SFC or SLC to be considered for MSG. We must ensure that all of our Soldiers understand this and that they meet their gates in the world of competing priorities.

### Adapting is Imperative

For Army Aviation Training to remain viable, relevant, and current we have to adapt. The old guard is about to change out and the new generation is going to take our place. It is our responsibility to ensure that we provide them the best training possible and ensure that they do not want for the resources that we have at times in the institutional and operational Army.

We must ensure that our Soldiers are prepared to engage the enemy anywhere, anytime, using the best equipment and techniques we can provide; but to do this we have to change the way we train and how we resource our training.

I believe ALC 2015 is a step in the right direction, but it is not the cure all and will be a slow process based on the resourcing issues that lie ahead for all of us.



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

*CSM Vernon C. Brown is the Aviation Schools Sergeant Major of the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.*



# NEXT MISSION:



From: Mission HQ

To: Mission Command, Qualified Personnel

Issued: 08APRIL 2011 0735

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-T.G.

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Our next request is a superior, portable maintenance light capable of lighting repair work brightly, yet in an adjustable manner. If it were to utilize our stockpile of used BA5590/SINGARS batteries, it would add to each unit's sustainability measures, paying for itself on short order.

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## U.S. Army Combat Readiness/Safety Center



# Staying Safe on the Road

By BG William T. Wolf

**L**ook anywhere in the United States, and one of the surest signs of spring and summer is the abundance of motorcycles on streets and highways. It's no different in our Army — as the temperature rises, so does the number of sport bikes, cruisers and everything in between on our installations. This time of year is a favorite for riding enthusiasts, and we want to kick it off safely by supporting the National Highway Traffic Safety Administration's observation of Motorcycle Safety Awareness Month.

## Riding Safely is a State of Mind

As an Army, we've made great strides in identifying motorcycle riders and providing them with training that has proven time and again to save lives.

Riding shouldn't be an underground activity, and the increasing number of registered motorcycles on posts shows most Soldiers recognize the value of our current safety requirements and initiatives like Motorcycle Mentorship Programs.

Yet, every year we lose far too many Soldiers to accidents involving indiscipline on motorcycles, whether it's a lack of proper training, excessive speeding, neglecting to wear even the most basic personal protective equipment or drinking while riding.

Historical analysis shows us that motorcycle riders are 10 times more likely to become involved in a Class A-C accident than sedan operators.

## Leader Fatalities A Disturbing Trend

Just as alarming is the ongoing trend of leaders at the rank of sergeant and above being fatally injured on their bikes. As of mid-March, leaders accounted for 10 of the 13 motorcycle deaths reported Army-wide for fiscal 2011. Leaders are responsible for both setting and enforcing the standard, and the challenge for our Army continues to be reaching these battle-

hardened Soldiers on the importance of their personal accountability.

We place a great deal of emphasis on engagement in Soldier safety, but Leaders need engagement from their chain of command as well. Taking care of Soldiers is a tremendous job, and Leaders at all levels need support from their peers and superiors to do it effectively.

However, we must remember rank does not exempt a Leader from wearing a helmet, following the speed limit or calling a cab when he or she has had too much to drink.

## Being Engaged is a Two-Way Street

Moving forward into the height of riding season, ensure all your Soldier riders — Leader and junior alike — are engaged and understand both the joys and hazards of motorcycle ownership.

Training, education and PPE all go a long way toward keeping riders safe on the road, but there's no substitute for knowing your Leaders and Soldiers are counting on you to make it back safe.

While we'll see more motorcycles on the road during summer than any other season, privately owned vehicles still outnumber bikes by the thousands.

Incidents involving POVs remain the top accidental killer of Soldiers every year, and the months between April and September are the peak season for fatal POV accidents.

As with motorcycles, speeding, drinking and driving and failure to wear protective equipment — in this case, seat belts — are the causes most often cited in fatality reports.

## Make Safety a Summer Priority

Remember to engage with your Soldiers on making safety a priority in all their summer travels, whether it's for fun in the local area, a beach a few hours away or visits to Family and friends many hundreds of miles from post.

Be sure to check out the tools available on the USACR/Safety Center



CPL Raymond Graham, with the 53rd Quartermaster Company, 180th Transportation Battalion, 15th Sustainment Brigade, 13th Sustainment Command (Expeditionary), walks his supervisor, SSG Blane Davis, also with the 53rd Quartermaster, through a safety inspection of his motorcycle during the brigade's Motorcycle Safety Ride. About 60 riders took part in the ride.

website, <https://safety.army.mil>, for information and media products on riding, driving and summer safety.

The annual Safe Spring/Summer Campaign was released live in April and includes posters, videos and articles designed to educate Soldiers on hazards associated with summer activities.

We also recently consolidated all driving topics in one central location on our website, <https://safety.army.mil/povmotorcyclesafety>, with individual tabs for POV, motorcycle and recreational vehicle information and tools.

Now users can easily retrieve guidance on specific topics and stay up-to-date on the latest safety news with just a couple of clicks. Let us know how the new tab works for you.

As always, thank you for the hard work you do every day to keep our Soldiers, Family members and Civilians safe. Play hard this summer, but remember to always play it safe!

Army Safe is Army Strong!



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





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## U.S. Army Aviation Logistics School Update



COL Reeves  
Commander



CSM Morant  
School SGM

# 151A Aviation Maintenance Officer Professional Forum

By CW5 Jimmie H. Evans and CW4 Earl K. Joy II



CW5 Evans

The 2011 World-wide Aviation Logistics Conference was held February 7-11, 2011 in Huntsville, AL. This conference provided an opportunity to address strategic logistics issues affecting aviation readiness and to determine solutions that best support the Army's aircraft fleet. On Thursday, Feb. 10, the 151A Aviation Maintenance Officer Professional Forum was conducted as part of the WALC.

The USAALS Chief Warrant Officer (CWO), CW5 Jimmie Evans, opened the session by welcoming representatives from the Army National Guard Aviation Classification and Repair Depots (AVCRAD), U.S. Army Pacific (USARPAC), U.S. Army Europe (USAREUR), U.S. Army Forces Command (FORSCOM), U.S. Special Operations Command (USSOCOM), and the U.S. Military Group (USMIL GRP)-Columbia.

CW5 Evans discussed the need for all warrant officers to be responsive to future Army requirements through fellow warrant officer mentorship and to the implied duties of a 151A.

Such responsiveness will help develop an understanding and provide aviation maintenance training for all officers, particularly those who might have otherwise elected to be trained as aviation logistics officers.

CW5 Evans then explained the importance of the Officer Evaluation Reporting System (OERS) in providing information from the organizational chain of command to HQDA in determining future duty assignments and the potential for promotions.

There was an attentive audience during the discussion explaining how emphasis is currently being placed



151A breakout session attendees at the 2011 Worldwide Aviation Logistics Conference in Huntsville, AL, Feb. 10, 2011.

on professional military education (PME) in the Reserve Component (RC) warrant officer military occupational specialties (MOS) which is detailed in DA PAM 600-3 paragraph 4-7i(3)(b). This pamphlet further clarifies future considerations for active component (AC) personnel to present a one year above or below promotion buffer for each pay grade of the associated Tri-Level Education Course (DA PAM 600-3, paragraph 3-11).

The Chief Warrant Officer of the Aviation Branch (CWOB), CW5 Michael L. Reese, discussed the importance of balancing present and future demands in Army Aviation maintenance. He strongly emphasized the importance of OERs, keeping one's Officer Record Brief (ORB) updated, and attending PME in the recommended timeframe and to not put off attendance until a later date.

One of the issues discussed was the advancement of 151A CW4s to CW5 and the opportunities to serve in higher level positions in aviation maintenance. At the present time, there are only eight 151A positions recognized by all Army Modified Tables of

Organization and Equipment (MTOE). It was suggested that more senior 151A positions be created to provide a command link for aviation maintenance operations.

Mr. Steve Blasey, deputy of the regional aviation maintenance office, Fort Campbell, KY, discussed the Digitally Integrated Maintenance Environment Concept that would lower total ownership costs and reduce Soldier maintenance burdens through the process enhancement of government software products. This will provide more accurate and timely data to unit leaders, senior commanders and life cycle system managers.

CW4 Michael Bounds, 8th Army, led a discussion on the use of 151As in unarmed, unmanned aircraft system (UAS) units and their role in future Gray Eagle units. These future positions could be supported by an armament-trained 151AE.

A 151AE could be qualified as a 150UE, Tactical Unmanned Aerial Vehicle (TUAV) Operations technician that is armament-qualified. This proposal would provide the technical experience level necessary to best support



armed UAS operations with seasoned aviation maintenance technicians.

Mr. Karlo Aguilar from the Applied Logistics Studies Department of the Army Logistics University (ALU) explained advanced applications of the Integrated Logistics Analysis Program (ILAP), such as a finance center concept for Army Aviation that would allow Unit Level Logistics System-Aviation Enhanced (ULLS-A(E)) data to be imported from a reporting database; thus enabling all units to reference their supply activities through the Logistics Information Warehouse (LIW) Finance Center.

Mr. Charles Pope, Aviation and Missile Life Cycle Management Command (AMCOM) Logistics Assistance Representative (LAR), explained the structure of the LAR support program and illustrated the critical role that civilians play in aviation maintenance. He explained that the LAR University has continued to provide advanced depot level aviation training to AMCOM LARs, depot technicians, DA personnel and the Aviation and Missile Research, Development, and Engineering Center (AMRDEC) engineering community.

CW4 Aaron Hairston, USAALS Warrant Officer Training Division (WOTD), lead a discussion on the efforts of senior 151As mentoring young maintenance officers into future leaders. When a WO1 arrives to a new unit, the program suggests that a senior 151A take personal responsibility for the development of the WO1 for a period of up to two years. This "no fault" type of obligation from the senior 151A will help develop the WO1 into an aviation maintenance technician.

CW4 Charles Fishe, USAALS Division Chief of WOTD, described the differences between the legacy 151A Officer Basic Course conducted at USAALS and the new curriculum.

He explained the Army Learning Concept 2015 incorporates more "hands-on" scenario-based training as opposed to conference-type instruction. Changes in courseware are being recognized by students as the favored portion of training in comparison to traditional conference methods.

CW3 Earl Joy, USAALS WOTD, detailed the new 151A Warrant Officer Advanced Course which includes a distributed learning module on the USAALS Blackboard (Bb),

a resident module of common core Warrant Officer Advanced Course lessons focused on aviation maintenance specific training, and a resident module comprised of Lean Six Sigma green belt, support operations, and contracting officer training. The first class is scheduled to start at USAALS on 4 April 2011.

All the sessions served as a productive platform for Aviation Maintenance Officers to capture and increase their understanding of the challenges of current and future demands of Army Aviation for 151As. Next year, USAALS looks forward to expanding its attendance at the WALC and the 151A break-out session.

Additional information can be found at <https://www.us.army.mil/suite/designer> or contact the Warrant Officer Training Division Staff at [USAALS.WOTD@conus.army.mil](mailto:USAALS.WOTD@conus.army.mil).



*CW5 Jimmie H. Evans is the U.S. Army Aviation Logistics School Chief Warrant Officer and CW4 Earl K. Joy II is a USAALS senior instructor/writer stationed at Fort Eustis, VA.*



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1. AAAA President, BG (Ret.) Rod Wolfe provides opening comments to kick off the Annual Professional Forum.
2. Bagpiper, Joe Ausfahl, provides moving music for the tribute to our fallen heroes since the last professional forum (convention) during the opening session.
3. Behind the scene Forum logistics included moving numerous large aircraft displays inside the 265,000 sq. ft. exhibit hall.
4. AAAA President, BG (Ret.) Rod Wolfe and National Officers (from left) LTC (Ret.) Bill Weaver (VP, Chapter Affairs); BG (Ret.) E.J. Sinclair (Treas.); Wolfe; Bill Harris (Executive Director); LTG (Ret.) Dan Petrosky (Sr. VP); and CW5 Mark Grapin (VP, Membership) report and field questions from the members present at the Annual Meeting held on the first day of the Forum.
5. Gary Nenner, Tennessee Valley Chapter Pres., Huntsville, AL, accepts the Top Master AAAA Chapter plaque from Pres. Wolfe.
6. This year's Top Gun for membership, 1SG Hugh N. Oney, Jr. (center), receives his award from Grapin and Wolfe for signing up 70 new members. Oney, from the Savannah Chapter, Hunter Army Airfield, GA also earned the master chapter top recruiter award.





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7. MG John F. Campbell, commanding general of the 101st Abn. Div. (AASLT) and Ft. Campbell, gives the host command welcome at the opening session via video from Afghanistan.

8. Aviation Branch Chief and commanding general, U.S. Army Aviation Center of Excellence (USAACE), Fort Rucker, AL, MG Anthony G. Crutchfield, makes a point during his opening remarks and wife, Kim, stands by to add her comments.

9. GEN J.D. Thurman, commanding general, U.S. Army Forces Command (FORSCOM), delivers the annual professional forum

keynote address.

10. LTC William W. Ferguson and CSM Todd W. Vance, commander and senior NCO, 96th Aviation Support Battalion, TF Troubleshooter, 101st Combat Aviation Brigade, receive the AAAA Outstanding Aviation Logistics Unit of the Year award from BG Wolfe and Tennessee Valley Chapter President, Gary Nenninger during the Annual Meeting in Nashville, TN. The award is normally presented during the Joseph P. Cribbins Aviation Product Symposium in Huntsville; however, the unit was still deployed in Kandahar, Afghanistan at that time. 11. Newly installed AAAA Scholarship

Foundation Board of Governors President, COL (Ret.) Tom Harrison, presents a memento to outgoing president, COL (Ret.) Bob Birmingham, following the semi-annual board of governors meeting on Mon. afternoon. 12. Thunder Mountain Chapter, Ft. Huachuca, AZ, Sr. VP, LTC Marty Jones, accepts the Top Senior AAAA Chapter banner and plaque. 13. COL (Ret.) Dave Swank receives a donation from AAAA for the Army Aviation Museum Foundation during the Monday Scholarship luncheon. AAAA annually donates a sum equal to \$1 per member at the end of the previous calendar year.





14. Aviation Soldier of the Year, SPC Cory S. Frazee, Co. B, 603rd Avn. Spt. Bn., 3rd Cbt. Avn. Bde., giving his acceptance remarks.

15. CW4 Jason A. Fauth, HHC/6-101st Cbt. Avn. Bde., 101st Abn. Div. (AASLT), receives the James H. McClellan Aviation Safety Award. Co-presenting the award is BG William T. Wolf (second from left), Director of Army Safety and commanding general of the U.S. Army Combat Readiness/Safety Center, Ft. Rucker, AL.

16. Mr. James W. Kelton, Air Traffic Control Product Management Office, Redstone Arsenal, AL, receives the Joseph P. Cribbins Department of the Army Civilian of the Year award from FORSCOM commanding general, GEN J.D. Thurman during the Annual Professional Forum opening session. Also presenting are (from left) AAAA President, BG (Ret.) Rod Wolfe; Aviation Branch Chief, MG Anthony G. Crutchfield; CW5 Michael L. Reese, Chief Warrant Officer of the Branch; and Branch CSM, Tod Glidewell.

17. SPC Wilhelm L. Randall, Co. C, 3rd Bn., 4th Cbt. Avn. Bde., with family members, receiving the Henry Q. Dunn Crew Chief of the Year award.

18. The Rodney J.T. Yano Non-Commissioned Officer of the Year was SFC Rafael C. Lopez II, Co. D, 4th Bn., 3rd Cbt. Avn. Bde., Task Force Brawler.

19. CW3 Jason J. Lacrosse, Co. C, 5th Bn., 158th Avn. Reg., 12th Cbt. Avn. Bde., makes acceptance remarks after receiving the Michael J. Novosel Army Aviator of the Year award.

20. Company B, 5th Battalion, 159th Avn. Regt., Ft. Eustis, VA commander, MAJ Aaron L. Smith, and senior NCO, 1SG Mark E. DeHart, accept the U.S. Army Reserve Aviation Unit of the year award.





21. The oldest AAAA National Unit award, the Outstanding Aviation Unit of the Year was presented to 3rd Combat Aviation Brigade, Task Force Falcon, and was accepted by bde. cdr., COL Donald N. Galli (left), and CSM Richard Stidley.

22. The John J. Stanko, Jr. Army National Guard Aviation Unit of the Year award was presented to 1st Battalion, 147th Aviation Regiment, Wisconsin, Michigan, and Indiana ARNG. Accepting the award is the battalion commander, LTC Martin J. Pond. This award was just renamed this year for the acknowledged

"Father of Army National Guard Aviation" and co-presenting is MG Raymond W. Carpenter (2nd from the left), the acting director of the Army Nat'l. Guard, and Stanko family members: grand daughters, Lynn Ciano and Johnna Bord, and daughters, Kathleen and Sharon.

23. Utility Helicopters Project Office project manager, COL L. Neil Thurgood, and deputy project manager, Mr. Gregory D. Gore, accept the Robert M. Leich Award which is given to a unit or individual for sustained contributions to Army Aviation or for a unique, one-time outstanding performance.

24. Bn. Cdr., LTC Michael J. Musiol (left), and CSM Terry L. Sparks, receive the Active Unit of the Year trophy on behalf of their unit, 1st Battalion, 3rd Combat Aviation Brigade, Task Force Viper.

25. AAAA Scholarship Foundation President, COL (Ret.) Bob Birmingham, accepts a \$100,000 donation to the Foundation General Fund from AAAA Pres. Rod Wolfe, and Exec. Dir., Bill Harris. A total of over \$115,000 was donated to the Gen. Fund from AAAA and eight industry partner companies during the Scholarship luncheon on Mon.





26. MG Crutchfield emphasizes his point during the Integrated Warfighting Forum which he chaired; from the left – BG Theodore D. Martin, Cmdt. of the U.S. Army Armor School; BG Thomas S. Vandal, Cmdt. of the U.S. Army Field Artillery School; and Mr. William Moore, Dpty. to the Cmdg. Gen., U.S. Army Sustainment Center of Excellence.  
 27. BG William T. Wolf, Director of Army Safety and commanding general of the Combat Readiness and Safety Center, Fort Rucker, AL brings the crowd up to speed on the latest safety initiatives.  
 28. Former 14th Chairman of the Joint

Chiefs of Staff, GEN (Ret.) Hugh Shelton, provides his personal insights into resiliency and adapting at the Tuesday morning general session. He later signed copies of his book, *Without Hesitation*, for attendees down on the exhibit hall floor.  
 29. USAACE chief of staff, COL Daniel L. Ball, chairs the CAB commanders panel with (from left): COL Don Galli (3rd CAB); COL Bill Gayler (101st CAB), COL Frank Muth (1st ID CAB), and COL Frank Tate (25th CAB).  
 30. The UAS Panel on Tuesday afternoon included COL Rob Sova, TRADOC





Capabilities Manager, Unmanned Aircraft Systems, COL Greg Gonzalez, Project Manager, UAS; COL Grant Webb, Cdr., Joint UAS Center of Excellence and COL Steve Mathias, Dpty. Cdr., Army Spec. Ops. Avn. Cmd. 31. With attendees at Tuesday's luncheon, Spouse working luncheon speaker, Ms. Nicolette Maroulis, a wounded veteran athlete shares her unique story of overcoming adversity and attaining success in her life . 32. U.S. Army Special Operations Aviation Command (ARSOAC) Commanding General,

BG Kevin W. Mangum, briefs the Tuesday morning session attendees on the status of his newly formed command.

33. CSM (Ret.) Buford Thomas Jr. poses with family next to his portrait after being inducted into the Army Aviation Hall of Fame Thur. night. 34. COL (Ret.) Patrick G. Forrester poses with his wife, Diana, following his induction into the Army Aviation Hall of Fame. 35. SP5 (Ret.) Stephen B. Hook (behind photo) celebrates his induction into the Army Aviation Hall of Fame with his escort, Medal

of Honor winner MG (Ret.) Pat Brady (3rd from left), and family and friends.

36. LTC (Ret.) Hugh L. Mills Jr. (second from left) celebrates his induction into the Army Aviation Hall of Fame with wife, Sharyn, and family and friends.

37. BG (Ret.) E.J. Sinclair poses for a photo with his wife following his induction into the Army Aviation Hall of Fame.

38. Surrounded by family, LTG (Ret.) Anthony R. Jones celebrates his induction into the Army Aviation Hall of Fame.





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39. LTG William N. Phillips, Mil. Dpty. to the Asst. Sec. Army for Acq., Log., and Tech. and Dir. of the Acq. Corps, holds up a copy of the first military contract during the First Light breakfast on Wed.

40. MG James E. Rogers, commanding general, U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM), Redstone

Arsenal, AL, gives his update to the crowd at the Wed. general session.

41. MG William T. "Tim" Crosby, Program Executive Officer for Aviation, gives the audience an update during the Wednesday morning session.

42. & 43 Convention attendees walk among the products, services and aircraft displays

of the over-300 exhibitors in the exhibit hall.

44. Ellis Golson, USAACE Capability Development and Integration director, chairs the Future Vertical Lift panel on Tuesday afternoon with panelists, MG James O. Barclay III, Asst. Dpty. CoS, G-3/5/7 HQDA; COL Joe Jellison, USAACE Concepts and Requirements director; COL Bill Morris, Director of Army





Aviation, HQDA; COL Tom Bryant, Cdr., Avn. Applied Tech. Dir., Army Avn. and Missile Res., Dev., and Eng. Ctr.; and Col. Robert Tobin, USMC, OPNAV N88 5D453.

45. Special Asst. to the Army Chief of Staff for Enterprise Management, LTG Robert E. Durbin, talks about future concepts in a cost culture at the final session of the annual professional forum, Wed.

46. Elleen Wolfe is inducted into the Honorable Order of Our Lady of Loreto by Pres. Petrosky for a lifetime of outstanding support to the Army Aviation Community at the conclusion of the banquet ceremonies.

47. In a continuing tradition, country music star Trace Adkins has them dancing in the aisles during his concert at the Wednesday

night banquet.

48. Volunteers worked the multi-function Scholarship Foundation, Inc. (SFI) and Membership booth where they solicited donations from convention-goers for the general fund to continue building the national-level program and provided information on the various membership programs, to include joint programs with the U.S. Army Warrant Officers Association. Fifteen volunteers collected over \$5,800 for the general fund at the booth during the four days.

49. Cub Club members and their spouses

gather in the presidential suite at their annual reunion on Tuesday afternoon.

50. Following the spouse working luncheon, attendees participated in the first ever "Spouse Wellness Café" on Tues. where they got to experience first-hand the latest modalities of patient centered care as briefly described during the luncheon.

51. A thrilled young banquet attendee sits on the shoulder of her father and shows off the cowboy hat given to her by Trace Atkins at the end of his concert performance. See you next year in Nashville, TN!



## SPECIAL FOCUS LEADERSHIP CONFERENCE

# Annual Azimuth Check for **ARNG** Aviation Leaders

By COL Michael Bobeck and  
Mr. Stephen Mauro



MG Ray Carpenter, acting director of the Army National Guard, speaks to the attendees at the ARNG Aviation Leaders Conference.

Each year the Army National Guard conducts its ARNG Aviation Leaders Conference (AALC) in conjunction with what is now called the AAAA Annual Professional Forum and Exposition.

Synchronizing these two events allows the ARNG aviation leaders to benefit from the AAAA professional sessions, coordinate with aviation soldiers from the other Army components, examine industry technology and military exhibits, and hear from a multitude of Army aviation senior leaders.

The AALC was organized by Mr. Bill Squires from the ARNG Aviation and Safety Division (ARNG-AV) and Mr. Dave Skinner from the ARNG Multimedia Branch and hosted by the Tennessee Military Department.

The AALC attendees included the State Army Aviation Officers (SAAOs), Combat and Theater Aviation Brigade commanders, the senior warrant officers and command sergeants major for the SAAOs and brigade commanders, and various other ARNG Aviation leaders.

The purpose of the AALC was for all participants to gain understanding, share ideas, and develop solutions for near and long term ARNG aviation issues.

This year for the first time a panel of five 'grey beard' advisors monitored the AALC proceedings and then

provided insights into ARNG aviation successes, challenges, and a strategy for the future. Eight general officer briefers, twelve subject matter experts from outside ARNG-AV, and eleven briefers from ARNG-AV covered a broad range of topics important to ARNG aviation.

Briefing topics included flight medicine and MEDEVAC operations, unit readiness and mobilizations, domestic operations, fixed wing operations and structure changes, aviation training and the ARNG Aviation Training Sites (AATS), personnel updates and aviation enlisted issues, equipping and sustaining the force, unmanned aircraft systems (UAS) fielding and operations, the current budget environment, force structure actions, and safety and standardization.

Concurrent with the AALC main briefings were 26 breakout sessions that allowed facilitators/briefers to delve into the finer details of the topics covered in the main briefings and lengthy, open discussions.

### Overarching Themes

The AALC presentations and discussions highlighted several important themes, although these ideas are not new for ARNG aviation leaders.

First, the ARNG's dual-mission focus on combat operations and

domestic operations keeps ARNG aviation very busy.

However, overseas and homeland requirements are being met through state cooperation and national cross-leveling of aircraft and soldiers.

Second, the combat theater demand for Army aviation, including ARNG aviation forces, remains high.

Sustaining this high demand for several rotations will significantly stress the ARNG aviation force.

Third, the ARNG and the Army in general will probably face a "New Norm" with tighter budgets when combat operations wind down.

Army and Defense leaders recognize the critical contributions that Army aviation is making on the battlefield and at home. But in the words of LTG Ellis D. Parker, it is always a matter of "what have you done for me lately."

As the competition for resources intensifies, aviation must constantly demonstrate that its significant benefits outweigh its costs. Despite funding constraints, the ARNG must retain high unit readiness to ensure relevancy as an Operational Force.

Fourth, ARNG aviation has a proven record of responding to homeland defense missions and Domestic Support to Civil Authorities (DSCA), but has no recognized requirement for domestic operations.



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Mr. Bob Godwin, deputy chief for ARNG Aviation and Safety Division, addresses the ARNG Aviation Leaders Conference.



COL Mike Bobeck, chief of the ARNG Aviation and Safety Division, provides opening remarks and lays out his priorities for ARNG aviation at the ARNG Aviation Leaders Conference.

effectively articulate and defend the homeland's domestic requirements and resourcing.

### AALC Highlights

The four day AALC agenda was jam-packed with subject matter experts totally immersed in their topics. Below are some highlights that include several accolades for ARNG aviation.

COL Mike Bobeck, the chief of the ARNG Aviation and Safety Division, addressed the challenges of manning the force with aviation soldiers possessing the right skills and experience levels.

Total assigned aviators in the ARNG formations are at a high level of fill, but we are short some senior grades and specifically some special skills, or tracked aviators as Army G-1 describes it. ARNG-AV is working diligently to improve instructor pilot, maintenance pilot, safety officer and TACOPS pilot fill levels.

COL Bill Morris, the director of Army G3/5/7 Aviation, expressed great appreciation for the dual mission capabilities of the ARNG aviation force.

COL John Wing, the senior ARNG flight surgeon, reinforced the concept of the aircrew member as the key piece of Army aviation capability – expensive to train and maintain and hard to replace when a small error leads to catastrophic loss.

MG Ray Carpenter, the acting director of the ARNG and the AALC keynote speaker, declared that Aviation is a big deal for the ARNG.

He enjoined the AALC audience to ensure the ARNG Aviation force was manned, equipped, trained and set for the future. He also called for stability in the force structure, because continuous structure turbulence negatively impacts unit readiness.

Additionally, he stressed the need for fixed wing capability for homeland defense and domestic contingencies and concluded his remarks by saying, “You should take a lot of pride in your aviation capabilities – I do.”

MG Anthony Crutchfield, the U.S. Army Aviation Center of Excellence commander, emphasized the One-Team concept. He recognized the ARNG for providing instructor pilots and air traffic services soldiers to help eliminate the training backlogs at Ft. Rucker. He cautioned the AALC that we have to plan for modernization of the Army fleets even as we continue the high OPTEM-PO of the current warfight.

COL Neil Thurgood, Utility Helicopter Program Manager, gave kudos to the ARNG for providing instructor pilots to assist the UH-60M New Equipment Training (NET) Team.

As the previous AMCOM commanders have, MG James Rogers praised the dedication and accomplishments of the deployed Theater Aviation Sustainment Maintenance Groups (TASMGs), formerly known as Aviation Classification Repair Activity Depots (AVCRADs).

BG William Wolf, Army Combat Readiness/Safety center commander, presented sobering details on the Army's fatalities and injuries and highlighted the fact that most losses are off-duty. Involved leaders have improved our accident statistics, but there is always more that can be done.

COL Bob Mitchell, the senior aviation advisor to the Army Surgeon General, applauded the ARNG MEDEVAC capabilities for setting the standard for battlefield enroute care.

Many of the ARNG 68W flight medics are emergency medical techni-

cian-paramedics (EMTPs) in their civilian careers and these advanced skills on the battlefield are saving more lives.

### Closing

The 2011 AALC was a highly successful forum for the professional exchange of ideas related to the ARNG aviation challenges.

For the SAAOs and other ARNG aviation leaders it was an intensive four days as they divided their time between AALC main briefings, AAAA professional presentations, the AAAA exhibits, AALC breakout sessions, and many sidebar discussions.

Despite the stress on the force due to the high demands of the ARNG aviation dual missions, ARNG aviation is better manned, better equipped, better trained, and more ready than ever before.

Although the ARNG aviation force faces many challenges and expects reductions in funding, it cannot and will not fail to execute its missions.



*COL Michael Bobeck is the chief of the Aviation and Safety Division for the Army National Guard Directorate, in Arlington, VA.*

*Mr. Stephen Mauro is a contractor with System Studies and Simulation, Inc., supporting the ARNG Aviation and Safety Division.*



The above cartoon, contributed by artist Milton Caniff, appeared in an early 1955 issue of ARMY AVIATION Magazine. The comic strip “Steve Canyon” debuted in 1947, the same year Defense Department leaders molded the Army Air Forces into a stand-alone branch.



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**SPECIAL FOCUS  
ARNG AVIATION**

# Army National Guard Aviation-

A Flight MEDIC from Co. F, 2nd Bn., 135th Avn. Regt. (GSAB) Colorado ARNG preparing to descend on the hoist for a MEDEVAC mission in Afghanistan.

ARNG COURTESY PHOTO

## Continuing to meet challenges at home and abroad

**A** rmy National Guard (ARNG) Aviation continues to live up to its motto – “Always Ready, Always There” – in meeting aviation challenges at home and abroad. In the homeland, the ARNG is providing daily aviation support to civil authorities at the same time it is generating aviation warfight capabilities to meet our nation’s overseas requirements.

The ARNG continues to modernize the attack, cargo and utility fleets while recruiting and training the Army’s finest aviation Soldiers. The foundation of the ARNG aviation force remains the aviation Soldier – trained, competent, and dedicated.

### Deployments

Demand for Army aviation in the combat theater has not diminished.

Over the last year the ARNG deployed roughly 6,000 aviation Soldiers culminating in the recent deployment for Operation New Dawn (OND) of the 40th Combat Aviation Brigade (CAB) Task Force, the largest aviation brigade organization deployed in recent times.

However, early in the mobilization process, HQDA and the ARNG determined that an additional command and control headquarters was needed to control this large aviation force operating across Iraq.

In short order the ARNG alerted, mobilized and deployed the 77th Theater Aviation Brigade (TAB) HHC from Arkansas to mitigate the

large span of control placed on the 40th CAB HHC.

In theater the 40th CAB HHC from California controls 198 aircraft and approximately 2,900 soldiers and the 77th TAB HHC controls 59 aircraft and approximately 1,400 soldiers.

The ARNG continues to provide additional aviation support to Operation Enduring Freedom (OEF), particularly MEDEVAC, cargo and observe, detect, identify and neutralize (ODIN) fixed wing capabilities.

Other deployments of significance include – four UH-72A MEDEVAC aircraft from District of Columbia to USAREUR for 24 hour/7 day a week MEDEVAC support at Hohenfels, Germany; the UH-60M assault battalion from Wisconsin and Michigan and the HH-60M MEDEVAC company from Vermont and Massachusetts to OND; and continuation of C-23 Sherpa support to OND and the Multi-National Force Observer (MFO) mission in the Sinai Peninsula.

The ARNG continuously supplies more than two brigade equivalents of aviation capability for the warfight.



ODD PHOTO BY PFC JUSTIN YOUNG

U.S. Soldiers with the International Security Assistance Force load a CH-47 Chinook helicopter from Co. B, 1-171st GSAB on Kandahar Air Field, Afghanistan, March 8, 2011, before conducting a mission.



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Personnel from Co. B, 2nd Bn., 151st Avn. Regt., (S&S) preparing to conduct civil support/ domestic operations training.

## Domestic Operations

As our nation faces spring floods and tornados, wild fires throughout the year, and the approaching hurricane season, ARNG aviation that is not mobilized remains in the forefront providing support to governors and civil authorities.

ARNG aviation units responded to last year's Gulf Oil spill with C-23 Sherpa, UH-72 Lakota, UH-60 Black Hawk, and CH-47 Chinook aircraft for transport, command, control, reconnaissance and observation tasks. The ARNG also responded to wildfires in Utah and most recently in Texas.

The security and support (S&S) aviation battalions, utilizing new UH-72s and legacy OH-58As, continue to provide daily support to civil authorities and State Joint Force Headquarters. Other domestic support included rescuing lost hikers at high altitudes, responding to regional flooding, tornados and other severe weather, and supporting the National Scout Jamboree.

The ARNG is also providing the FY11 aviation brigade equivalent response package for the Chemical, Biological, Radiological, Nuclear, High Yield Explosive (CBRNE) Consequence Management Response

Force (CCMRF).

The ARNG CCMRF package consists of the 63rd TAB HHC from Kentucky for command and control and approximately 740 soldiers and 36 aircraft from Kentucky, Maryland, New York and North Carolina.

## Modernization / Retirements

To sustain its relevance as an operational force, ARNG aviation is making great strides with respect to modernizing its fleets.

The modern utility fleets (UH-60M / UH-72A) continue to increase.

As of 30 April 2011 the ARNG possesses 83 UH-72 Lakota and 60 UH/HH-60M Black Hawk aircraft.

Army Campaign Plan (ACP) projections indicate the ARNG will field 210 UH-72As and 156 UH/HH-60Ms by the end of FY16.

However, the modernization of the ARNG Black Hawk fleet remains a daunting task, even with the remanufacture of some UH-60As to the UH-60L configuration.

FY11 marks the conversion of the fifth ARNG attack battalion in Pennsylvania to the AH-64D Longbow Apache. Plans are in place to convert the remaining three attack battalions in Missouri, Idaho and

Texas/Mississippi by early FY15.

The first three CH-47F aircraft were delivered in April to the Eastern Army National Guard Training Site (EAATS) in Pennsylvania to conduct aircraft qualifications and instructor pilot training. Pennsylvania, Connecticut, Alabama, Georgia and Hawaii will also receive CH-47F aircraft in their combat formations in the coming months.

A New Equipment Training (NET) Team will support the CH-47F fielding and set the stage for unit collective training in preparation for future deployments.

The fielding of UH-72A aircraft results in divestiture of the OH-58A/C aircraft.

The ARNG's OH-58 airframes are being relocated to the U.S. Army Aviation Center of Excellence (USAACE) to help meet Flight School XXI training demands and are being transferred to support the OH-58D cabin retrofit program.

The UH-72A mission equipment package (MEP) begins fielding this summer and will accelerate the OH-58A/C turn-in over the next few years. The ARNG has programmed funding to procure and sustain approximately 100 UH-72A MEPs.

The current Army plan calls for the retirement of the 42 ARNG C-23 aircraft concurrent with C-27J cargo fixed wing fielding to the U.S. Air Force. The C-23 has been a vital work horse for supporting both the Army and the ARNG's time-sensitive mission critical direct support lift requirements.



ARNG ODIN aircraft (BE-30) waiting on a ramp in Afghanistan for the next mission.



## A A A A N E W S S P O T L I G H T

## Night Stalkers Get MH-60M

**E**xperimental Night Stalker test pilots CW4 Tracy Stapleton and retired Night Stalker, now DA Civilian, Dave Ward, soar in the XM1 (prototype), the 160th Special Operations Aviation Regiment's newest helicopter, the MH-60M. Here the Blackhawk is paced by a T-34 airplane piloted by flight test engineers Marty Anderson and Jeff Gallman in an effort to calibrate air data during testing in 2009.

PHOTO BY COLIN MAGONCAL


The new special operations version of the Blackhawk brings plenty to the table in the form of state-of-the-art day and night optics systems, enhanced integrated weapons systems, multi-mode radar with all-weather capability and new high-performance engines. The larger, stronger engines coupled with improved rotor blades allow the new aircraft to operate at higher altitudes while maintaining substantial payloads. Two of the long-awaited MH-60M Blackhawks were flown in to Fort Campbell from the Special Operations Forces Supply Activity (SOFSA) facility in Richmond, KY, Feb. 1.

### Transformation

The Army's approval of the security and support battalion redesign allows for development of a Modified Table of Organization and Equipment (MTO&E) commensurate with the UH-72A capabilities.

This year the ARNG began converting the first few 12 ship MEDEVAC companies to the 15 ship design and will complete expansion of all 21 ARNG MEDEVAC companies by FY17.

As units convert to the 15 ship design, they will be programmed for deployment to the combat theater or placed in the Army Force Generation (ARFORGEN) 'Available' phase.

Additionally, the ARNG is preparing for conversion to the Full Spectrum CAB and the reorganization of the theater aviation structure over the next several years.

### Training

The Army National Guard Eastern, Western, High Altitude and Fixed Wing Aviation Training Sites (AATS) remain valuable assets for the ARNG and the Army. The AATS are in the early stages of refocusing mission sets to address ARNG fleet modernization, future force generation, and institutional training requirements. The ARNG strives to synchronize AATS operations with the USAACE to supplement and complement the aviation courses taught at USAACE. The ARNG continues to rely heavily upon the AATS to sustain crew and unit readiness.

### A "New Norm" for the Future

As with the Active Component and US Army Reserve aviation, the operational tempo of ARNG units remains high. The dual status character of ARNG aviation to meet missions at

home and abroad is at the core of the citizen-soldier ethos.

Like the rest of the Army, the ARNG is assessing ways to better manage the challenges both today and in the future. The "new norm" for the future will include tighter budgets, but the nation's expectations for a versatile and capable dual focus force will not change.

The ARNG being forward deployed in our communities across the United States and its territories helps foster our nation's resolve when faced with a multitude of threats across the full spectrum.

Always Ready, Always There.



*COL Michael Bobeck is the chief of the Aviation and Safety Division for the Army National Guard Directorate, in Arlington, VA..*

*Mr. Jay Jackson is a support contractor with System Studies and Simulation, Inc.*



## SPECIAL FOCUS USAR AVIATION

# The Wings of Citizen-Warrior Aviators

Company B, 1st Battalion, 214th Aviation Regiment. CH-47D Chinook, based at Al Asad Air Base, Iraq, upon completion of a heavy lift operation.

By COL Michael G. Schellinger and LTC Lori L. Bruce

**U**.S. Army Aviation has been a vital force on the battlefield since its inception during WWI as the Army Air Service. Over the past ninety four years it has evolved into a major power in the Army Fire and Maneuvers Branch.

As such, it has the dual mission to find, fix, and destroy the enemy through fire and maneuver and to provide combat, combat support and combat service support in coordinated operations. To this end, U.S. Army Reserve (USAR) Aviation has become a critical, battle-tested, operational force proven capable of mounting numerous simultaneous offenses around the world.

Since 911, more than 80% of the Army Reserve's aviation units and its Soldiers have deployed in support of overseas contingency operations, domestic operations, humanitarian relief efforts and numerous joint, combined, contingency and special operations.

The Soldiers who make up the ranks of today's Army Reserve Aviation are without question the most highly trained and capable Citizen-Warrior Aviators in the Army Reserve's history.

### USAR Aviation Structure

The newly transformed Army Reserve aviation force structure consists of the United States Army Reserve Command (USARC) Aviation Directorate, one theater aviation command (TAC), one aviation brigade (AB), two armed reconnaissance battalions (ARB), two general support aviation battalions (GSAB), two theater aviation battalions (TAB), one aviation support battalion (ASB), one airfield operations battalion (AOB), one corps support aviation company (CSAC), one multi-composition (Active-Reserve Component) heavy helicopter company and a medical evacuation (MEDEVAC) company with supporting detachments.

### USARC Aviation Directorate

The Aviation Directorate, moving this summer to Fort Bragg, NC, is led by COL Michael G. Schellinger.

Under his guidance, the directorate maintains executive authority for all aviation policy, directives, and procedures for the Army Reserve. The Directorate is further charged with providing overall management of all Army Reserve Aviation programs.

This includes managing USAR Aviation Standardization and Resource Management Surveys, training, readiness, operations, organization, aviation transformation, logistics, simulation, operational support airlift, air traffic control services, and aviation mobilizations and budgetary management.

### 11th TAC

All USAR tactical aviation now falls under the functional command and control of the 11th Theater



Co. B, TF-ODIN, consisting of 2-228th, 339th and 6-52nd Soldiers; C-12R ARMS preparing for surveillance mission over Speicher, Iraq.



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U.S. Army Reserve aviation force structure and asset distribution within the continental United States.

Aviation Command (TAC).

The 11th TAC, activated September 16, 2007, is commanded by BG Peter Quinn and CSM Neil Heupel, and headquartered at Fort Knox, KY. It functions as both a war fighting headquarters and as a functional command (FC).

The 11th TAC provides command and control for all Army Reserve Aviation to include more than 4,500 Soldiers and military technicians, 190 helicopters and fixed-wing aircraft and 17 aviation support facilities across the United States.

The 11th TAC consists of the 244th Aviation Brigade and its four subordinate battalions as well as five direct reporting units.

Through these units the 11th TAC provides air traffic services, airfield management, aeromedical evacuation, combat aviation brigade reinforcement, theater aviation support, and coordination of aviation staging and movement so as to support corps, Army or joint operations.

### 244th Aviation Brigade

The 244th Aviation Brigade, "War Hawks", under the command of COL Michael N. Claybourne and CSM James Peter Matthews, is headquartered at Fort Dix, NJ. It is the largest aviation brigade in the U.S. Army and consists of two general support aviation battalions, one C12/UC-35 fixed wing battalion, and one aviation sup-

port battalion.

It has subordinate units and facilities located in 14 states and 18 different locations. Its personnel consist of a mix of Active Component and Reserve Soldiers as well as Department of the Army Civilian Employees and contractors.

The brigade's mission is to conduct theater aviation operations to support military operations of war for the Combined Forces Land Component Commander.

### 2-228th Aviation Regiment

The brigade's fixed-wing battalion, 2-228th TAB operates both C-12 and UC-35 aircraft. These "Winged Warriors" are headquartered in Willow Grove, PA, with subordinate units located in Johnstown, PA, Dobbins Air Reserve Base, GA, Ft. Rucker, AL, and Ft. Bragg, NC.

The TAB executes both utility and cargo operations and is readily available for overseas and domestic support operations.

### 7-158th Aviation Regiment

One of two USAR multi-component GSABs, the 7-158th "Longhorns" is headquartered at Fort Hood, TX with subordinate units in five states.

Company A, (a command aviation company), Company D (aviation maintenance), and Company E (forward support company) are co-located

with the battalion headquarters.

Company B (CH-47Ds) is located in New Century, KS. F/7th-158th, (MEDEVAC) is split between Fort Carson, CO and Kingsville, TX.

The GSAB's second MEDEVAC unit, Company C, is a multi-compo unit affiliated with the Oregon Army National Guard.

### 5-159th Aviation Regiment

The brigade's second GSAB, 5-159th is a multi-compo battalion consisting of six companies located in three states. These "Dragon Masters" are headquartered at Fort Eustis, VA along with Company B (CH-47Ds), Company D (aviation maintenance), and Company E (forward support company).

Company A (CAC) and Company F (MEDEVAC-AA) are both located in Clearwater, FL. The "Hook-ers" of Company B, 1-214th (CH-47D), are located in Fort Lewis, WA. Company C, an HH-60 multi-compo MEDEVAC-AA unit is affiliated with the Wyoming National Guard.

### 90th ASB

The first aviation support battalion in the Army Reserve, the 90th ASB, is located at the Carswell Joint Reserve Base in TX. The ASB is structured to provide intermediate level aviation maintenance support for all of the Army Reserve's organic aircraft.

### Direct Reporting Units

#### 2-58th Aviation Regiment

The only air traffic control element in USAR Aviation, the 2-58th Airfield Operations Battalion is based at Fort Rucker, AL. The unit provides airfield management, terminal air traffic control services, and tactical control for its assigned airspace.

The unit recently received full accreditation for the first unit level air traffic control simulator in the Army. It is available for training of all active and reserve component Soldiers in the air traffic control field. The focus is now on integrating this system into all aircraft flight simulator systems.

#### 8-229th Aviation Regiment

The "Flying Tigers" of the 8-229th is the Army Reserve's first armed reconnaissance battalion to be fully fielded and qualified with the AH-64D Longbow aircraft.

This veteran reserve unit, located at



Ft. Knox, KY, has been repeatedly called upon for both peacekeeping and combat deployments and has accumulated over 15,000 flight hours in Iraq and Bosnia.

### 1-158th Aviation Regiment

1-158th, the Army Reserve's second ARB, is headquartered out of Conroe, TX and is now fielding AH-64D Longbow. After being re-designated in 2008, the unit received 28 Presidential Unit Citations for distinguished service for participating in Campaigns of the Civil War, the Indian Wars, the Spanish American War, the Mexican Expedition, World War I and World War II.

The unit continues its long history of community involvement by participating in the National Junior Achievement Program which provides mentors to troubled youth, by distributing resources to residents during both Hurricane Rita and Ike and by sponsoring local area school and recruitment events.

### 6-52nd Aviation Regiment

The "Flying Dragons" of the 6-52nd TSB is the Army Reserves' second

fixed wing battalion and consists of both C-12 and UC-35 aircraft. The battalion headquarters is located at Los Alamitos, CA with units at Ft. Knox, KY, Ft. McCoy, WI and Ft. Hood, TX.

In addition to providing theater aviation support to both Iraq and Afghanistan, the unit also provides airlift missions for all the U.S. armed services so as to meet Department of Defense wartime readiness guidelines.

### 339th Military Intelligence Company

The 11th TAC has command and control of the 339th MI, a Corps Support Airplane Company, which consists of C-12 aircraft and is located at Carswell JRB in Texas.

### USAJTD

The US Army Jet Training Detachment (USAJTD) is the newest addition to Army Aviation and is based out of Dobbins Air Reserve Base, Atlanta, GA. It serves as the proponent for the UC-35 program and is under the command and control of USARC.

This multi-compo unit is solely responsible to the Department of the Army for all UC-35 Aviator Aircraft Qualification, UC-35 Instructor Pilot

Training and Certification and UC-35 Training Standardization and Doctrine Development for Active and Reserve Aviation as well as the National Guard.

As our nation expands its military role in global conflicts and humanitarian relief efforts, the reliance upon Army Reserve Aviation and the Citizen-Warrior Aviator will continue to increase. This increase will be due in part to Army Aviation's unique ability to cover the full spectrum of combined arms operations through its organic flexibility, versatility and sophisticated assets.

Its role will continue to dramatically enhance the military's operational ability to fulfill a variety of maneuver, support and sustainment functions in various theaters of operation.



*COL Michael G. Schellinger is the Director of Army Reserve Aviation at the U.S. Army Reserve Command at Fort McPherson, GA and LTC Lori L. Bruce is the Division Chief for USARC-AV Training and Standardization stationed at Fort Bragg, NC.*



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**F**ly, study and workout. These are the three fundamental things a flight student must focus on to be successful at Fort Rucker's Initial Entry Rotary Wing Training (IERW) program. While these priorities sound simple enough, students from the National Guard and Army Reserve often face many administrative challenges in achieving them.

So, how does a Reserve Component (RC) student solve problems while training in the classroom, pre-flying the aircraft on the ramp, or conducting gunnery at Molinelli Range? Many of them rely upon the Reserve Component Liaison Team (LNO) for their problem resolution.

### Unique Challenges

All flight school students, regardless the component, undergo a permanent change of station (PCS) to Ft. Rucker for the duration of their 18 month training. An Active Component (AC) student typically brings their family with them. However, RC Soldiers are often forced by circumstance to leave their families and households behind in their home state.

RC students also differ from Active Component students in that they are assigned to Ft. Rucker, but are administered by their home state and unit for most personnel actions. All these differences make the Reserve student's time at Ft. Rucker very interesting.

The LNO team at Ft. Rucker supports the National Guard and Army Reserve, commissioned and warrant officers, from all 50 states and U.S. territories.

Additionally, the LNO team cares for the Reserve Component 15 series advanced individual training stu-

Flight School XXI AH-64D Apache students with their National Guard IP assigned to the Ft. Rucker IP Program. From left: WO1 Joshua Link, MOARNG; WO1 Travis Spicer, AZARNG; WO1 Aaron Cooper, SCARNG; CW2 Greg Lee, SCARNG with the IP program; WO1 Jason Hopkins, IDARNG; WO1 Shane Nye, NCARNG; WO1 Jason Jakubowitz, PAARNG; and WO1 Don Culp, SCARNG

dents attending Military Occupation Specialty qualification (MOSQ) training at Ft. Rucker.

As these aviation students focus diligently on their training, there is a strong support network of Soldiers, Army civilians and contractors offering many types of assistance. Within that support system, the Reserve Component LNO team plays a vital role in ensuring these hard charging aviation students accomplish their mission while stationed at Ft. Rucker.

Most RC students have little knowledge of the LNO program until they receive their initial in-briefing. That first meeting provides the opportunity for the LNO team to create the link that encourages students to reach out for help any time they need it.

Army Aviation training standards are very high and the training curriculum is identical for all components. However, it was discovered long ago that problem resolution is component specific. In the case of our National Guard students, coordination must be made directly with the student's home unit and state.

Fortunately, the LNO team has established close relationships with each state aviation office and headquarters G3. These points of contact within the state, territory and Army Reserve command allow the LNO team to address



and resolve issues before they become a major training distraction.

That same hearty relationship exists with the Ft. Rucker chain of command. The Active Component and RC chains of command depend on the LNO team to enable the decisions that have been made concerning the status of the RC students.

Ultimately, the LNO team strives to facilitate the courses of action which best serve the needs of the Army, the reserve component and the student.

### What Can the LNO Do For You

There are many reasons for a student to visit the LNO team. Some more common ones are: orders amendments, pay problems, travel vouchers, promotion questions, Basic Allowance for Housing waiver requests, requests for school opportunities while waiting to begin the Basic Officer Leadership Course (BOLC), requests for assistance in obtaining reservations for follow-on courses and various administrative counseling and mentoring sessions.

In addition to this list, the LNO team tracks and administers a deployers list for those students who will be deploying shortly after their graduation. In some cases, the student's timeline requires a return to their unit as soon as possible. For those cases, the LNO team requests an early or waived graduation through the USAACE G3.

The cooperative working relationship that exists between the LNO team, and the cadre and staff at Ft. Rucker ensures that RC students get where they need to be when they need to be there.

The LNO team also spends time managing those students who are not performing as well as expected.

The team conducts the customary performance counseling for students who are lacking in physical training or are having academic difficulty.

The LNO team assists the chain of command in dealing fairly but firmly with Soldiers in order to uphold the highest standards of conduct.

### Resolving Recurring Issues

In the performance of its duties, the LNO team has identified some recurring issues. For example, students are arriving at Ft. Rucker without having visited the [www.move.mil](http://www.move.mil) website. A visit to this website will ensure that proper coordination for household goods and travel has been made.

The team has also identified that RC students are arriving at Ft. Rucker the day before their course begins. This leaves very little time for the student to "settle" in before getting to work. In an effort to be proactive, the LNO team is tackling the aforementioned issues head-on.

An information memo containing reporting instructions, a map of key Ft. Rucker sites and an 'important phone numbers' list was distributed to Army Reserve leadership and all ARNG State Aviation Officers.

Feedback from several students who received the memo prior to arrival at Ft. Rucker has been very positive. Additionally, the LNO team is nearing the completion of a "Best Practice Guide" for students who are waiting to enter BOLC.

This guide will point the student toward resources that will enhance their readiness for IERW training.



CPT Brian Baglin (left), NYARNG, and WO1 Arturo Garcia, INARNG, both Flight School XXI UH-60 students, playing 'what's it?' with their NG instructor pilot at Ft. Rucker, AL.

Currently these products are in digital and hard copy format, but the LNO team is pursuing E-access through the Ft. Rucker homepage.

### Assisting Efficiency

Concurrently the LNO team is managing key initiatives that help USAACE increase the annual trainee throughput. Specifically, the Reserve Component Instructor Pilot Initiative, Reserve Component Air Traffic Control Program and the Reserve Component Aircrew Standardization Instructor Augmentation Program.

These programs are designed to benefit USAACE, RC mission readiness and RC Soldier professional experience.

The task of helping to mold the future of Army Aviation is a profound responsibility. The LNO team continues to support the Reserve Component and Active Duty chains of command as they shape the aviators of tomorrow and is dedicated to correcting the everyday issues that distract from the mission at hand.

With the LNO team's assistance, flight and MOSQ students can focus totally on flying, studying and working out.



*CPT Christopher J. Hyde is the Senior Army National Guard Liaison Officer at the U.S. Army Aviation Center of Excellence, Ft. Rucker, AL*



# Post-Deployment After Action Review (AAR) – Listening to the Apache Warriors

By COL Shane T. Openshaw and  
LTC Matthew J. Hannah

**S**enior Army leaders understand the importance of capturing lessons learned to improve future unit performance, operations, and assist other units as they prepare to conduct similar missions.

Army units and organizations, such as the Center for Army Lessons Learned (CALL), capture information during and after unit deployments that document how we can improve the way we conduct operations in the future through AARs.

The Apache Project Management Office (PMO) and the Training and Doctrine Command (TRADOC) Capability Manager for Reconnaissance and Attack (TCM R/A) have developed a program in conjunction with the original equipment manufacturers (OEMs) to collect information from the redeploying attack reconnaissance battalions (ARBs) on the Apache aircraft they fought and deployed with.

It is a joint effort with industry led by the PMO and TCM R/A.

## AAR Program Overview

The AAR program collects information in two categories: what can the Apache PM do to improve the Apache airframe for deploying soldiers and what are the successful tactics, techniques and procedures (TTPs) that our ARBs are currently employing.

The impact is two-fold in that it is used to ensure the improvements cur-



COL Shane Openshaw, PM Apache; CW4 Michael B. Bounds, 602d ASB, SGT Andrews, 602d ASB Apache Phase Team Chief and Mr. Tommy Filler from Boeing (left to right) while conducting a unit visit at 4-2nd ARB, Camp Humphreys, Republic of Korea.

rently under development are valid and are on azimuth. It also provides valuable insight as we examine new technologies and capabilities that will make the Apache more lethal, interoperable, survivable, sustainable, reliable, and increase performance.

The AAR program enables the OEMs and the PMO to work together to focus their research and development efforts towards common capability improvements.

The PMO also gathers information informally by talking to the maintainers one-on-one. The PMO has a 3-5 person team that, with the commander's concurrence, conducts an assistance visit at the unit/hangar the day prior to the AAR.

This team shares lessons learned from other units and their expertise to resolve issues and provide information in real time.

At the end of the AAR and assistance visit, the team out briefs the commander to ensure no misinformation was collected.

## Documenting the Information

Responsible for overall production and delivery, The Boeing Company, one of the Apache OEMs, created a

joint government and OEM database as part of their customer support program.

The database catalogs all of the AAR comments into categories, by sub-system, theater, time, unit, part number, and other useful areas and can be queried by the categories for rapid retrieval of information.

This database is also linked to other databases to display all relevant Quality Deficiency Reports (QDRs) and Field Data Reports (FDRs) when a query on that system or part number is initiated. The AAR comments are cataloged so that the organizations can look for trends and research systemic problems reported by the field.

Deeper analysis can also be done to determine if the issue is related to a specific theater or timeframe.

The database is reviewed quarterly by the OEM, PMO and TCM team to ensure the accuracy of the entries since the last meeting and identify trends. By conducting the AARs with all of the returning ARBs, there is a complete database available.

A key to the success of the program is ensuring the unit understands their input makes a difference.

The PMO/TCM provides feedback



within 60 days in the form of a spreadsheet documenting any issues or comments mentioned in the AAR complete with issue, current status, and point of contact.

Although the OEM and PMO focus of the AAR is on the material improvements to the Apache, the TCM is responsible for all doctrine, organization, training, material, leadership and education, personnel and facilities (DOTMLPF) issues concerning attack units. All issues are documented in this venue.

If they aren't material issues that the PMO and OEM can affect, the issue is managed by the TCM to resolve and follow up. Our end state is to capture critical information regarding how an ARB conducted operations, what worked well and what capabilities need to be improved/developed.

### Product Improvements

There are many examples that illustrate the effectiveness of the AAR program. The PMO is currently fielding version 13 of the Apache Block II Software which includes improvements that were written up as AAR comments from deployed units.

Those improvements include the Blue Force Tracker (BFT) address function, 1,000 point database, integrated aircraft survivability equipment (ASE), communication simplification phase one including keyboard update shortcuts and performance planning updates to name a few.

Based on feedback from units and commanders on the prototype Video from Unmanned Aerial System for Interoperability Teaming (VUIT) system, the Army is developing the current Manned and Un-Manned Teaming (MUMT) system which will be fielded in August 2011 to the first ARB.

Additional modifications that originated because of unit feedback are the M-4 rifle mount, lap belt extension to accommodate Air Warrior equipment, and Longbow seat upgrade.

### Right People

For an effective AAR, it is critical to have all the right people and organizations represented.

Key leaders, pilots, and Warrant Officer/Non-Commissioned Officer maintenance personnel are included

## Post Deployment AAR Agenda

- **COMBAT MISSION**
- **COMMANDER'S INTENT**
- **TASK ORGANIZATION**
- **MAJOR OPERATIONS**


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**AAR TOPICS**

- **VUIT-2 CAMPAIGN PLAN**
- **TOC OPERATIONS**
- **TRAINING**
- **SUSTAINMENT OPERATIONS**
- **MAINTENANCE**

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- **COMMANDER'S GUIDANCE**
- **COMMENTS/QUESTIONS**



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- **Open Discussion!**
- **Provide Input**
- **Ask Questions Throughout**
- **Seek Improvements**
- **Focus on "Big Army"**

The Agenda depicts the topics and ground rules for the 1-10th ARB Post Deployment AAR on 20 Oct 2009.

on the ARB's team.

The PMO/TCM R/A team consists of subject matter experts (SMEs) and key personnel from the PMO, TCM, Project Director (PD) for T700 engines and primary Apache OEMs (Boeing, Lockheed Martin, Northrop Grumman, GE, L3, etc).

This is a team effort on all sides and all must be equally committed.

### Timing Is Critical

The timing of the AAR is important and normally occurs after the unit completes block leave.

If the AAR is delayed, key personnel may be transferred or leave the unit to pursue military education opportunities to prepare for their next assignment.

It is necessary to conduct the AAR while the information is fresh in their minds and their focus has not shifted to their next mission.

The average time required for the AAR is 2-4 hours and varies based on the ARB commander since he or his staff presents the AAR.

In conjunction with the AAR, Boeing conducts a welcome home ceremony, thanks the unit for their service and provides a gold Apache Combat Pin to every member of the unit and a unique poster to signify their deployment.

Tommy Filler, Deputy Program Manager/Director, Apache Domestic

& International Programs stated, "Working in support of the Apache and Army Aviation for three decades, I am committed to ensuring that soldiers have what they need to accomplish the mission."

Being a part of the after-action reviews with battalions returning from deployments has proven valuable as Army and industry work together to rapidly respond to the needs of aviators, maintainers and commanders.

Keeping our planning and execution clearly focused on the needs of soldiers is critical as the Boeing Apache program continues to deliver technologies and capabilities suited to the tasks down range."

Through the Post-Deployment AAR program the PMO, TCM and Industry listen to the Apache warriors and use that information to support the warriors of the future.

The AARs direct where the entire Apache team, consisting of government and industry, invest in future capabilities on the Apache airframe!

❖❖❖

*COL Shane Openshaw is the Apache project manager and LTC Matt Hannah is the Apache fleet manager in the Apache Project Management Office at Redstone Arsenal, AL.*



## Ask The Flight Surgeon



# Meeting Requirements in Units Without Aeromedical Support

By Dr. (MAJ) Nicole Powell-Dunford

**Q: I belong to a unit that has no flight surgeon. How do I know if a medication or condition is disqualifying? Who do I see for my flight physical?**

**FS:** There is no doubt that the ranks of those authorized to perform flight physicals/waivers and grant up-slips in the garrison environment have grown thin given our high op tempo.

Aeromedical physician assistants (APA), aeromedical nurse practitioners (AMNP) and military aeromedical examiners (AME) serve alongside flight surgeons as mission critical members of the aviation medicine family and are authorized to perform flight physicals, initiate waivers and grant up-slips.

However many clinics do not have enough uniformed aeromedical providers to meet mission and are coping with shortfalls by hiring retired aeromedical providers and/or civilians who undergo 2-6 weeks of training at Ft. Rucker to become military AMEs.

Scheduling a flight physical early in the birth month window has become more important than ever for closing out part 2 of a flight physical in a timely fashion.

If you are serving in a unit or state without a local Army aeromedical

provider, the U.S. Army Aeromedical Activity (USAAMA) will accept physicals from sister service flight surgeons as well as from medical providers (physicians, physician assistants and/or nurse practitioners) who complete and scan/fax appropriate medical forms to AAMA.

The aeromedical policy letters (APL) and aeromedical technical bulletins (ATB) provide guidance on appropriate medications and select conditions which are considered for waiver – as well as checklists of required labs and evaluations for short and long physicals which can be used by a non flight surgeon in order to scan a physical to USAAMA.

All crew members can download and review the most recent copy of the APLs and ATBs, which are found on-line at the USAAMA website <https://aamaweb.usaama.rucker.amedd.army.mil/>.

**Authors Note:** It has been an honor and privilege to support the Soldiers and families of Army Aviation from the School of Aviation Medicine.

The combat experience and passion for continued service to our nation has never been higher amongst our gradu-

ates and I am proud to be returning to the 25th CAB to serve alongside and with our Aviation family.

MAJ Joe Puskar, TF Odin Flight Surgeon OIF 2007-2008 and TF Odin Flight Surgeon OEF, 2009-2010, has taken the controls as the Flight Surgeon Course Director.

A highly experienced flight surgeon, life member of Quad A, and an active member of the Ft. Rucker executive board, he is an ideal mentor for the next generation of aeromedical providers and is eager to respond to your questions from the field.

Safe flying and see you at the flight line!

V/R, Doc P-D

### Question for the Flight Surgeon?

If you have a question you would like addressed, email it to [AskFS@quad-a.org](mailto:AskFS@quad-a.org). Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues.

As always, fly safe!

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



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This will assure that your email is not bounced by "spam" filters.

*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.*

*Editors Note: We at ARMY AVIATION thank Dr. (MAJ) Nicole Powell-Dunford for her advice and support over the past year and wish her all the best as she rejoins the front-line Army Aviation community with the 25th Combat Aviation Brigade at Wheeler Army Airfield. Godspeed.*



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## AAAA Membership Update



# Not Everyone Can Be a Winner

By CW5 Mark W. Grapin

**D**uring the early years of the Johnson administration, I remember knocking 16-penny nails into wood planks, and gluing a dowel strategically atop my glorified stacks of scrap wood – and wondering why no one else could see the splendor of the tugboat I created from the kindergarten tool kit with all of the other five-year-olds at Lomita Elementary.

Perhaps paint would make it better – black always goes on the bottom, and every tugboat pilot house needs to be red. For an entire week, my construction hour was spent with one eye on my creation, and the other on the fine stack of trophies neatly lined on the table next to Mrs. Loftin's desk.

On Friday, with all the paint dried, and excess nails properly bent over and smashed flush, I was sure my name would be called for the coveted first-place trophy. After all, I loved Mrs. Loftin, and I was sure my tugboat masterpiece was worthy.

Although the only thing I had to show my mother that Friday afternoon was a green seventh-place ribbon, Mom was still proud beyond words; and I was left with an object lesson in having competed – but not placed.

By the time my sons Eric and Sean were old enough to create their own Pinewood Derby masterpieces, something in the time-space continuum had shifted, and everyone was guaranteed to be a winner. All of the ribbons had three vertical stripes – red, white, and blue; and each festooned with "Pinewood Derby Winner" in gold 16-point Arial.

True, only the first-first place finisher in their Den went on to the District finals; but where had the lessons of gracious losing – and those of grateful winning – gone?

By the time your eyes find this print, our National Forum for 2011 will have slid into the history books, and the world will know who our professional association named as the



CPT Michele D. Edwards, commander of the Army Aviation Operating Facility in Bethel, AK, briefs COL Michael E. Bobeck, chief of the Army National Guard Aviation and Safety Division, of the peculiarities of their local flying area.

very best of their pedigree. The awards board process, however, is a study in how broad the spectrum has become in how we view awards and recognition.

I will admit that some of the nominations appeared perfunctory, and I wondered if the person or organization was aware of how half-hearted the nomination really appeared.

It's not that the accomplishments themselves weren't sound, and worthy of nomination – it's that the nomination itself was half-hearted; as though the nominator was fulfilling some dreaded task at the final hour of the nomination deadline, really wishing they were anywhere else.

One individual nomination caught my eye – and stands out as an absolutely splendid example of humility and delight, with no expectation of acclaim.

I was unable to find a single typographical error in the nomination packet, thematic words were not repeated, and the guidelines for the nomination were followed to the letter. More profoundly, the biography for this person cited the awards they had been nominated for.

There was no self-aggrandizing in

the text – this soldier was simply glad to have performed their job well, and considered the mere nomination an honor. Surely, even Mrs. Loftin would have been impressed.

Whether our awards are submittals for recognition of excellence by our professional association, or by our Army, I would hope some rules of engagement wouldn't require formal articulation.

Could you imagine, though, what form such rules might take? Perhaps they would center on taking the time necessary to write the award, by determining first if the requisites have been satisfied; taking honor in the process of the nomination; and back-planning to prevent eleventh-hour panic in meeting nomination deadlines.

But of course, such rules may appear condescending, and contrary to our waxing collective perspective that just showing up earns a blue ribbon at the beauty contest; and mere rank or position is the most important (if not sole) criteria for a particular level of award. Mrs. Loftin knew this.

### Excellence in Austerity

Although my travel request raised



some eyebrows – after all, who requests travel to Alaska in January? – I leapt at the opportunity to accomplish my goal of validating the manpower footprint for several Alaska Aviation organizations at substantial savings to the Government by hopping aboard a military air flight.

The Alaska ARNG State Army Aviation Officer, LTC Michael P. Seine, and the Alaska Army Aviation Support Facility Commander, LTC William J. Smith, cobbled-together a brisk itinerary that would usher me to key sites with minimal disruption to operations.

In Bethel, I met with CPT Michele D. Edwards, commander of the Army Aviation Operating Facility #2, parked on the western end of the state in an area dominated by water, for which finding foundational bedrock is moot.

At full strength, this bastion of Army Aviation is manned between five and seven people, and life here is necessarily defined by the long-term commitment of those assigned to the mission. In fact, CPT Edwards had only been back from her maternity leave for a week or so when I arrived.

The following day, we traveled further north to a city renowned for the Iditarod race and Wyatt Earp – Nome.

Although our arrival had been announced, we were greeted by an Army of One. With his boss down in Anchorage for his own annual check-rides, and the vast majority of the Operating Facility otherwise deployed, WO1 Michael T. Lewis was holding down the fort.

Can you imagine the professional discipline of a young warrant officer – not even a year back from flight school, and not quite readiness-level progressed in his Commander's Task List – showing up every morning for work, and chipping away at the scores of chores required to keep this outpost moving forward toward their pending inspections and ongoing missions?

These Alaska aircraft operate in the most extreme cold conditions known, and it was this operational experience that served as a springboard for such early successes in Afghanistan.

Needless to say, the program office for each of our affected aircraft monitors these operations closely, and the Alaska Guard routinely provides crucial input on the success or shortcomings of any new or modified equipment considered for extreme cold or extended range fuel systems.

We cannot heap enough praise on the tenacity and professional discipline

required of each of these Warriors who represent Army Aviation so very well.

### Continued Progress in Major Membership Initiatives

A task team has been assembled to put the finishing touches on the Virtual State-Centric (VSC) Chapter initiative, and we should have news of the beta test shortly.

Also, we've introduced a Joint Life Membership proposal between Quad-A and the U.S. Army Warrant Officers Association (USAWOA) to the National Executive Board that looks promising; as well as a draft program for complimentary AAAA memberships for program office award winners.

Next month, we'll see how things have shaken out from our National Forum in Nashville, and report on continuing progress in a few of our key membership initiatives.

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](mailto:mark.grapin@quad-a.org).



CW5 Mark W. Grapin  
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## AAAA Spouses' Corner

# Family Resiliency

By Esther Ein Muskopf

**A** rmy families span all walks of life – different races, creeds and colors. Where we “come from” forms and reflects our basic foundation. Army families are “Army Strong” but many do not have the skills to cope with longer and multiple deployments, wounded soldiers and/or often loss of our soldier.

These are daily scenarios in the lives of Army families. Yet we find that Army Families continue to be extremely resilient.

### What is “Resiliency?”

Resiliency is defined as the ability to recover readily from illness, depression, adversity, or the like - buoyancy. Resiliency often describes people who are expected to adapt successfully even though they experience risk factors or challenges that ‘stack the odds’ against them. Risk factors are typically related to poor or negative outcomes.

Resilience is most commonly understood as a process and not a trait of an individual. Resilient people bounce, not break, in the face of adversity or challenge, and that’s what Army Families do everyday!

Anais Nin once said, “Sometimes we don’t see things as they are; we see things as we are.”

One of the most resilient people I know is our oldest daughter, Sonja. When she applied for colleges, she wrote an essay which she included with each application. We PCS’d every year of her high school years.

We knew “Army life” to be challenging – new unit, new location, new home – new everything. For our children, that meant new schools and new friends; starting all over again. What did not change is our family unit.

Sonja’s ability to successfully cope with these challenges enabled her as a teenager to express it into words to her benefit and she wrote:

*“My parents are in the military and move a lot and I had the opportunity to experience four different high*



Wounded Navy veteran, Nicolette Maroulis (left), is congratulated by Kim Crutchfield, wife of U.S. Army Center of Excellence commanding general, MG Anthony G. Crutchfield, following Maroulis’ talk on resilience, based on her personal experience, during the AAAA Annual Professional Forum Spouses Working Luncheon on Tue., Apr. 19, in Nashville, TN.

*schools. Although I did not have control over where and when we moved, I made the best of it. I re-joined all my favorite academic, social and sports activities each school provided. Starting over is never easy; but I found that once you insert yourself and make the best of a situation, you nurture another best friend Jill from Fort Sill, or meet someone caring like a Mrs. Ann Coody, Principal of MacArthur High School, and even a look-alike of a Mr. Max Plunk, Driver’s Education Instructor; my toughest course because I had to drive in the D.C. area my senior year.”*

Sonja went on to elaborate how the diversity she had experienced equipped her for the challenges of not only the academics of college life but also to balance her studies with the ability to meet new friends in school while away from her family and home.

Her added touch of writing an essay to explain who she was and what she was capable of bringing to “their” university blew their socks off! She

received a full ride to Rutgers University; and the Army Aviation Association of America provided additional scholarship monies which helped pay her first semester’s book fees.

Throughout our many moves, Sonja saw me find the “perfect place” in our new quarters to hang our “Home is Where the Army Sends Us” plaque. I believe she saw me hang it with honor and took what that statement meant to heart.

It is our way of life, and I’m so proud that she chose to live it resiliently. As FDR put it: “When you get to the end of your rope, tie a knot and hang on!”

As addressed above, resilience is best understood as a process. It is sometimes mistakenly tagged to be a trait of the individual, an idea more typically referred to as “resiliency.”

Recent research now shows that resilience is the result of individuals capable of interacting with their environment and the processes that either facilitate well-being or protect them



## One Woman's Long Road of Resiliency

By Judy Konitzer

The Spouse Working Luncheon at the Annual Professional Forum this year provided us with an inspiring opportunity to hear about the challenges and the remarkable resiliency of one woman's journey to healing after an injury sustained in the line of duty in 2003.

Navy K9 handler, Nicolette Maroulis, spent 3 1/2 years in a wheel chair and was told she might never be able to walk again. After many surgeries, studying kinesiology with hopes of understanding what was happening to her own body, intensive physical therapy, and a continued belief in pushing her limits, she now regularly participates in athletic events that raise money and awareness for other wounded warriors.

Graduating from a hand cycle to a regular road bicycle by the end of a 4,000-mile event called the Sea to Shining Sea Ride (San Francisco to Virginia Beach) in the summer of 2010, she joined another team of wounded warriors that Oct. to climb the Himalayan peak Mount Lobuche.

Nicolette has lived the rehabilitation experience and intimately knows how personal the struggle is both physically and emotionally. She wants to use her experiences to become part of the solution. She developed her goals and shared them with the group... to include:

- I will promise to do my best; my best will vary from day to day, hour to hour, from minute to minute; but in that minute, I will do the very best that I can.
- If I can run, I run. If I have to walk, I walk. When I am forced to crawl, I crawl. And then I rest and live to fight another day.
- I don't complain. Complaining is for crybabies. There are 11,232 babies born in the U.S. everyday. I will leave the crying to them and I will soldier on.
- I will bite off challenges, spit out results and beg for more. What are you going to do?

Nicolette is not without her continued challenges, but we came away feeling blessed by her enthusiasm and genuine spirit of resiliency. Her website is being developed at [nicolettemaroulis.com](http://nicolettemaroulis.com).

against the overwhelming influence of risk factors.

These processes can be individual coping skills, or may be helped along by good families, schools, communities, and social policies that make resilience more likely to occur.

### Resilience Training for Families

The Army, through the Army Community Services (ACS) agencies, provides the tools for soldiers, their spouses and their children to develop resilience with training available at each installation through a three-part process. And Ft. Rucker ACS kicked off their first series of ongoing training.

In this sense, resilience occurs when there are cumulative "protective factors." Ft. Rucker knows how important these cumulative risk factors are as well as the role of empowering our Army communities with the tools to

cope through resilience training.

As such, they make this asset available to all members of the community and I highly encourage everyone to take advantage of it.

Keeping our community "Army Strong" soaring Above the Best is the goal of Ft. Rucker's Army Community Services – dedicated to a life of action armed with the tools to accomplish just that!

Be Resilient!



*Esther "Esse" Muskopf, is a retired Army officer, and the spouse of Ft. Rucker's garrison commander, COL James A. Muskopf. She is a massage therapist with her own practice in Daleville, AL.*

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

## AAAA AWARDS OPEN FOR NOMINATIONS



### AAAA Hall of Fame Inductions

Presented at the AAAA Annual Forum  
and Exposition

Suspense: June 1

### AAAA Functional Awards

- AAAA ASE Award
- AAAA Avionics Award

Presented at the Annual AAAA ASE Forum

Suspense: July 1

- Donald F. Luce Depot Maintenance  
Artisan Award

Presented at the Luther G. Jones  
Aviation Summit, Corpus Christi, TX

Suspense: August 1

- AAAA UAS Soldier of the Year
- AAAA UAS Unit of the Year

Presented at the Annual AAAA UAS Forum

Suspense: August 1

Send in your Nominations Today!

Nomination forms are available from the AAAA National Office, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Telephone: (203) 268-2450 FAX: (203) 268-5870 and on the AAAA Website: [www.quad-a.org](http://www.quad-a.org).



# An Airfield On ICE

By Capt. J.W. Reser

**FROM THE  
ARCHIVES**

Article from the April 30, 1960  
ARMY AVIATION Magazine



PHOTO COURTESY OF ALASKA NATIONAL GUARD HERITAGE

**J**ust how would you go about building an Army airfield on a hunk of ice? Where would you build it? When? These are some of the questions that have predicated many pro and con discussions on this topic – all of the speculation.

The men of Bryant Army Airfield, Fort Richardson, Alaska, the only Army Airfield Operating Detachment in Alaska, found the answers to these questions in January and February of this year. We think you'll find that our experiences make most interesting general reading.

Given the word that an airfield was needed to handle Army Aircraft along with AF C-47 and C-123 types, planning was started to find the best location keeping in mind the time element and cost of construction.

The mission of Bryant Army Airfield during "Exercise Little Bear" was to establish and operate the maneuver director airfield in the Tolsona Lake Area and continue operations of Bryant Army Airfield at Fort Richardson with no increase in personnel.

The TD of 2 officers and 13 enlistment personnel did not suffer for a lack of specific duties. These were spelled out and included, among normal

Aircraft on approach to the Claxton Drop Zone (DZ) to complete a tactical training mission. In the 1970's the Claxton Drop Zone was replaced by a new DZ and LZ on the north end of Fort Richardson. The slowdown would begin in the vicinity of Peters Creek with the five second warning given around the Ft. Richardson rifle ranges. Map inset: Tolsona Lake airfield location.

duties, the provision of flight information and planning data to all pilots; the necessary personnel and equipment to operate the tower and operations center at Tolsona Lake Airfield and Bryant Field; POL support for aircraft at Bryant, Lake Tolsona, and Nicolai Lake airfield, and rescue capabilities; and hourly weather service.

An airfield detachment of one officer and three EM departed Fort Richardson in early January to assist the 56th Engineer Company (Canst) in the layout and design of the maneuver headquarters airfield on Tolsona Lake.

Initial testing for ice depth was started the next day. Repeated testing revealed that the layers of ice were separated by water, the first layer being 4-6 inches thick over 3 to 8 inches of water, which in turn, covered another layer of ice 9-11 inches thick.

The objective was to locate a sizable area with a constant ice thickness of 17-18 inches, this depth being found necessary to support construction equipment.

## 4,600-foot Strip Cleared

On January 14th an area 17 inches thick was found near the center of the lake, this depth permitting the grader to operate safely. The snow was then quickly cleared along a strip 200 feet wide by 2,600 feet long.

We found after two days that the ice thickness had increased to 24-31 inches. Grader work continued until the length of the strip reached 4,500 feet. The presence of running streams under the ice caused daily depth variations of up to 8 inches and this meant ice depth testing was an everyday task.

There is no such thing as the "status quo" in the Arctic and we found that cracks in the ice were frequent, varying from 1/16 of an inch to 1-1/2 inches in width and extending up to 1,600 feet in length. Although overflow from the cracks was negligible and did not constitute a problem, the Engineers were required to mend the cracks once during each maneuver.



Mending was accomplished by pouring water and slush into the cracks.

Deflection was a word used daily. A transit was used after heavy aircraft landings to determine the ice deflection. The ice deflected some 3 to 5 inches with use by C-47 aircraft; however, no cracks resulted.

Here's a new one to add to your jargon: ice fatigue. Yes, there is such a thing. To combat it, takeoffs and landings were rotated from end to end and different touch down points were designated to prevent ice fatigue.

### Operational Problems

Operations on ice create new problems. Traffic control is a major problem what with blowing snow from the rotor blades of helicopters drastically limiting the vision of pilots. Ice runways, unless properly marked, also have a tendency to reduce depth perception of pilots when landing. We avoided ski landings on the ice runways in that braking action was lost and control was most difficult. Taxiing can be touchy in that improperly marked taxiways and snow banks are look-alikes.

### Some Lessons Learned

As would you, we learned some lessons during "Little Bear." For example, upon completion of the airfield we had about 1/2 to 1 inch of compacted snow atop the ice. We found that this compacted snow contributed to good braking action and took steps to maintain at least 1/2 inch of compacted snow on the runway at all times.

Dye marker provided an excellent center line for the runway and marking taxiways. One by six inch boards painted orange were found to be very satisfactory for the marking of boundaries of taxiways and snow banks. The back Slide of each board was cut to one half thickness to allow quick breaking in the event the board was struck by an aircraft.

For night operations, half barrels were used with flare pots on top. Used in this manner the flare pots did not melt the ice and the barrels served as good runway markers during daylight operations.

We found that one officer and seven EM were required to operate the maneuver airfield on a 24-hour basis. The seven included four tower operators, an operations sergeant, a utility worker, and an aircraft service-

man. The performance of all was vitally important. The utility worker? He serviced and maintained two large generators and the airfield lighting system on a 24-hour basis.

Time to build? We feel that ice strips large enough to accommodate any Army aircraft can be built in approximately 24 hours, provided that Engineer support is available and the weather conditions are favorable.

Paperwork? No escaping it, but here it is most useful. We maintained daily takeoff and landing logs by type of aircraft, to include runway used, ice depth, and braking action. We logged deflection of the ice after each landing by a large aircraft.

Lastly, we found that the buddy system is a must in this type of operation. Personnel must work in pairs and take 10-15 minute timeouts in -54 degree temperatures to check each other for frostbite. The operations at our ice strip provided excellent experience to all concerned. There may come a day when you'll be downwind to an ice alley. If so, we hope that all of the above has convinced you that such operations can be undertaken in an atmosphere of planned safety.

*Capt. J.W. Reser was a contributing author to ARMY AVIATION magazine.*

## ALASKA SIDEBAR



PHOTO BY BRUCE V. BRADLEY, FIREBIRD NAVIGATOR, CIRCA 1987

An ANG C-123 flew in for an on-ice landing at Nuyakuk Lake, southwest of Anchorage and either lost an engine that could not be replaced or had some other maintenance problem that could not be fixed before the ice melted and the C-123 sank into the lake. The lake re-froze before the aircraft could be recovered, so it "wintered over," stuck in the ice up to its wing roots. The next spring it was floated and dragged to shore where repairs were made, and it waited until the lake froze once again before it was flown back to Kulis.



ALASKA NATIONAL GUARD PHOTO

The 50 year-old 20 ft air traffic control tower at Bryant Airfield, Fort Richardson, is the last such tower in Alaska with its distinctive pattern.



# 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](mailto:editor@quad-a.org).

## Army Selects AAI's Man-Portable Aircraft Survivability Trainer

AAI CORP. COURTESY PHOTO



AAI Test & Training, Hunt Valley, MD, an operating unit of Textron Systems, a Textron Inc. company, announced on Apr. 6, 2011, that its Man-Portable Aircraft Survivability Trainer (MAST) has been selected by the U.S.

Army Program Executive Office for Simulation, Training and Instrumentation (PEO STRI), under a task order from the Simulation, Training and Instrumentation Omnibus Contract II. Valued at \$10.6 million, the initial order includes design, development, production and testing of nine first article systems and 41 production systems. Including four option years, the contract has a total potential for 300 systems at a value of \$43 million. The MAST is interoperable with the AN/AAR-47 Missile Warning System and AN/AAR-57 Common Missile Warning System, resulting in a threat declaration in the aircraft cockpit. It can simulate a surface to air missile (SAM) engagement sequence including seeker lock and break lock capability based on environmental and situational conditions. The MAST system also is interoperable with aircraft instrumentation systems such as the Multiple Integrated Laser System and the AH-64D Longbow Apache Tactical Engagement Simulation System. This enables force-on-force and force-on-target training at maneuver combat training centers and aviation unit home stations.

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

**L-3 Communications Aerospace, LLC**, Madison, MS, was awarded a \$51,847,145 labor-hour contract April 15, 2011 to provide for the mechanical support, quality control inspection and other services to aircraft production at Corpus Christi Army Depot. An additional award was made of \$32,303,071 for a labor-hour contract to provide for services including stock clerks, supply technicians, computer operators, clerks, site manager, production supervisor, in order to directly support aircraft production at the Corpus Christi Army Depot. Work on both contracts will be performed in Corpus Christi, TX, with an estimated completion date of April 28, 2014.

**Bell Helicopter Textron, Inc.**, Hurst, TX, was awarded a \$43,100,000 cost-plus-fixed-fee contract April 12, 2011 to provide for the modification of an existing contract to increase the ceiling amount to \$91,000,000 for engineering services and technical support for the aircraft managed by the Armed Scout Helicopter Project Management Office. Work will be performed in Hurst, TX, with an estimated completion date of Dec. 31, 2014.

**General Atomics Aeronautical Systems, Inc.**, Poway, Calif., was awarded on April 8 a \$173,458,076 fixed-price-incentive-fee contract for the procurement of low rate initial production in support of the Gray Eagle unmanned aircraft system. Work will be performed at Poway, CA, with an estimated completion date of April 30, 2014.

**L-3 Communications Corp.**, Salt Lake City, UT, was awarded on April 8 a \$8,454,744 firm-fixed-price and cost plus fixed-fee contract for interim contractor support for level two manned-unmanned capability for the OH-58D Kiowa Warrior helicopter fleet. Work will be performed at Salt Lake City with an estimated completion date of March 31, 2014.

**AeroVironment, Inc.**, Monrovia, CA, was awarded on April 6 a \$14,773,816 firm-fixed-price contract for 248 digital data link retrofit kits for the Raven unmanned aerial system. Work will be performed at Simi Valley, CA, with an estimated completion date of Oct. 9, 2012.

**Radiance Technologies, Inc.**, Huntsville, AL, was awarded on April 1 a \$7,233,348 cost-plus-fixed-fee contract to provide for the procurement of the

Weapon Watch - Gunfire Detection System for AH-64D Apache Ground Fire Acquisition Systems. Work will be performed in Huntsville, AL, with an estimated completion date of Sept. 30, 2013.

**Science and Engineering Services, Inc.**, Huntsville, AL, was awarded on April 1 a \$13,795,306 firm-fixed-price contract to provide for the modification for the aircraft overhaul of five MI-17 aircraft variant models. Work will be performed in St. Petersburg, Russia, with an estimated completion date of April 30, 2012.

**Raytheon Co.**, Marlborough, MA, was awarded a \$19,773,787 firm-fixed-price, cost-plus-fixed-fee cost-reimbursable contract March 31, 2011 to provide for the program management and engineering services relating to the Air Traffic Navigation Integration Coordination System hardware and the radio retrofitting project. Work will be performed in Marlborough, MA, with an estimated completion date of March 31, 2013.

**L-3 Communications Aerospace, LLC**, was awarded on March 16 a \$7,575,912 labor-hour contract to provide for the services of 800 maintenance workers in support of aircraft production at Corpus Christi Army Depot. Work will be performed in Corpus Christi, TX, with an estimated completion date of April 28, 2011.

**AAI Corp.**, Hunt Valley, MD, was awarded on March 15 a \$12,303,926 firm-fixed-price contract to provide for the procurement of 43 launchers for the Shadow unmanned aircraft system. Work will be performed in Hunt Valley, MD, with an estimated completion date of Dec. 31, 2012.

**Longbow, LLC**, Orlando, FL, was awarded on March 11 a \$10,000,000 firm-fixed-price contract to provide for the procurement of radar electronics units and unmanned aerial system tactical common data link assembly units in support of the Apache Block III helicopter fire control radar. Work will be performed in Orlando, FL, with an estimated completion date of Sept. 30, 2015.

**Hellfire Systems LLC**, Orlando, FL, was awarded on March 10 a \$38,612,000 firm-fixed-price contract to provide for an in-line configuration change of 2,600 Hellfire II AGM-114P2 missiles. Work will be performed in Orlando, FL, with an estimated completion date of Sept. 30, 2013.

**MD Helicopters, Inc.**, Mesa, AZ, was awarded on March 10 a \$19,932,188 firm-fixed-price contract to provide for the acquisition for six new rotary wing primary training aircraft, and two corresponding flight training devices and critical spare parts for the Afghan Air Force. Work will be performed in Mesa, AZ, with an estimated completion date of March 31, 2016.

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## PEOPLE ON THE MOVE

### Aviation General Officer Assignments

On Apr. 18, the Army chief of staff announced the following officer assignments:



U.S. ARMY PHOTO

**BG Warren E. Phipps Jr.**, deputy commanding general (support), 101st Airborne Division (Air Assault)/ Combined Joint Task Force-101, Operation Enduring Freedom, Afghanistan, to deputy director for regional operations, J-3, The Joint Staff, Washington, D.C.



U.S. ARMY PHOTO

**BG Kelly J. Thomas**, assistant division commander (support), 2d Infantry Division, Eighth U.S. Army, Korea, to assistant commander, police development, Combined Security Transition Command - Afghanistan, Operation Enduring Freedom, Afghanistan.

The Army chief of staff, announced on Apr. 21, the following officer assignments:



U.S. ARMY PHOTO

**MG Walter M. Golden Jr.**, director, J-1, The Joint Staff, Washington, D.C., to deputy commander for police, North Atlantic Treaty Organization, Training Mission - Afghanistan.



U.S. ARMY PHOTO

**MG Perry L. Wiggins**, deputy commanding general, Fifth U.S. Army North, Fort Sam Houston, Texas, to commanding general, First Army Division West, Fort Hood, Texas.

### Aviation General Officer Promotions



U.S. ARMY PHOTO

**BG Stephen E. Joyce** was promoted to his current rank on Jan. 20, 2011 at the Joint Warfighting Center in Suffolk, VA. He is presently serving as vice commander of the U.S. Joint Forces Command's (USJFCOM) Joint Enabling Capabilities Command (JECC) also located in Suffolk.

### Change of Command

#### 1-212th Avn Changes Command



PHOTO BY JENNY STRIPPLING, FT. RUCKER, PA

SGM Juan F. Delamo, (right), 1st Bn., 212th Avn. Regt. senior NCO, passes the unit colors to outgoing commander, LTC Michael F. Burns, III, during the unit change of command ceremony Apr. 28, at Howze Field, Ft. Rucker, AL. COL Russell Stinger (left), commander, 110th Avn. Bde., subsequently presented the colors to incoming commander, LTC Ronald L. Ellis (center).

#### Transfer of Authority



U.S. ARMY PHOTO BY SPC DABRIEL SWATTS

#### 40th CAB Takes Over In Iraq

COL Mitchell K. Medigovich and CSM David E. McFerrin of the 40th Combat Aviation Brigade, California Army National Guard, uncase their brigade colors at Camp Taji on March 6 formalizing the beginning of the brigade's yearlong

mission in Iraq.

### Redeployments



U.S. ARMY PHOTO BY SGT ROJAND HALE CAB, 1ST INF. DIV. PUBLIC AFFAIRS

#### Demon Brigade Returns to Kansas

COL Frank M. Muth, left, and CSM James H. Thomson, senior leaders of the Combat Aviation Brigade, 1st Infantry Division, unfurl the brigade colors in a ceremony on Fort Riley, KS, April 7 signifying the unit's return after a year in Iraq. The brigade made Army aviation history during its deployment when it became the Army's first enhanced CAB following the drawdown of forces in Iraq, assuming sole responsibility for all in-theater Army aviation operations – a responsibility previously shared by four CABs. The Demon Brigade flew approx. 140,000 flight hours, transported 300,000 personnel, and moved 10 million pounds of cargo during its deployment.

### Awards/Promotions



PHOTO BY SGT SEAN HARRIMAN, 4TH CAB PUBLIC AFFAIRS OFFICE

#### DFCs Awarded to 5 Iron Eagles

From left, BG Marcello Bellacicco, Regional Command (West) commander; from the 4th Cbt. Avn. Bde., 4th Inf. Div. – **LTC Ronald G. Lukow**, commander, Task Force Comanche; Apache pilots **CPT Paul L. McKnight** and **CW2 Timothy I. Pool**; 4th CAB commander, COL Daniel E. Williams; 4th CAB Chief Warrant Officer, CW5 Lance V. McElhiney; TF Comanche Apache pilots: **CW3 Uriah J. Hayes** and **CW3 Donald K. Procter**; and 4th CAB senior NCO, CSM Donald L. Rose, stand together after the Distinguished Flying Cross was presented to the five TF Comanche Soldiers, March 22 at Shindand Air Base, Afghanistan. The Soldiers received the Distinguished Flying Cross in recognition of their heroism, valor and unhesitating response during an emergency air extraction of Italian and Afghan National Army soldiers in RC (W) Oct. 2, 2010. The Distinguished Flying Cross recognizes servicemembers whose



# POTM

## PEOPLE ON THE MOVE

exceptional acts of heroism, valor and achievement while engaged in aerial flight are above and beyond the call of duty and set them apart from others in like situations.

PHOTO BY SFC ASHLEY M. OUTLER, 28TH PUBLIC AFFAIRS DETACHMENT



### Night Stalkers Awarded DFCs

Eight Soldiers of the 160th Special Operations Aviation Regiment (Airborne) (SOAR) were awarded the Distinguished Flying Cross during a ceremony at Joint Base Lewis-McChord, April 11. Awardees were (from the left): **CW4 Bernard Litaker, Jr.**; **CW3 Todd Peterson**; **CW3 Maciek Mankowski**; **SSG Benjamin Tate**; **SSG Stanley Yeadon**; **SSG Jeremy Gribble**; **SGT Matthew Jones**; and **SGT Jason Brown**. Navy Vice Adm. William H. McRaven, commander of the Joint Special Operations Command and task force commander forward at the time of the mission, presented the awards. In September of 2009,

without much intelligence on the target or knowledge of the degree of the enemy threat, the crews of 160th SOAR accepted a night mission, quickly developed a plan and took flight. Coming under unexpected intense enemy fire about five miles from the objective, they were forced to deviate from the original plan and rapidly adapt to the increasingly hostile situation. The crews landed only meters from their target, completed the objective and prepared for the intense flight back all the while remaining continuously engaged with the enemy. However, they received a call to come back and, without hesitation or regard for their own safety, returned and extracted the ground force again, under intense enemy fire.

### Wylie Award Presented at PETCO Park Pre-game



The Apache Project Manager, COL Shane T.

Openshaw, presented this year's Bob Wylie AH-64 Maintenance Excellence Award to **SGT Alan J. Hassett**, 1st Bn., 82nd Cbt. Avn. Bde., and **SPC Jeb G. Carico**, 1st Bn., 10th CAB during the Apache User's Conference, March 31, 2011. The awardees were presented their plaques as part of the San Diego Padres pre-game festivities in PETCO Park. After receiving their recognition, the awardees threw out the opening pitch of the ball game. The Bob Wylie Award recognizes individual Soldier contributions to the Apache maintenance effort in a unit; exemplifies excellence and working to make the aircraft better through their efforts. Pictured (left to right) are Openshaw, Hassett, Carico, CW4 Darrin S. Ingram and SFC Anthony T. Cervizzi, Apache Project Office.

### DoD Selects PM Avn. Sys. for Special Award

DoD announced on Apr. 21, the selection of **COL Anthony W. Potts**, project manager, and **Jack Van Kirk**, tech chief of the Aviation Systems Project Management Office, Redstone Arsenal, AL for a Value Engineering Awards Program special award for FY2010. The Value Engineering Awards Program is an acknowledgment of exemplary achievements and encourages additional projects to improve in-house and contractor productivity. Award winners from each DoD component are eligible for selection in the following five categories: program/project, individual, team, organization, and contractor. Additional "special" awards are given to recognize innovative applications or approaches that expand the traditional scope of value engineering use. A ceremony will be held on June 22, 2011.

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

### 82 Officers, April 7

#### AH-64D Track

LT Matthew Piccolo - **DG**  
WO1 Jason R. Jakubowitz - **DG**  
WO1 Christopher T. Clark - **HG**  
WO1 Dennis W. D'Aigle - **HG**  
WO1 Wesley L. Davis - **HG**  
WO1 Jason R. Hopkins - **HG**  
WO1 Aaron M. Cooper  
LT James C. Corke  
WO1 Donald A. Culp  
WO1 Ryan L. Cunningham  
WO1 Richard T. DuBois  
WO1 Whitney G. Grovenstein

WO1 Andrew C. Hall \*  
WO1 David L. Johnson  
WO1 Joshua D. Link  
LT Arfaja G. McLeod \*  
WO1 Michael B. Montalto  
WO1 Shane G. Nye  
LT Anthony J. Rose  
WO1 Travis A. Spicer  
LT Charles H. Sydnor \*  
WO1 Charles D. Tippie  
WO1 Bradley R. Walker \*  
WO1 David R. Woodward

#### CH-47F Track

LT Rachel Breinling - **DG**  
LT David P. Sames  
WO1 Johns S. Scheid  
WO1 Carl R. Seaman  
LT Laura Temp \*

#### CH-47D Track

WO1 Jared R. Kingsbury

#### OH-58D/R Track

LT Derek J. Debruhl \* - **DG**  
LT Andrew J. Dewhurst - **HG**  
LT Trenton J. Coyle  
LT Matthew T. Dedmon  
CPT Troy Hokanson  
LT Daniel L. Jackson

WO1 Jose L. Lopez  
LT George Pereira  
LT Thomas J. Terry \*  
CPT Christopher M. Wardlaw

#### UH-60 Track

WO1 Jason A. Bailey - **DG**  
LT Felicity Sparks - **DG**  
WO1 Jason A. Bewley - **HG**  
WO1 William R. Black - **HG**  
LT Richard T. McClard - **HG**  
LT Richard M. Nezat - **HG**  
LT Denis L. Alfin  
WO1 Nicolas Brandenburg  
LT Ryan Brock  
LT Stephen D. Carl  
LT Jonathan L. Danielson  
LT Allison R. Dittich \*  
WO1 William B. Edwards  
WO1 Kestle J. Eldridge  
LT Jessie P. Erwin  
LT John Escalera  
WO1 Michael D. Fletcher  
WO1 Hector N. Fuentes  
LT Sarah E. Goudreau  
LT Thomas J. Grace  
LT Matthew S. Haygood  
WO1 Scott A. Keen  
LT Brian J. Kelly  
LT Jeremy R. Lombardo

LT Luis Marti  
WO1 Matthew T. Noble  
LT Brett M. Normandeau  
WO1 Scott E. Perry  
WO1 Andrew S. Rich  
WO1 Joshua A. Schaaf  
LT Daniel A. Taylor  
WO1 Louis B. Welch  
LT Steven R. West  
WO1 Kevin A. Wikstrom

#### UH-60M Track

WO1 Conrad L. Baker  
LT Jason A. Bogardus  
LT Theodore R. Jones  
LT Richard M. Lofthouse  
WO1 Josiah J. Reuter  
WO1 Scott A. Rhein  
WO1 David W. Strojny  
WO1 Joseph R. Wekkin

### 29 Officers, April 21

#### OH-58D/R Track

LT Kathryn M. Bertanzetti \* - **DG**  
WO1 Joseph J. Karmozyn - **DG**  
WO1 Brian D. Friend - **HG**  
WO1 Hugo B. Cantu  
WO1 Jimmy E. Houston II  
WO1 David W. Roberson

#### UH-60 Track

WO1 Scott S. Chelf - **DG**  
LT Michael D. Permenter \* - **DG**  
LT Matthew D. Colsia - **HG**  
WO1 Thomas A. Martin - **HG**  
WO1 Robert N. Stalberger - **HG**  
CPT Brian D. Baglin  
LT Nathanael J. Beeman  
WO1 Brady M. Freeman  
WO1 Arturo N. Garcia  
WO1 Roque D. Gonzales  
LT Jacob A. Hicks  
WO1 Michael A. Holland  
LT James A. Letts  
WO1 Matthew T. McGuffey  
WO1 Phillip F. Pakizer  
WO1 Eric Radford  
LT Andrew D. Shaw  
WO1 Joshua B. Silverman  
LT Philip Sohn  
LT Marshall Stevens  
LT Dustin Tagliaboski  
WO1 Jared D. Tynes  
WO1 Daniel Van Langenhoven

**DG** = Distinguished Graduate  
**HG** = Honor Graduate  
\* = AAAA Member  
+ = Life Member





## PEOPLE ON THE MOVE

### FLIGHT SURGEON COURSE GRADUATES

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

#### Flight Surgeon Class 11-02 41 Graduates, April 1

LT Jason K. Appleberry \* - DL  
2LT Chris B. Brooks - DL  
1LT William P. Clifford \* - DL  
1LT Peter A. Colasurdo \* - DL  
1LT Gregory M. Dutton - DL  
CPT Scott T. Festa - DL  
MAJ John M. Merrell \* - DL  
2LT Caitlyn M. Rerucha - DL  
CPT Ryan L. Roberts - DL  
1LT Nathaniel Taylor - DL  
MAJ Michael J. Rossi - CL  
CPT Victor N. Anda  
CPT Mohamad F. Aris  
CPT Gene A. Bailey  
CPT Jon C. Brillhart  
COL Thomas E. Brooks  
CPT Nathan K. Cornwall  
CPT Curtis Driver  
CPT Eric L. Ediem  
CPT Mark T. Evans  
CPT Lynn E.J. Gower  
MAJ James H. Gruber  
CPT Mario Heredia-Blanco  
Ms. Marsha Huron  
CPT Cesar Jazmin  
MAJ Eric A. Kennedy  
LTC Tommy C. Leeper  
MAJ Huy Q. Luu  
CPT Jason M. McHugh  
CPT Johanna M. Missak  
CPT Neil G. Perera  
CPT Trent A. Renfrow  
1LT Kyrie K. Ritzdorf  
CPT Titus J. Rund  
Mr. Daniel S. Sevilla  
2LT Jacob A. Swann  
MAJ Jason H. Wardell  
1LT Michael J. Wiewiorski  
CPT Scott A. Wilchek  
MAJ Patrick C. Williams  
Mr. George N. Wise

### UAS OPERATOR GRADUATES

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

#### Shadow

**Class: 11-001**  
**14 Graduates, Apr. 28, 2011**  
PFC Kayle C. Baatz  
PV2 Nolan K. Barr

PFC Andy S. Celedon  
SPC Kyle Dattilo  
PV2 Austin J. Dunn  
PV2 James C. Gartmann  
PV2 James S. Griffith  
PV2 Caleb K. Hansen  
PV2 Evan T. Herbert  
PFC Desmond M. Herring  
PV2 Shane D. Jackson  
PV2 Tyler S. Robinson  
PV2 Dylan J. Shanningcavens  
PV2 Jarrod J. Sikowski

#### Shadow

**Class: 11-002**  
**16 Graduates, Apr. 28, 2011**  
SPC Benjamin Berkshire - HG  
SPC James D. Bergsma  
PFC Ashley J. Cardenas  
PFC Corissa L. Chapman  
PV2 Zachary W. Clay  
SPC Juan A. Colon  
PV2 Joseph R. Deniz  
PV2 Zachary C. Hultman  
PV2 Rachael L. Juby  
PFC Amanda Machuca  
SPC Raymond S. McDowd  
PV2 John D. Moreno  
PFC Jonathan D. Regouby  
PV2 Tayler M. Roberson  
PV2 Amanda B. Rooney  
SPC Daniel L. Vazquez

### FY 2012 COL Command and Acquisition Key Billet Selection Board Results

The fiscal year 2012 COL, Army competitive category, command selection board and Project Manager, acquisition key billet selection board results were released Apr. 12th. Congratulations to the following 10 Aviation officers selected for aviation commands and PM billets.

#### DVOP – AVIATION OPERATIONS

LTC(P) Blackmon, Jimmy Franklin \*  
159th CAB (Ft. Campbell, KY)  
LTC(P) Francis, David James \*  
10th CAB (Ft. Drum, NY)  
LTC(P) Mendenhall, Cory Alan \*  
1st Cav. Div. CAB (Ft. Hood, TX)  
LTC(P) Rugen, Walter Thomas \*  
2nd CAB (Camp Humphries, ROK)

#### DVOR – AVIATION STRATEGIC SUPPORT

COL Lindsay, John James +  
ATSCOM (Ft. Rucker, AL)  
COL McGarrity, William David \*  
U.S. Army Air Ops. Gp. (Ft. McNair, D.C.)  
LTC(P) Vizzarri, Kevin Anthony \*  
166th Avn. Bde. (Ft. Hood, TX)

#### DV0X – AVIATION INSTALLATION

COL McRae, Stuart John \*  
USAG, Ft. Rucker, AL

#### H51K – PROJECT MANAGER/ACQUISITION CORPS

COL Davis, Gerald Ralph Jr. +  
PM Aviation Systems (Redstone Arsenal, AL)  
COL Hager, Jeffrey Eugene +  
PM Apache Attack Helicopter (Redstone Arsenal, AL)

### FY 2012 LTC Command and Acquisition Key Billet Selection Board Results

The fiscal year 2012 LTC, Army competitive category, command selection board and Project Manager, acquisition key billet selection board results were released Apr. 12. Congratulations to the following 41 Aviation officers selected for aviation commands and PM billets.

#### A15P – AVIATION OPERATIONS

MAJ(P) Baker, Phillip Cain  
1-227th ATK (Ft. Hood, TX)  
MAJ(P) Blevins, Jason Bradley  
2-227th GSAB (Ft. Hood, TX)  
MAJ(P) Braman, Matthew Wesley  
2-10th ASLT (Ft. Drum, NY)  
LTC Burke, Thomas Emmet  
3-101st ATK (Ft. Campbell, KY)  
MAJ(P) Chaffee, Neil Travis  
15th MI BN (Ft. Hood, TX)  
MAJ(P) Cortez, Ernesto Allen  
1st MI BN (Wiesbaden, Germany)  
MAJ(P) Coyle, Richard Ryan  
7-17th CAV (Ft. Campbell, KY)  
LTC Cummins, Marc Jason \*  
306th MI BN (Ft. Hood, TX)  
LTC Dimon, James Edward \*  
1-52nd GSAB (Ft. Wainwright, AK)  
MAJ(P) Frawley, Parker Leroy \*  
206th MI BN (Ft. Hood, TX)  
MAJ(P) Halter, Scott Michael  
7-101st GSAB (Ft. Campbell, KY)  
MAJ(P) Hopkins, John Clinton \*  
4-2nd ATK (Camp Humphreys, ROK)  
LTC Kern, Danford Allan  
127th ASB (Ft. Bliss, TX)  
MAJ(P) Mandril, Edward Francis  
1-228th GSAB (Honduras)  
LTC McGurk, David George \*  
277th ASB (Ft. Drum, NY)  
MAJ(P) Meador, Anthony A \*  
3-10th GSAB (Ft. Drum, NY)  
MAJ(P) Murphy, Stephen O'Neill \*  
3-159th ATK (Illesheim, Germany)  
MAJ(P) Perry, Henry Christopher Jr.  
4-227th ATK (Ft. Hood, TX)  
LTC Sweet, Erick Wallace II \*  
6-6th CAV (Ft. Drum, NY)  
LTC Szczepanski, John Christopher \*  
563rd ASB (Ft. Campbell, KY)  
MAJ(P) Vine, Christopher Charles +  
3-227th ASLT (Ft. Hood, TX)  
LTC Walsh, Brian E

2-2nd ASLT (Seoul AB, ROK)  
MAJ(P) Ward, Chad Everette \*  
1-10th ATK (Ft. Drum, NY)  
MAJ(P) Watkins, Brian Todd \*  
4-6th CAV (Ft. Lewis, WA)

#### A15T – AVIATION TRAINING

LTC Gist, Nicholas H \*  
1-222 AVN BN (Ft. Eustis, VA)  
LTC Pierce, Steven Mark \*  
1-13 AV BN (Ft. Rucker, AL)

#### AV0R – AVIATION STRATEGIC SUPPORT

LTC Huber Robert Phillip \*  
4-58 AOB (Camp Humphreys, ROK)  
LTC Keeter, Robert Raymond \*  
1-11 ATC BN (Ft. Rucker, AL)

#### AVS0 – AV SPEC OPS

LTC Chasteen, Chad Eric  
4-160 AVN BN (Ft. Lewis, WA)  
MAJ(P) Wilkinson, Scott David +  
2-160 AVN BN (Ft. Campbell, KY)

#### G51K – PM/ACQUISITION KEY BILLET

LTC Cheney, David Ross II +  
Light Utility Helicopter (Redstone Arsenal, AL)  
LTC Dionisio, Robert Anthony  
Avn Grd Spt Equip (Redstone Arsenal, AL)  
LTC Dudley, Jeffrey Joseph \*  
Fixed Wing (RC) (Redstone Arsenal, AL)  
LTC Ellison, Kevin Lewis  
UAS Modernization (Redstone Arsenal, AL)  
MAJ(P) Everton, Michael Scott  
Aviation Mission Equipment (Redstone Arsenal, AL)  
LTC Guida, Spencer Conrad \*  
Air Warrior (Redstone Arsenal, AL)  
LTC Hauenstein, Michael Reese \*  
CH-47F Improved Cargo Helicopter (Redstone Arsenal, AL)  
LTC Kioutas, Nickolas Terry \*  
Small Unmanned Aircraft Systems (Redstone Arsenal, AL)  
LTC Mills, James Christopher \*  
Armed Recon Helicopter (Redstone Arsenal, AL)  
LTC Sheppard, Talmadge Crews \*  
Longbow Apache (Redstone Arsenal, AL)  
LTC Stehle, Brian Christopher +  
Apache Block III (Redstone Arsenal, AL)

Civilians are DA civilians  
HG = Honor Graduate  
DL = Dean's List  
CL = Class Leader  
\* = AAAA Member  
+ = Life Member





## PEOPLE ON THE MOVE

### FY11 Major, Army, Selection Board Results

The fiscal year 2011 Army major selection board results were released Mar. 31, 2011. Congratulations to the following 157 officers.

#### Seq #

543 Adams Jerrod C  
402 Albert Cameron L  
112 Aldrich Matt M  
507 Alexander David I  
365 Andringa Brett E  
110 Archer Daniel L  
273 Ashley Beau J  
328 Atkins Ryan S  
655 Baker Miles A  
546 Beale Robert K  
604 Bell Joseph C  
47 Bock Adam R  
136 Boisvert Nicholas  
399 Brant James E  
624 Brown Brian L  
\* 949 Brown Brooke Leann  
745 Brown Ronald S  
181 Brown Tobin A  
476 Burke Crispin J  
477 Byrnes Bridget Edn  
366 Cain Phillip B  
390 Calvert Damion M  
33 Candelora James N  
\* 990 Carlsen Matthew C  
829 Castro Juan C  
\* 979 Cleary Mark J  
627 Colvin Nathan M  
674 Crouse Robert L  
662 Cryer Ryan A  
646 Dansberger Sean C  
568 Davis Kenneth V  
386 Deforest Patrick M  
127 Dietz Alicia  
690 Dominguez Gerardo  
794 Driscoll John T  
317 Duplin Roderick Sh  
813 Duvall Adam Green  
69 Easter Kevin Micha  
694 Echeverria Nestor  
279 Eisenhower Ryan L  
687 Ewing Jonathan Pau  
94 Ferguson Kenneth A  
242 Finnigan Christoph  
371 Fugere Paul M  
\* 954 Gallagher Cameron  
649 Gallardo Vijay M  
563 Gastelum Miguel S  
29 Gatrell Lynn B  
867 Goodwin Michael P  
515 Gourgues Michael H  
450 Grant Aaron J  
613 Greenwood Richard  
204 Gysler Suzanne K  
726 Hadlock Erin Davis

819 Hambrecht Allison  
817 Hanna William F  
27 Hanrahan Ryan P  
406 Hanson Anthony R  
315 Harris Letetia M  
472 Hedberg Ryan C  
559 Heppe Adam D  
643 Hill Grant H  
647 Holden Darrell P  
520 Holland Joseph P  
639 Holten Nicholas C  
555 Horn Nicholas W  
119 Hughey Roger E  
618 Hull Richard E  
676 Humble Michael J  
675 Isaac Nathan T  
792 James Eric A  
669 Johnson Kimberly D  
151 Kane Tina Lynn  
232 Kelly Ryan G  
569 Killoran James P  
607 Kim Simon Y  
508 Kurtts Robert L  
217 Luecke Nathan C  
740 Macharrie John R  
628 Magennis Matthew D  
28 Mann George P  
644 Marchetti Michael  
\* 896 McCarthy Joseph Al  
540 McClain Anne Charl  
524 McKinney Paul L  
437 McMannes Matthew T  
91 Megerdooian Eric  
22 Mentor Franz W  
433 Milas Michael J  
448 Miles Brian J  
581 Minear Matthew R  
857 Mitchell Kim Allen  
884 Mondido Jennifer L  
173 Morgan Timothy Lee  
673 Morris Daniel C  
746 Nelson Jeffrey Pau  
237 Osterson John Geor  
21 Ostrowski Daniel R  
383 Owens Kenneth R  
459 Patterson Brian N  
826 Paulus Jeffrey L  
608 Pearson Timothy D  
413 Peters Derrick A  
793 Phillips William L  
274 Pierson David Chri  
589 Pikner Stephan J  
410 Polen Richard A  
636 Powers Joshua S  
484 Quinn Peter D  
661 Rariden Matthew J  
182 Reeves Adam J  
\* 988 Rozycki Joseph P  
592 Ryan Nicholas D  
482 Sage Ann Margaret  
700 Sage Joseph D  
712 Sartori Timothy E  
823 Sarver Aaron D

879 Sauter Edward B  
310 Schmitt Peter V  
488 Scott Ryan J  
\* 987 Server Michael W  
\* 953 Shubin Leah C  
727 Sims Joseph E  
497 Sinn Jason R  
72 Smith Archie L  
475 Smith Matthew J  
167 Smith Terrence N  
663 Snowden James M  
\* 928 Spanton David M  
533 Spitzack Cole A  
610 Springer Adam C  
836 Squyres Daniel J  
670 Stone Jeffrey B  
\* 906 Stutts Michael J  
\* 930 Swinney Joseph D  
15 Teitge Joshua Denn  
844 Templeton Steven B  
560 Thomas Hans Joseph  
713 Tye Erica J  
408 Underwood Clinton  
630 Unger Curtis J  
638 Utzig Nicholas M  
419 Veneberg Ryan L  
467 Villa Adrian  
276 Violette Amanda M  
367 Walters Olin L  
550 Waters David E  
442 Weaver Elizabeth A  
798 Welch James P  
585 White William G  
\* 964 Whiteside Jacob A  
\* 977 Whittier Bryan S  
885 Winston Jeffrey R  
562 Wolfe Gabriel M  
124 Wolfe Jeffrey J  
790 Wright Nicholas A  
296 Zesiger Bryan Carl

\* denotes Below the Zone

### FY11 Captain, Army, Selection Board Results

The fiscal year 2011 Army captain selection board results were released Mar. 29, 2011. Congratulations to the following 214 officers.

#### Seq #

3364 Addams David R  
2310 Allen Michael E  
2854 Andersen Ryan P  
3675 Antonides James R  
674 Archer Justin T  
3653 Astroth Justin L  
3075 Bales Jennifer M  
3437 Ball Daniel L  
1311 Barber Cooper M  
3342 Beckwith Christoph  
1911 Birt Stephanie R  
436 Black Steven F  
1966 Blahut Rian H  
3273 Blakeslee Jacob B  
4598 Blanc Tatiana R  
3152 Boeddiker Edward J  
3161 Boehm Thomas J  
4559 Bowden Shawn P

2850 Brainard John R  
3350 Brennan Andrew J  
2109 Brisson Sarah M  
2287 Bruce Michael D  
3231 Bulaclac Anthony L  
1463 Button Richard Sco  
3291 Caldwell Joshua A  
3471 Camacho Richard M  
3354 Carmody Harrison G  
2334 Carter Stephen M  
1477 Cave Nathaniel C  
3167 Chamberlin John H  
2335 Clark Richard G  
2716 Cline Travis L  
2353 Clymer Arthur N  
1222 Cogdal Wesley Ryan  
3517 Comacho Andrea L  
2297 Conway Mark A  
2857 Cooper Kurt W  
4564 Corke James C  
2787 Cortez Nicholas J  
2144 Cosby Ian R  
3243 Covington Scott C  
2149 Crews Larry S  
2366 Croslow Jennifer M  
4881 Daily Christopher  
697 Dason Nicholas B  
951 Dean John C  
1970 Denton Jonathan M  
2368 Dilena Jordan A  
2566 Dilozenzo Stephen  
2459 Dimao Scott N  
2724 Dionne William F  
2007 Dirren Bryan A  
264 Drankiewicz Christ  
3159 Duda Michael J  
3128 Dula William R  
3131 Dunn Nicholas S  
3754 Duque-Estrada Joel  
3101 Dyer Nathan B  
3973 Dysart Neil A  
2002 Ebbertt Matthew J  
3669 Eberly Kyle C  
1220 Echevarria Hector  
4752 Emery Wesley C  
3283 Epps Jeffrey L  
657 Eusebio Arturo  
3579 Evans Jeremy T  
3191 Fehlbaum Ky R  
2791 Fitzpatrick David  
3438 Foley Gregory M  
419 Fox Thomas F  
3431 Freeman Andrew T  
4601 Fuller Joseph D  
3205 Galbreath David R  
3994 Garcia Erika  
4005 Gebhardt Jordan J  
3149 Geib Brett W  
63 Giamei Thomas A  
4606 Gossman Daniel W  
3175 Graham Jared C  
3505 Gray Jeffrey D  
2280 Groen Benjamin J  
4560 Guay Adam P  
2789 Hall Joseph D  
3302 Haltom Teresa M  
1922 Harris Jason R  
3326 Hart James P  
665 Heinrich Blake N  
2564 Heumann Daniel J  
3637 Hewko Brian W





## PEOPLE ON THE MOVE

4562	Hill Steven E	3734	Pritchett Wesley J
4244	Hollingsworth Robe	4184	Putterill Michael
1313	Jeter Michael J	4294	Rich Deleon Andre
4688	Johnson Clifton Le	3209	Richard Andrew T
3077	Kalitka Nicholas E	3236	Romaneski Daniel J
3254	Kareh Victor A	675	Saager Christopher
3524	Kenyon Adam T	1381	Saldana Jeremy Jam
2723	Killmer Cody L	3307	Salem Jeffrey S
3293	Klein Nathan A	3154	Salvati Mark L
2328	Knutson Klint D	3946	Sanford Steven R
2231	Kopanda Mark R	3212	Sapienza Gerard G
4032	Kormannshaus Craig	413	Schroeder Drew P
2138	Krotzer Gerald B	3617	Schuster Marykathe
3116	Krueger Christine	2008	Shadwick Jeffery S
3109	Krueger David G	3141	Shamrell Nicholas
3977	Lacks Adam R	3415	Sievers Gregory T
4306	Lacy Chad Michael	2009	Sinkiewicz Joseph
3496	Landers Christophe	3852	Skinner Matthew A
2325	Laroche Timothy C	2186	Skuza Michael A
2957	Larson Jeremy G	698	Small Robert Emmet
2038	Lawson Jacob R	2108	Stewart Derek A
2574	Lee Kevin E	3705	Stickney Emma C
3389	Lee Nicholas K	3602	Stickney Nathaniel
3432	Lefler Tad A	2876	Stjohn Peter M
2039	Leininger Luke W	3344	Stramara Kyle R
2107	Lewis Gregory K	2309	Sudweeks Mark R
3256	Liggett William H	404	Swartwood Jeffrey
3425	Light Timothy B	3523	Tankiewicz Anthony
2809	Litvinas Matthew C	2163	Thomas Merritt W
950	Lock Justin M	3304	Thornton Hugh B
2575	Lofthouse Richard	2103	Tomasino Kyle A
752	Long Scott M	3501	Towns Kiel J
1923	Mabry Reuben J	2576	Travis Kellan S
4450	Mackey Daniel Lee	10	Tupper Glenn C
2467	Manocchio Ashley D	2551	Tyacke James M
3257	Markham Randall C	2464	Unger Kyle S
3227	Markle Kyle T	2006	Vance Jeffrey M
3555	Martinez Fernando	3295	Vargas Antony V
4587	McCleary Sara R	2725	Vasquez Henry A
2179	McClure Ross B	1147	Viverette Joseph S
4511	McDaniel Jerome Ch	3172	Volz David M
3292	McDonald Patrick M	3021	Walsh Timothy C
635	McElhaney William	2145	Warner William S
3466	Mendoza Timothy J	2146	Watson Charles S
2532	Meyers Quinn R	3061	Wax Steven J
4031	Miller Jeffrey E	944	Webb Jeremiah J
2792	Monfreda Michael J	696	Weigle Charles Wes
4597	Montgomery Anne M	2722	Weilbacher Michael
953	Morgan John D	3163	Westcott Daniel E
3277	Munoz Victor A	2344	Wiggins Jared M
4006	Nicholson Justin R	3310	Wilhelm Kyle J
3145	Nordin Daniel H	2153	Wilkins Alvin K
3301	Okonsky Katheryn M	3483	Williams Justin D
1462	Palumbo Christophe	3026	Williard Kenneth G
3495	Patel Amit V	2756	Wimsatt Christophe
3435	Paulsen Wesley W	3089	Winchester Whitney
2312	Payne Travis J	3690	Wolfe James T
2977	Perkins Cassandra	3763	Wolfe Kenneth A
3269	Peterson Grant T	3176	Woods Jennifer D
3200	Phillips Mark A	4159	Worrell Vincent K
807	Poe Ernest A	2112	Yampaglia Kristin
3181	Poler Andrew C	2714	Zerr Adam S
3689	Porter Zachary H		

### FY11 Captain, Army Reserve Component, Selection Board Results

The fiscal year 2011 Army Reserve Component captain selection board results were released Mar. 3, 2011. Congratulations to the following 102 officers.

Anderson Andrew Aaron  
 Baldelli Christopher Michae  
 Ballard Carina Lyn  
 Balou Tanguy Noel  
 Barker Franklin Thomas  
 Barnard Jeremy Joe  
 Bauer Thomas Matthew  
 Bernstein Jonathan Adam  
 Borgmann Christopher Robert  
 Boulais Justin Ryan  
 Bowman Benjamin David  
 Branch Travis Anthony li  
 Brandle Jason Christopher  
 Branoff Nicholas Paul  
 Brigman James Joseph  
 Buck Tyler Thomas  
 Burgan Eric Ray  
 Byrn Michael Brian  
 Carden Jeffery Scott  
 Chase Marvin Leland  
 Clay Algernon Erskine  
 Cloutier Nathan Matthew  
 Coddou Sara Beth  
 Connolly Michael Dale  
 Conroy Francis Peter lii  
 Cupitt Heather Lynn  
 Daneault Joshua Page  
 David Paul Ryan  
 Davis Bert lv  
 Dean Jeffrey Bryson  
 Dowd Patrick Thomas  
 Duckworth Matthew Jeffery  
 Ellis Maryann Baltazar  
 Forsyth Archibald Franc lii  
 Gadiant Jed Alan  
 Gibbons James Richard  
 Hankinson James Joshua  
 Hantzis April Jean  
 Heightman Robert Jason  
 Hirschhorn Brian Daniel  
 Holz Nickolas Dennis  
 Jackson Thane Adrian  
 Johnson Roy Phillip  
 Kannett Kevin Patrick  
 Knowles Bradley Dale  
 Koenemann Kristofer Lynn  
 Kramer Stephen Ronald  
 Kraus Eric Eugene  
 Krautmann Edward Hooke  
 Kuhn Sarah Beth  
 Kumle Jason Michael  
 Lackamp Jonathan Pierre  
 Lally Michael Patrick  
 Langhammer Ryan Jon  
 Lazarchik Jenny Teresa  
 Lehr Jason Taylor  
 Lui Jason Christopher  
 Manriquez Deanna Maria  
 Martin Voley John  
 McIntosh Shaun Steven  
 McNamara Elizabeth Colleen

Melillo Michael John li  
 Mendenhall Matthew David  
 Moore Christopher Douglas  
 Moore Daniel Martin  
 Mullis Terry Dean li  
 Orndorff Jacob Michael  
 Ouellette Kevin Dean  
 Ozburn Robert Louis  
 Peffley Mackenzie Elizabeth  
 Pence Caleb Forest  
 Phares Abraham Hawkins  
 Phillips Randall William  
 Robinson Janeann Elizabeth  
 Rocco Anthony John  
 Roederer Justin Phillip  
 Russell Richard Warren  
 Sabados Jacqueline Michele  
 Sanderson Kyle John  
 Sarver Mark Adam  
 Scheuerman Richard Allen  
 Scoggins Darrell Allen Holt  
 Scott Peter Taylor  
 Shively Jonathan Jesse  
 Smith Jason Thomas  
 Smith Scott Edward  
 Strom Kimberly Joy  
 Synness Daniel Gregory  
 Tess David Charles  
 Thomas Adam Joseph  
 Tritschler John Kirwin  
 Tucker Cody Blase  
 Twiss Berton Leo  
 Waters Daniel Eugene  
 Weakland Robert Thomas  
 Wesley Martino Leeshon  
 White Christopher Andrew  
 White Isaac Alonzo  
 White John Wesley  
 Williams Jonathan  
 Willis Ashley Lynn  
 Zettlemoyer Jonathan Robert



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# AAAA News

## ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS



**COL Jeffrey D. Paulson**, Deputy Chief of Staff, Safety & Aviation, Joint Force Headquarters-Wisconsin, is awarded the Silver Order of St. Michael, by Brig. Gen. Donald P. Dunbar, WI Adjutant General, on Jan. 8 during the Annual Wisconsin Aviation Safety Conference in West Bend, WI. Paulson was recognized for his overarching support to Army Aviation as both the WIARNG Dir. of Avn. & Safety and Chairman of the State Army Aviation Advisory Committee on the occasion of his impending deployment as a MEDEVAC pilot with the MN Army National Guard. Assisting in the presentation are (from the left) CW5 Mark W. Grapin, AAAA National VP for Membership; and BG Mark E. Anderson, Asst. TAG-Army, WI Nat'l Guard.

### Griffin Chapter



**1SG James T. Hall**, center, senior NCO for Co. B, 412th Avn. Spt. Bn., is presented a Bronze Order of St. Michael by Battalion commander, LTC Kenneth J. Kliethermes, and Bn. CSM Micheal H. Clowser on Apr. 27th at Shipton Kaserne, Ansbach, Germany. Hall was recognized for his significant contributions to Army Aviation as 1SG of Co. D., 5th Bn., 158th Avn. Regt. (Gen. Spt. Avn. Bn.), 1SG of his current unit and a UH-60 senior instructor on the occasion of his permanent change of station to the U.S. Army Sergeants Major Academy at Ft. Bliss, TX.

### Savannah Chapter



**CSM Terry Lee Sparks**, senior NCO of 1st Bn., 3rd Cbt. Avn. Bde., is inducted into the Order of St. Michael, Bronze award, by 3rd CAB commander and senior NCO, COL Donald N. Galli and CSM Richard D. Stidley in a ceremony held at Hunter Army Airfield, GA on Mar. 31, 2011. Sparks was recognized for over 22 years of dedicated, outstanding service to Army Aviation.



**SFC Rafael C. Lopez III**, platoon sergeant with 4th Bn., 3rd Cbt. Avn. Bde., is inducted into the Order of St. Michael, Bronze award, by 3rd CAB commander, COL Donald N. Galli, and CSM Richard D. Stidley in a ceremony held at Hunter Army Airfield, GA on Mar. 31, 2011. Lopez was recognized on the occasion of his impending permanent change of station for outstanding contributions to Army Aviation, to include his selection as the 2010 AAAA Rodney J.T. Yano Noncommissioned Officer of the Year. Lopez will be serving as an instructor at the U.S. Army Aviation Logistics School at Ft. Eustis, VA.



### Tennessee Valley Chapter



The Bronze order of St. Michael was awarded to **Mr. Michael J. Ferranti**, Fellow Engineer – Unmanned Aircraft Systems, during a ceremony at the AAI Corporation office in Huntsville, AL by MG William T. Crosby, Program Executive Officer, Aviation on March 10, 2011. Ferranti was recognized for more than 30 continuous years of dedicated service to Army Aviation to include being an integral part of the engineering design and technical support for numerous full motion helicopter simulators. He currently supports the RQ-7B Shadow UAS training simulator system where he ensures the embedded training system maintains currency with the aircraft fleet.

### Volunteer Chapter



**CW5 Dimas Deleon** was inducted into the Honorable Order of St. Michael, Bronze Award, by Volunteer Chapter President, COL Kris E. Durham on Mar. 16 at the Army Aviation Support Facility#2 in Louisville, TN. Deleon is the facility maintenance officer and an OH-58D maintenance examiner. Over the span of his 28 years of aviation service, he served as an instructor pilot, maintenance test pilot and examiner on a variety of aircraft to include the AH-1, UH-1, and OH-58D. Pictured, from left are: MAJ Melvin R. Clawson, chapter vice-president; Melissa Deleon, Deleon, Durham and MAJ Jay T. Deason, chapter secretary.



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

## GOVERNMENT SHUTDOWN AVERTED

On Apr. 8 an agreement for a \$38 billion cut from current funding levels for the rest of the fiscal year 2011 budget was reached by the House, Senate and president with little more than an hour before the midnight deadline for a one-week extension of the Continuing Resolution. The short CR extension allowed time for Congress to process and vote on a long term CR for the rest of fiscal year in preparation for the president's approval. This dramatic action kept the government funded and prevented an economy-damaging shutdown of the non-essential aspects of the federal government.

Earlier that day in Baghdad, Secretary of Defense Robert M. Gates advised troops that if the shutdown occurred and lasted through the second half of April paychecks would stop until the government resumed operations and that any missed checks would be reimbursed.

This near impasse was caused on one hand by the Republicans seeking to begin cutting the nearly \$14 trillion national deficit and on the other by the Democrats seeking to maintain programs they deemed essential.

## MAJOR AIRCRAFT PROCUREMENT OK ON CUTS

The Aviation Procurement, Army appropriation fared reasonably well with a 12.1 percent fund cut to \$5,254,791 in support of the \$38 billion CR FY 2011 reduction. This "salami-slice" fund cut, a little from many lines, left the major aircraft systems intact to execute their 2011 programs supporting planned buys for the 13th combat aviation brigade.

## TOUGH BUDGETARY YEAR AHEAD

After the half-year-late approval of the FY 2011 budget on Apr. 14, the Executive and Legislative branches are expected to continue wrestling major deficit issues while seeking to raise the federal debt ceiling.

On Apr. 6, the House budget committee, led by Rep. Paul Ryan (R-WI), approved the 2012 Republican budget plan that would reduce spending \$6 trillion over the next decade.

Later on Apr. 13, President Obama laid out his balanced approach to achieve a \$4 T deficit reduction over the next 12 years. This collision is expected on about May 16 when the federal debt ceiling cap of \$14.25 T is anticipated to be reached and must be raised to prevent a government default.

By employing extraordinary measures the Treasury Department can delay a U.S. government default by about 8 weeks.

## GEN MCCHRYSTAL'S NEW ROLE

On Apr. 12, Mrs. Michelle Obama announced that GEN Stanley A. McChrystal, the former U.S. Army commander in Afghanistan, is leading a three person advisory board for an initiative



## LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

called "Joining Forces". "This program will build upon our nation's great patriotism by asking all Americans to take action and ensure our military families have the support they have earned."

With Mrs. Patricia Shinseki, the wife of the Department of Veterans Affairs director and a leader from industry, the board will encourage businesses, charitable groups and communities to connect with and support military family members as an act of public service.

The Center for New American Security, a nonpartisan policy institute, is to aid the volunteer and nonprofit participants in understanding the situations of those serving overseas, the families at home and the needs of the returning veterans to enable needed support.

## NEW ARMY CHIEF OF STAFF

On April 11 GEN Martin E. Dempsey became the 37th Chief of Staff of the Army succeeding GEN George Casey. Secretary Gates, praised GEN Dempsey for his keen mind, strategic vision, quiet confidence and the energy that he brings to every assignment. GEN Dempsey's recent assignments include 1st Armored Division commander in Iraq, deputy and acting commander of Central Command and commander of the Training and Doctrine Command.

## POST 9/11 GI BILL GRANDFATHER PROTECTION

In response to a sense of fairness and complaints, on Apr. 6, Rep. Jeff Miller (R-FL) introduced a bill, H.R. 1383 which grandfathers a category of Post 9/11 GI Bill Veterans Educational Assistance Act benefit payment reduction for those enrolled in a private institution of higher learning before the act was signed into law on Jan 4, 2011.

The Jan. 4 act places a \$17,500 cap whereas the older limit was the amount of the highest undergraduate tuition & fees rates at a public school of higher learning in the same state in which the school is located.

In a number of cases the public school limit is higher than the new cap.

Rep. Miller commented that his top priority is to stop student veterans from suffering a drop in benefits that might force them to drop out of school.

Since Rep. Miller has found a \$105 million offset to pay for the bill, Rep. Marlin Stutzman (R-IN), a chief sponsor of the bill and chairman

of the relevant committee, is reported to be optimistic and with the TMC continues to strongly support the bill.

## FIRM CAREGIVER'S BILL LETTER TO PRESIDENT

On Mar. 8 Congress sent a joint and bipartisan letter to Pres. Barack Obama requesting that the VA and the Office of Management and Budget implement the relief of wounded warrior caregivers included in last year's Caregivers and Veterans Omnibus Health Service Act within 60 days. The letter was in response to stormy hearings with VA representatives in both houses concerning the missing of the Jan. 30, 2011, deadline for implementing the program and the restricted eligibility rules.

Under the act those providing home care 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 appears to have reduced the size of the program from the anticipated 3,500 families to about 850. Sadly, among the many waiting for the delayed start of the program in the spring and to learn if their veteran will qualify is the wife who stood with the president when he signed the bill in May, 2010.

The VA is working hard on the program and is establishing caregiver support coordinators at VA medical centers.

## SITES FOR 2 NEW CABs

Plans to station the last of two new 13 Active Army CABs were announced by DoD on Mar. 30. The 16th CAB will be divided between Ft. Lewis-McCord and Ft. Wainwright and the final CAB will be stationed at Ft. Carson.

Sen. Mark Udall (D-CO) is reported to have said, "One of the benefits (of creating a new brigade) is this will give our aviation units a longer and better time between deployments."

## DOD IS REMOVING SSNs FROM ID CARDS

The Department of Defense is in the process of removing Social Security numbers from identification cards. The Process (Phase I) started in Dec. 2008 with Dependent ID Cards. Phase II will begin in Jun. 2011 with Common Access Cards, Retirees & other cards and Phase III, the removal of SSNs from CAC barcodes, will begin at the end of 2112.



# AAA News

## NEW MEMBERS

### Air Assault Chapter

CW5 David Paul Clark  
Laura Dadswell  
Harlie Ryan Dockens  
SSG Stephen J. Kasprisin  
Curt Kinney  
CPT Jarrod Keith Knowlden  
SSG Tammy Renee Moser  
Earl Edward Payne Jr.  
Randy Phillippi  
Steve Robinson  
SFC Brian Tyrell Shine, Ret.  
CPT Nicholas Taylor  
MAJ C. Neil Ulsch, USAR Ret.  
CAPT Robert J. Vollmuth  
SPC David Allen Walker  
Robert D. Walker  
CPT Bryan Whittier

### Aloha Chapter

CPT Brian T. Edwards  
SGT Christopher D. Elder  
CPT Chase Guinn  
LTC Keriem X. Kvalevog  
CW4 John Lulich  
CW4 Bradley Nelson  
CPT Marc Patrick  
**Arizona Chapter**  
CW3 Darrell L. Butlett  
Jeffrey Cook  
Thomas Lee  
Kenneth Albert Varga

### Aviation Center Chapter

LTC Daniel W. Alley  
LT Jason K. Appleberry  
2LT Peter R. Backhaus  
CW3 Patrick R. Backmann  
WO1 Erik E. Bailly  
1SG Brown W. Brown  
WO1 Joel L. Burton  
2LT Jane E. Carey  
2LT John P. Carey  
2LT Michael P. Cavalier  
1LT William Clifford  
WO1 Ryan Wright Collette  
COL Richard E. Crogan II  
MSG Steven J. Desourdy  
WO1 Gerald G. Dixon  
2LT Dallas T. Durham  
Patricia Johnna Durham  
2LT Amy Lou Farris  
MAJ Frank Faustus  
2LT Scott T. Garino  
2LT Daniel P. Gibson  
2LT Blake M. Halbert  
2LT Eric E. Hapner  
2LT Michael D. Hartline  
2LT Jareth M. Huber  
CPT Christopher J. Hyde  
WO1 Joseph H. Keele  
SSG Shaun P. Kelleher  
2LT Ryan J. Kirkeby  
WO1 Brian N. Lake  
2LT Jonathan M. Lunde  
WO1 Bret A. Mathewson  
WO1 Matthew C. McMillan  
MAJ John W. Merrell  
2LT Peter E. Nickloff  
2LT Kenneth P. Palmer  
MAJ Rodel Francis Pasibe  
2LT Robert C. Pearsall  
WO1 Daniel S. Pusey  
MAJ Joseph Puskar  
2LT Justin R. Rapp  
SGT Michael A. Roberts

Nancy Robertson  
CSM Ronaldo N. Ronsairo  
2LT Joshua E. Rosner  
2LT Glenn W. Ryman  
2LT Benjamin A. Schneider  
2LT Brandon J. Scott  
WO1 Paul E. Scott  
WO1 Jacey L. Shack  
CPT Kyle A. Shouse  
CW4 Timothy C. Smail  
2LT Charles Stene  
2LT Christopher J. Strain  
2LT Robert P. Stubbs  
2LT Dante C. Sutera  
CW5 Franklin D. Thornhill  
2LT Jeff Timmick  
Moses E. Toyukak  
2LT Adam M. Urbin  
WO1 Kevin D. VanUs  
2LT Frank M. Wheeler  
2LT Wesley C. Williamson  
Glen Woodard

### Black Knights Chapter

CSM Brian R. Ladlee, USAR

### Central Florida Chapter

Daoyang Chen  
COL Gregory A. Howard, Ret.  
CAPT George A. Saling

### Colonial Virginia Chapter

SSG Samuel L. Aguilar  
Treven Baker  
SGT Ar'ree J. Bateman  
CW4 Daniel Bryner  
Bruce Bulger  
SGT Frankanthony R. Castro  
COL Ted Cimral  
SGT Travis C. Coleman  
SGT Danny E. Cordova II  
SFC Kevin Gasway  
SSG Kenneth L. Jackson  
Allen Jones  
CW4 John Kelsey  
SGT Grena B. Kirk  
John Frederick Tansey  
SFC Edward A. Willis  
COL Daniel Glenn Wolfe  
**Connecticut Chapter**  
CW4 Renato R. Astolfi  
MSG Ronald William Giroux  
Alan Kinsella  
Brian Moriarty  
CPT Daniel Sandford

### Corpus Christi Chapter

Cesar Antonio Gracia  
Juliann M. McPadden  
Ricardo Rincon Jr.

### Delaware Valley Chapter

MAJ Bryan Carrothers  
SSG Avery James Moran

### Empire Chapter

CW4 Thomas J. Dinoto  
CW2 Daniel Hoffman  
CW5 Kent W. Wagner

### Flying Tigers Chapter

2LT Brandon L. Hall

### Greater Atlanta Chapter

SSG Anthony Keith Cecil II  
Samuel Adam Cleek  
Jeffery Gene Haney  
MAJ John B. Kirk, PhD  
Joseph P. Pace  
A1C Jim F. Trapp  
**Greater Chicago Chapter**  
David Lee Kleine

COL John L. Mansell, MD

### Griffin Chapter

1SG Terri Clavon  
1SG Abdel Farid Guzman  
SGT Michael G. Patangan  
**Idaho Snake River Chpt.**  
SSG Tyler Lee Bramble  
MG James A. Cozine  
James Hager  
CW2 Nicholas B. Kirwan  
**Iron Mike Chapter**  
Chris G. Gunderson  
Christopher Mark Lancaster  
**Jack H. Dibrell/Alamo Chpt.**  
Shaine M. Minton  
SPC Robert A. Ransom Jr.

### Jimmy Doolittle Chapter

1LT Jacob Everett Barth  
WO1 Ladson L. Berry  
PFC Erica G. Caceres  
1LT Jonathan P. Mayer  
**Keystone Chapter**  
COL James Richard Carter  
MAJ Jack Wallace

### Land of Lincoln Chapter

CW4 Darin M. Anderson

### Midnight Sun Chapter

SSG Warren N. Johnson  
SPC Joanna L. Knight  
1LT Adam L. Lucero  
CPT Sarah L. Payeur  
**Morning Calm Chapter**  
SSG Nicholas R. Daniels  
CSM Michael P. Eyer  
SPC Christopher L. Gephart  
WO1 Matt J. Humphrys  
CW4 Kennie R. Kelly  
CPT Jared A. Krantz-Odendahl  
Brian Matthew Laumeier  
WO1 Brent J. Long  
SSG Sarah E. Norton  
CPL Hyun-Joon Park  
SPC Sang J. Park  
SFC Craig Sterrette  
PFC Bradford C. Symonette  
SGT Jeffrey A. Thompson  
PFC Richard Randy Wells  
WO1 Quentin Elliott Young

### Mount Rainier Chapter

CPT Joseph Bell  
CPT Jeffrey S. Ferguson Sr.  
CPT Joseph Holland  
Thomas A. Hunter  
1LT William J. Russell  
**Narragansett Bay Chapter**  
MAJ Brian Hennessey  
SPC Michael P. Lindley  
SGT Richard M. Lomas  
SFC Brenda L. Walsh  
**North Country Chapter**  
SGT Robert E. Halverson  
CW2 Aimee Herrera  
CW4 Robert L. Simerly  
SGM Aaron Zigler  
**North Star Chapter**  
Lowell Thomas Terzich  
**North Texas Chapter**  
SGT Michael Brening  
SGT Michael Allen James  
SSG Billy W. Kester  
PFC David Matthew Nerio  
BG Steve Roser  
LCDR Vincent W. Van Ness  
Helen Zafiris

### Northern Lights Chapter

CPT Brandon Lee Andreasen  
CW4 Pamela A. French

MAJ Peter K. Huggins  
1SG Rodolfo Lopez  
SPC Theodore Rhoades IV  
CPT John Short  
1LT Wesley Solway  
MAJ Richard L. Sweet II  
**Oregon Trail Chapter**  
Michael Jarvelin

### Phantom Corps Chapter

CW4 Michael F. Albert  
CW4 Gregory D. Bonneau  
LTC Joseph DiPasquale  
LTC IJmke Jellema  
Chris Johnston  
CPT Jeffery Nelson  
SPC Mauricio Quezada  
MAJ Rizwan Ali Shah

### Pikes Peak Chapter

Roger Gagnon  
SFC David W. Garduque Jr.  
SFC Christian B. Holderith  
CPT Mark C. Johnson, Ret.  
**Prairie Soldier Chapter**  
SSG John T. Nicola  
CW3 Ryan D. Robinson  
SFC Gus R. Swanson

### Ragin' Cajun Chapter

CPT Joshua M. Phillips  
CW3 Lee Scott Russell  
**Rhine Valley Chapter**  
SFC Kenneth W. Villagomez

### Rio Grande Chapter

SFC Hector J. Heredia Lopez  
CW4 Kevin A. Kuyl  
**Savannah Chapter**  
CW5 Gregory Dodson

### ShowMe Chapter

CW3 Stewart Albert  
CW2 Zachary Barnes  
CW2 Jeff Cox  
MSG Robert Koelling  
**Southern California Chpt.**  
Bill Carolan  
Ricardo Daniel Perez  
**Tarheel Chapter**  
CW3 George E. Millsaps Jr.  
**Tennessee Valley Chapter**  
George Harris Acker Jr.

### Utah Chapter

Janice K. Bailey  
Mona J. Belleville  
Lloyd L. Bowden Jr.  
Marvin P. Carroll  
Janice Childers  
Bryan Reginald Cleve  
Sandra A. Dargin  
Kimberly J. Davis  
Allen Richard Edgar  
John P. Flannigan  
David Harris  
Philip Hill  
Rod Hill  
Tharon Honeycutt  
LtCol James Howard Hutchins,  
USMC Ret.  
James Isaacs  
Gary A. Jones  
Carl Joseph Leary  
LTC Robert Long  
Joel Mades  
Thomas E. Miller  
Billy R. Mullins  
SFC Danny D. O'day  
Danny Overbee  
SGT Edward D. Overmyer  
Jeri Ponce de leon  
Jeanie Price  
Patricia Pyles

### Volunteer Chapter

CW3 Shelby L. Cedotal  
CW3 Michael Lynn Cole  
Samantha A. Cole  
LTC Byron P. Deel  
CW4 Bobby Jones  
SGT Dira G. Morgan  
SGT Dale E. Norton  
PV2 Joshua S. Poole  
WO1 Jonathan S. Spradling

### Voodoo Chapter

SGT Norman Gaubert III  
PFC Cody L. Goudelock  
SPC Ronald W. Henney Jr.  
SPC Chasity Martin  
**Washington-Potomac Chpt.**  
LTC Sam Askew III  
COL René G. Burgess  
Daniel Curry  
COL Thomas Davidson, USAF Ret.  
James V. Day III  
SGM James W. Elliott, Ret.  
COL Michael J. Gaffney  
MAJ John Holihan, USAR Ret.  
John Jadik  
Thomas Michael Kubit  
MAJ Christopher W. Logsdon  
MAJ Danielle Medaglia  
Robert Arle Moore  
Harry L. Mozie  
Kenneth Oscar  
Marty Shelton  
Lindsey Sherrill-Paust  
CW5 Donald Washabaugh  
**Wright Brothers Chapter**  
CW4 William VanAlmsick  
**No Chapter Affiliation**  
SFC Deana Abernathy  
Abdulla Jumaa Al Hosani  
MAJ Robert B. Anderson  
CW4 ARTHUR BALLIS  
1LT John Buchanan  
MSG Don Burrows  
CW4 Max Todd Buzzard  
CW4 Cecil Juan Cajandig  
Paul E. Cameron  
Jessica Campbell  
CW5 Todd Chambers  
CW3 Eric B. Clavier  
Steven D. Colby  
CW4 L. Laine Crocker  
2LT Craig M. Daugherty  
COL Wayne Bratton Davis

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

## Fallen Heroes

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

### Operation Enduring Freedom



U.S. ARMY PHOTO  
CW2 Vanadore

An OH-58D pilot with Task Force Phoenix, 10th Combat Aviation Brigade, 10th Mountain Division, was killed in Kapisa province, Afghanistan, Saturday, April 23, during a crash landing of the helicopter he was co-piloting.

Deceased is:

**Chief Warrant Officer 2 Terry L. Varnadore II**, 29, of Arden, NC.

The cause of the incident is under investigation.

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

MAJ Alfred Demalo, Ret.  
SPC Zandra L. DePusoir  
MAJ Nicholas Dille  
WO1 Tyler J. Dodds  
SFC Adelbert H. Dunn  
WO1 Amanda Edwards  
James Eliason  
Charles Ennis  
COL Mark J. Flavin  
Hayley Frazier  
SPC Shawn Gaudette  
SGT Steven M. Gilmer  
Edward J. Godere  
CPT Wayne E. Griffin Jr.  
MAJ Richard D. Hagerman  
Chad Hall  
Terry Hall  
CW4 Keith E. Hammitt  
BG Gary Hara  
Amy Hasselbring  
SGT Edgar Hernandez  
Melissa Hobbs  
CW2 James G. Ingersoll  
John Kamadulski  
CW5 Stephen C. Karrick  
Joseph Kaufman  
CW2 Brett Dale King  
COL Sven Knutson  
WO1 Tyler J. Lawson  
CSM Mark W. Lindsey  
Linda Mandel  
Carlos Molina  
Sean Patrick Naylor  
Steve Nelson  
SGT John T. Oldham  
David Roy Patton  
1SG Robert Payne  
WO1 Joseph A. Proce  
SGT William A. Radford  
CW2 Ricky R. Reno  
CPT Njord Rota  
SGT Dorraine G. Roy  
CW4 Joseph W. Santee  
CW5 Brian A. Smith

SGT Randall L. Stewart  
Patricia Stover  
WO1 Andrew J. Sullivan  
LTC Michael Sullivan  
WO1 Charles Thompson  
SGT Tony Ray Tillis  
WO1 Isaac S. Titcomb  
Riccardo Tresso  
Sven Vestergaard  
1SG Chandar Washington  
WO1 Calvin Watson  
Davin Watson  
Contella L. Williams  
CW3 Robert C. Wise Jr.  
Teri Ann Womack  
CW4 Todd Wright  
Johan Zanden

### LOST MEMBERS

[Help us locate a missing AAAA member and receive a free month extension to your membership:](#)  
WO1 Giles D. Allen  
MAJ Brian C. Angell  
WO1 David Bankston  
CW2 Dean A. Barefield  
SGT Maria E. Beltran  
SPC Steven G. Blishlon  
Marshall Boykin  
MSG Christopher Briggum  
COL Kenneth Burton, Ret.  
Steven F. Carr  
CW3 Tod M. Clark  
1SG Leonard Cobb III  
SSG Melvin J. Corey  
SFC Rickey Donkel Jr.  
SGT Charles Drayton Jr.  
2LT Louis E. Fay  
SPC Jeremy J. Gossen  
WO1 Brandon Harbaugh  
SFC Andrew W. Harker  
SGT Sean R. Harmon  
CPT Craig A. Hermiller

Bill Hess  
Randy T. Hunter  
Phillip D. Hynes  
2LT Jacob Ingebritson  
WO1 Kreig H. Jean  
1SG Paul A. Julien  
David M. Kane  
Robert S. Kelchner  
2LT Julie M. Kendrick  
MSG Almandi J. Kidd  
SGT Paul M. Kiil  
Bill Kollar  
CW4 Jackie L. Koonce  
LTC David Larcomb, Ret.  
SSG Eric J. Martins  
CW4 Mark P. Mata, Ret.  
WO1 James McClung  
CW4 Gene W. McNeill  
2LT Michael Monfreda  
SGT Andrew Montgomery  
1LT Michelle R. Morrison  
SPC Joshua A. Newbold  
2LT Steven F. Nickerson  
CPT Deborah J. Oldfield  
CPT Travis N. Owsley  
CPT Greg Pasquantonio  
SGT Kyle B. Pearl  
COL Richard Pennyquick, Ret.  
2LT Wesley R. Pipkin  
SGT Christopher Schggle  
SFC Carl J. Selby Jr.  
WO1 Brenton J. Shaw  
Marty Shelton  
LTG Hubert Smith, Ret.  
Martha Stephens  
SSG Matthew Stohrer  
SSG Geoffrey A. Temple  
2LT Kyle A. Tomasino  
SPC Marc A. Tomlinson  
SGT Brandon B. Vilt  
SSG Andrew J. Wehr  
WO1 Michael O. Wilson  
1SG Christopher Wood  
SSG Ralph Woods Jr.

## In Memoriam

We are saddened to announce the passing of three mentors of the Army Aviation community.

### LTG (Retired) Jack V. Mackmull



ARMY AVIATION HALL OF FAME PHOTO  
LTG Macmull

LTG (Retired) Jack V. Mackmull, a member of the Army Aviation Hall of Fame, passed on April 3rd, 2011. A veteran commander of three combat aviation tours in Vietnam, he later had significant impact on the future of Army aviation as the Aviation Systems Command (AVS-COM) deputy commanding general, commanding general of the 101st Airborne Division (Air Assault), and in his final assignment as XVIII Airborne Corps commanding general. Called "Mr. Aviation" by the Army Chief of Staff and FORSCOM and TRADOC commanders, this highly decorated and respected combat infantryman, master parachutist and Special Forces officer considered his greatest award the Master Army Aviator badge.

### LTG (Retired) August M. Cianciolo



ARMY PHOTO  
LTG Cianciolo

On April 4th, 2011 LTG (Retired) August M. (Gus) Cianciolo succumbed to complications related to injuries he received in an automobile accident. A long-standing member of the AAAA National Executive Board, he had direct impacts on Army Aviation throughout his career, especially while serving as the deputy commanding general for Research, Development and Acquisition at Army Materiel Command (AMC) and as the military deputy to the Assistant Secretary of the Army for Research, Development and Acquisition. During the latter, he was the senior aviation general officer through the approval cycles for the LHX/Comanche, and later oversaw the planning and procurement for Apache Longbow, UH-60L, CH-47D and Kiowa Warrior.

### CW4 (Retired) William T. Hargrove, Sr.



ARMY AVIATION HALL OF FAME PHOTO  
CW4 Hargrove

Chief Warrant Officer 4 (Retired) William T. Hargrove, Sr. died on Mar. 17, 2011. A native of Jackson County, Georgia, he served as a combat engineer in Korea and was a 1955 graduate of "Camp" Rucker's 12th Warrant Officer Candidate class. He served as a YH-40 test pilot, rotary-wing instructor, aircraft maintenance officer, Presidential support pilot, Vietnam combat aviator, and VIP pilot. He served two tours in Vietnam and retired in 1981 as a Master Army Aviator, with 7,200 accident-free flying hours, 1,200 combat flight hours, 22 aircraft type qualifications and, in 1998, was inducted into the Army Aviation Hall of Fame. His more than 50 medals and awards include the Air Medal w/28 Oak Leaf Clusters and service ribbons and decorations from Korea, Italy and Vietnam.



# AAAA News



## ORDER OF ST. MICHAEL AWARDS

### SILVER

CW5 Thomas E. Schultz

### BRONZE

SSG Fady Sinno  
SFC Robert A. Speer  
MAJ Joseph Young  
LTC Anthony Bolante  
CW5 Teresa Burgess  
CPT Ashlie Christian  
MSG Duncan Massingham  
CW4 Russell Daman  
Mr. John Hawk  
CW5 Mitchell Mann  
MSH Angelo Minardi  
MAJ Aaron Buzzard (MD)  
BG Peter Atkinson  
LTC Michael Best  
MAJ Heather Newberry  
Llyod Burke  
MAJ Brian Blake  
MAJ Michael B. Phillips  
MSG Scott R. Tessein  
Leonard R. Alejandro, Jr.  
Patricia S. Perry  
CW5 Dimas Deleon  
CW5 John S. Hedges  
CW4 Jonathan Koziol  
CW3 Gregory Swinson  
CPT Joshua Huneycutt  
CW4 Brent A. Melland  
MAJ Patrick Birchfield  
CPT Adam Duvall  
1SG Michael A. Cummings  
MAJ Andrew M. Beyer  
MAJ Daniel Bartlett  
CW4 Kevin Kist  
CW4 Jeffrey T. Kimm  
CW4 Edward M. Dalsey  
CW3 Jeffrey A. Pudil  
CW3 Ammon M. Leung  
CW3 Scott A. Cotriss  
CSM Douglas L. Jourdan  
1SG John Rozmarynowski  
LTC Henry Perry  
LTC Darren Gerblich

LTC John Smith  
LTC Roderick Hynes  
CW4 James Danley  
CW4 Chris Henson  
LC Michael Harvey  
John Ramirez  
MAJ Jesse Blanton  
LTC James Kennedy  
Darrell Stoker  
Hildreth Stuckey  
SSG Shaun Kelleher  
MAJ David Sarrette  
CW4 Douglas Dolson  
MAJ Ethan Dial  
SFC Kyle Clutter  
MSG Donald Skidds  
1SG Hugh Oney  
1SG Barry Merchant  
CSM James Snyder  
CW4 Daniel Relinski  
1SG Matthew Taylor  
1SG Marcus Brown  
1SG Eugene O'Day  
1SG Andre White  
MAJ Michelle Avolio  
CW5 Steven W. Serchuk  
CW5 Richard A. Rolling  
COL Floyd R. Gifford  
LTC Elden D. Lacer



## KNIGHT OF ST. MICHAEL AWARDS

MAJ John M. Barry Jr.  
MG Genaro J. Dellarocco  
COL David B. Gaffney  
MAJ Joseph W. Greenlee  
COL John Hugya, Ret.  
COL Kennedy E. Jenkins  
MAJ Randy P. Lefebvre  
MSG William R. Norman  
LTC Raymond D. Pickering  
MG Michael A. Ryan  
SFC Randy Strange  
Robert Turner  
MAJ Scott F. Wyatt  
MG Rashed bin Abdullah Al Zahrani

**NEW CHAPTER OFFICERS**  
**Air Assault Chapter**  
CPT Bryan Whittier, Treasurer

**Central Florida Chapter**  
LTC Jan Drabczuk, Ret.,  
President; Mike Genetti, Senior  
VP; Jack Norman, Secretary  
Greg Williamitis, VP Industry  
Affairs; John Sullivan,  
Historian; Robert Abascal, VP  
Publicity; LTC(P) Mike  
Newell, VP Military Affairs

**Old Tucson Chapter**  
CW5 Bradley Rinehart, Ret.,  
President; LTC Frank Millerd,  
Ret., VP Scholarship; CW5  
Mark Briggs, Ret., Secretary

**North Texas Chapter**  
Thomas A. Russell, Treasurer  
Clare McGarrey, Secretary

**North Star Chapter**  
CPT Jed Gadiant, VP Awards

**Thunder Mountain Chapter**  
Frank Volpe, Treasurer

**AVIATION SOLDIER OF THE MONTH**  
SPC Michael P. Lindley  
March 2011  
*Naragansett Bay Chapter*

SGT Richard M. Lomas  
February 2011  
*Naragansett Bay Chapter*

SGT Robert E. Halverson  
February 2011  
*North Country Chapter*

SGT Dorraine G. Roy  
November 2010  
*North Country Chapter*

SGT Steven M. Gilmer  
January 2011  
*North Country Chapter*

CPL Hyun-Joon Park  
Feb 2011  
*Morning Calm Chapter*

PFC Bradford C. Symonette  
March 2011  
*Morning Calm Chapter*

**NCO OF THE QUARTER**  
SSG Sarah E. Norton  
March 2011  
*Morning Calm Chapter*

**ACES**  
MAJ Albert Carreon, Jr. Ret.  
*Tennessee Valley Chapter*

MAJ Thaddeus D. Fineran  
*Prairie Soldier Chapter*

CSM Leon Hite, Jr. Ret.  
*Tennessee Valley Chapter*

CW4 John S. McConnell  
*Volunteer Chapter*

SGM Joseph W. Shabbott, Ret.  
*Colonial Virginia Chapter*

**NEW LIFETIME MEMBERS**  
Joann L. Courtland  
Daniel Curry  
MAJ Nicholas Dille  
MAJ Luis M. Fontanez  
CPT Dustin S. Griffin  
COL Robert E. Guidry Sr.  
CPT Robert Andrew Kazmarek  
LTC Kenneth J. Kliethermes  
CSM Guy R. Niles, Ret.  
CPT Marc Patrick  
LTC Emmett C. Shaffer, Ret.  
CW3 James C. Stockton  
CW3 Robert Curtis Wise Jr.  
COL Donald P. Wray, Ret.

**NEW INDUSTRY MEMBERS**  
ADS, Inc.  
Aging Aircraft Consulting LLC  
Bear Defense Services, LLC  
Big Ass Fans  
CATI Training Systems LLC  
Danaloco Inc.  
Parvus Corporation  
M & S Machining, Inc.  
NCS Technologies, Inc.  
Spectrolab, Inc.

**IN MEMORIAM**  
Dan Bannister  
Walter J. Bordiuk  
LTG August M. Cianciolo, Ret.  
CW4 William T. Hargrove Sr., Ret.  
SGT Timothy Joffrion  
LTG Jack V. Mackmull, Ret.  
William M. Morrow  
COL Glenwood N. Parrish, Ret.  
CW4 Jim L. Stidfole II

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

## UPCOMING EVENTS

### 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., Arlington, 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:



### JUNE

- Special Operations Aviation
- Safety



### JULY

- Simulation & Training

Contact: **Bob Lachowski**  
Advertising Director  
Tel: (203) 268-2450 x 131



## ARMY AVIATION ASSOCIATION OF AMERICA

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203-268-2450, Fax 203-268-5870, Web www.quad-a.org

## UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION



## SIMULTANEOUS MEMBERSHIP FORM

### AAAA Membership Place "X" in appropriate box

☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

### USAOWA Membership Place "X" in appropriate box

☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

PURPOSE: To maintain organizational records. Used by national, region, and chapter officers, office staff and members (when approved) to generate mailing lists, chapter and region rosters, etc. Failure to furnish information may result in members not receiving the Monthly Magazine, ballots, letters and other correspondence of importance to the membership. Incorrect information may result in erroneous computation of statistical & financial reports and/or credit for prior membership.

### MEMBERSHIP DATABASE INFORMATION

Last five digits of your SSN: \_\_\_\_\_ Rank: \_\_\_\_\_ MOS: \_\_\_\_\_ Branch: \_\_\_\_\_  
(Last 5 digits of SSN is used to identify you & is used for your member number. It is not released to anyone for any purpose)

First Name \_\_\_\_\_ MI \_\_\_\_\_ Last \_\_\_\_\_ Suf \_\_\_\_\_ 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

### TERM OF MEMBERSHIP Place "X" in appropriate box - only one dues category please

☐ INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST  
☐ REGULAR/ASSOCIATE MEMBER DUES ☐ 1 Yr \$50 ☐ 2 Yrs \$100  
☐ 3 Yrs \$150 ☐ 5 Yrs \$250  
☐ RETIRED MEMBER DUES ☐ 1 Yr \$37 ☐ 2 Yrs \$74  
☐ 3 Yrs \$111 ☐ 5 Yrs \$185

PLEASE NOTE: Effective 1 January 2011 the monthly USAOWA NEWSLINER will be delivered electronically. If you wish a paper copy via mail please check here ☐ and include an additional \$12 per year with your dues payment.

☐ Check or Money Order for dues is enclosed, made out to "AAAA".  
☐ Charge my: ☐ VISA ☐ MC ☐ AMEX

Credit Card# (No DEBIT) \_\_\_\_\_ 3 digit sec. code \_\_\_\_\_ Expires mm/yy \_\_\_\_\_

### CHAPTER AFFILIATIONS (Check one)

☐ Please affiliate me with the chapters near my home.  
☐ Affiliate me with the \_\_\_\_\_ Chapters  
☐ Please DO NOT affiliate me with any specific chapters.

Applicant's Signature and Date \_\_\_\_\_ Optional Sponsor or Recruiter (rank & name) \_\_\_\_\_  
Simultaneous Membership Form 600-DS (Fill-in) (Revised 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

MAY 1986

### "Atlanta, 1986? It was Great!"

The AAAA National Convention held in Atlanta, GA, April 9-13, is now in the books. The highly successful gathering of AAAA members and boosters featured the following:

- There were 106 industry/military exhibits sprawled over 100,500 square feet of the Georgia World Congress Center.
- Registrants.....2,065
- Visitors (Exhibit Hall Only) .....1,260
- Total 1986 Attendees .....3,324
- 1986 Awards Banquet .....1,438
- Hotel Rooms (Fri. April 11) ..... 1,314

### Avionics—ATHS is Here!

The Automatic Target Handoff System is a battlefield automated digital transfer system. First produced in June 1985, ATHS is able to process data in milliseconds. The meteoric capacity of ATHS to process battlefield data lessens exposure to jamming and of an operator betraying his position. The ten-pound computer can be mounted aboard ship, vehicle or aircraft. A suitcase version is available for tactical requirements. ATHS can be used from any 28 volt power source and interface with any military radio, be it UHF, VHF or HF. ATHS is standard equipment on the OH-58D, AH-64A, CH-47 and UH-60A.



### First Awardee



The initial recipient of the AAAA "Trainer of the Year Award" is SFC (P) Walter D. Smith. Smith (center of adjoining photo) is presented his award by COL Ronald L. Bellows (left), Assistant Commandant, USAALS, Ft. Eustis. To the right is the Award Sponsor, Gordon J. Stred, AAAA Colonial Virginia Chapter President.



## 50 YEARS AGO

MAY 1961

### The Unveiling

The accompanying photo shows the first of 28 YHC-1Bs rolling out of the Boeing Vertol plant in Morton, PA. The Chinook was towed to the Vertol Division Flight Center at Philadelphia International Airport for testing. Old car and truck buffs should take note of the GMC truck hauling the Chinook.



### Message Hut

The adjoining photo depicts the TSC-15 Air-Transportable Communication Center. The six cubic feet, 2,000 pound kiosk is manufactured by the Collins Radio Co. The TSC-15 offers phone communications—field type or commercial access, and teletype. The mobile communications hut is easily transportable aboard the M35 and M37 trucks and the M105 trailer. Photo shows the TSC-15 at Ft. Huachuca, AZ. The message hut is currently undergoing field tests by the Army and USMC.



### Sub Killer

A sub killer is freeze-framed above the forward Mk-42 5-inch/54 caliber of the *Forest Sherman*-class tin clad USS *Decatur* DD-936. The Sikorsky HSS-2 was undergoing suitability trials with the fleet. This nemesis of submarines can carry a mixed array of torpedoes and depth charges. The HSS-2 carries forward the tradition proved with the defeat of the U-boat in World War II: that aircraft are essential in sweeping enemy submarines from the seas. Steaming in the background is the *Essex*-class carrier USS *Lake Champlain* CVS-39. Just starboard of the flattop, an additional tin can be seen plowing the seas.



# 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.*

## LIEUTENANT COLONEL MICHAEL C. GRIMM

### ARMY AVIATION HALL OF FAME 2004 INDUCTION

A distinguished infantry officer recommended for the Medal of Honor during the Vietnam War, LTC Michael C. Grimm graduated from flight school and returned to Vietnam as a captain assigned to the 2nd Squadron, 17th Cavalry.

He further distinguished himself as an aviation leader in the 101st Airborne Division.

In May 1980, the 101st Abn. Div. was tasked with creating a special operations helicopter unit, which Grimm was directed to organize and command.

Under a veil of tight secrecy the unit developed tactics and equipment that formed the basis for what became the 160th Special Operations Aviation Regiment.

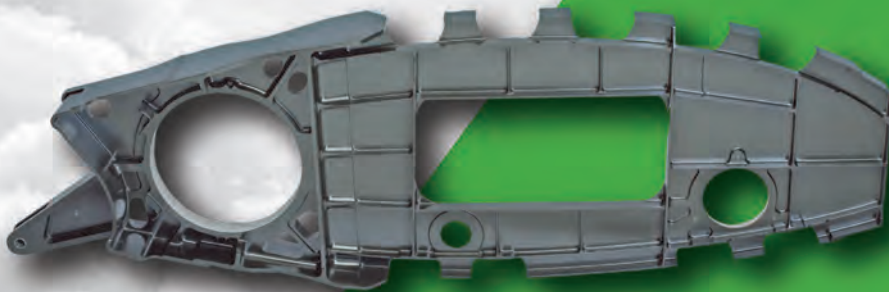
These revolutionary tactics, techniques and procedures were later adopted by Army aviation, transforming it from a mainly day fighting force to the successful unique night fighting units of today.

Tragedy struck Army aviation when Grimm was killed while leading a long range, night vision assault mission on Oct. 7, 1981.





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