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ON THE COVER

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Caption provided by the advertiser.

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Dempsey to Chair JCS / Odierno to CSA



GEN Dempsey



Adm. Winnefeld

At a Rose Garden ceremony on May 30, 2011, President Barack Obama announced his nomination of Army Chief of Staff, **GEN Martin E. Dempsey**, to be the 18th chairman of the Joint Chiefs of Staff and **Adm. James A. Winnefeld, Jr.** as the 9th vice chairman. Dempsey will replace Navy Adm. Mike Mullen when his term ends Sept. 30, and Winnefeld will replace Marine Gen. James "Hoss" Cartwright when his term ends in July.



GEN Odierno

Pres. Obama also announced he is nominating **GEN Raymond T. Odierno** to succeed Dempsey as the 38th Army Chief of Staff. Odierno is currently serving as the commanding general, U.S. Joint Forces Command which is in the process of disestablishing. The Senate must approve the nominations and the president called on the body to act expeditiously so the military transition will be "seamless."

Aircrew Uniforms to Match Others in Afghanistan

Army aircrews headed to Afghanistan will look like their ground-pounding brethren, as all Air Warrior equipment will now be fielded in the Operation Enduring Freedom Camouflage Pattern, or OCP. The 159th Combat Aviation Brigade, out of Fort Campbell, KY, was the first to be outfitted with OCP gear earlier this year.

The Army has given the green light to ensure each of the 3,000 aircrew members who deploy annually will have the same gear. The switch will come at no additional cost to the Army, officials said. The Army Aircrew Combat Uniform, or A2CU, is already provided in OCP. The two-piece flight suit provides flash-fire protection and can be worn with the Microclimate Cooling Vest, which increases

mission duration by more than 350 percent. The switch to OCP is simply in keeping with the Army's effort to provide the best camouflage possible, officials said.

Bundeswehr Chief of Staff Visits 4th CAB



4th Combat Aviation Brigade commander, COL Daniel E. Williams, briefs Germany's top military officer, Bundeswehr Chief of Staff, Gen. Volker Wiekert, May 30 at the headquarters of the 4th CAB, 4th Infantry Division.

Wiekert, the highest ranking officer of the German armed forces, traveled to the German-run Camp Marmal, Afghanistan in part to visit recovering Maj. Gen. Markus Kneip, commander of Regional Command-North, who had been injured in a bomb attack May 28 in nearby Taloqan that killed five people, two of them German Soldiers.

Wiekert's visit included meeting American Soldiers with the 4th CAB and 1st Air Cavalry Brigade some of whom were working on Chinook, Apache and Black Hawk helicopters, and later having lunch with some of them at the airfield dining facility.

CORRECTIONS:

The First Awardee article at the bottom of page 66 in the May 31 issue incorrectly identifies Gordon Stred as President of the Colonial Virginia Chapter; he was the VP of Marketing for Singer Link (sponsor of the award).

UPCOMING AAAA AWARDS

Nomination Deadline Dates to Remember

JULY 1, 2011

ASE Award & Avionics Award

AUGUST 1, 2011

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Official nomination forms may be found on the AAAA website: www.quad-a.org



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AAAA President's Cockpit



Leading the Way with Chapter Focus

It has been a month since the AAAA Annual Forum and I want to bring you up to date.

First, I have re-appointed CW5 Mark Grapin, as VP Membership. He has done an outstanding job and continues to develop new ideas and strategies for success to grow our membership.

Joining him, I have appointed the current chapter president of the Aviation Center Chapter, COL (Ret.) Bob Carter as our VP Chapters. I have known Bob a long time; we have served together, and I look forward to his innovation and initiative he showed both in uniform and out.

As I mentioned last month, your new AAAA Senior VP is BG (Ret.) Howard Yellen; Secretary is BG (Ret.) E.J. Sinclair, and Treasurer is BG (Ret.) Steve Mundt. Please feel free to contact any of us at any time:

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howard.yellen@quad-a.org,



ej.sinclair@quad-a.org
steve.mundt@quad-a.org

Our first order of business is to focus on the chapters. They are the true strength of AAAA. It is the experience of our members at the chapter level that is the most tangible to them.

We must insure we at the national level are giving our chapters the tools and support they need to best serve each of you. To that end we are re-looking all our internal documents and guidance to chapters to streamline, update, and make them more efficient and relevant to our chapter officers.

Please send your thoughts and comments to Bob at bob.carter@quad-a.org and he will coordinate and consolidate them and make sure they get back to the National Office to improve our products.

As I travel around the country and throughout our Army I always make a point to stop by and visit each local chapter. It has been very instructive to say the least. Each of our national officers will also be visiting your local chapter over the next couple years.

My message to you is that we are going to focus heavily on chapter organizations, activities, and service to you our members.

Let us know what you think and we will do our best to meet your expectations.

LTG (Ret.) Dan Petrosky
President

Top ROTC Aviation Branched Cadet of the Year



Newly minted second lieutenant, Daniel Gray (left), receives the 2011 AAAA Top ROTC Aviation Branched Cadet of the Year Award from Air Assault Chapter member, LTC William Ryan III (right), deputy brigade commander of the 101st Combat Aviation Brigade. The award was presented during Gray's commissioning ceremony on May 14, 2011 at Southern Illinois University at Carbondale.

Top USMA Aviation Branched Cadet of the Year



Cadet Kenneth A. Friede, West Point class of 2011, was selected to receive the 2011 AAAA Top USMA Aviation Branched Cadet of the Year Award. The award was presented at West Point on May 6, during the sendoff for the USMA cadets that will be branching Aviation. Shown are (l to r) LTC Charles J. Dalcourt, chief of the Avn. Br., Off. Per. Mgmt. Dir., Human Resources Cmd.; Cadet Friede; and the president of the AAAA Black Knights Chapter, retired BG R. Dennis Kerr.



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Your Mission... Our Commitment

From The Aviation Branch Chief



Still Living up to the “Night Stalker” Legacy

By MG Anthony G. Crutchfield



An MH-47E Chinook flown by the 160th SOAR hovers while USAF personnel fast-rope down to the ground.

U.S. AIR FORCE PHOTO BY AIRMAN MATTHEW R. LOREN

In an issue dedicated to Aviation Special Operations forces, I would like to take this opportunity on

behalf of the entire Army Aviation Branch to commend the Soldiers serving in Special Operations Aviation assignments for their unwavering commitment to protect and defend our Nation and our national interests around the globe.

They provide unequalled combat, combat support and combat service support to ground commanders and Special Operations Forces (SOF) across the battlespace and they do it in an unprecedented manner.

Their ability to sustain the 160th Special Operations Aviation Regiment (Airborne)(SOAR(A)) “Night Stalkers” legacy as the most professional aviation force in the world has kept them in continual high demand.

New Command for Special Operations Aviation

I also commend BG Kevin Mangum as he assumed command of the U.S. Army Special Operations Command’s (USASOC) newest unit, the Army Special Operations Aviation Command (ARSOAC) (Provisional) during an activation ceremony on Meadows Field at Fort Bragg, NC this past March.

ARSOAC is comprised of the headquarters and four subordinate units: the 160th SOAR(A) headquarters and two of its subordinate units, the Systems Integration Management Office and the Special Operations Aviation Training Battalion, at Fort Campbell, KY, and the U.S. Army



160th SOAR aircraft and crews standing by for a mission.

160TH SOAR COURTESY PHOTO

Photo courtesy U.S. Air Force Senior Airman Christina D. Ponte

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Special Operations Command Flight Detachment located at Fort Bragg.

ARSOAC will provide the appropriate command and control functions for the complex and sensitive tasks required of Army Special Operations Force (ARSO) aviation units and organizations.

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The ARSOAC will be responsible for the critical tasks of organizing, manning, training, resourcing and equipping Army special operations aviation units to provide responsive aviation support to SOF and also serves as USASOC's aviation staff proponent.

conventional operations, but their proven ability to conduct attack, assault and reconnaissance missions at night, at high speeds and low altitudes, in any environment and on very short notice, has elevated them to a legendary status.

Special Operations Aviation Soldiers operate in a myriad of locations worldwide and have continued to engage in operations around the world since their inception. I commend them for their service and expect to see continued success from their impressive and professional Soldiers stationed around the world.

Synergy Produces Unparalleled Accomplishments

Army Aviation remains a critical enabler to our ground maneuver commanders regardless of the circumstances. Harnessing the capabilities and impact gained through the synergistic application of Special Operations Aviation and conventional Army Aviation will only serve to improve that capability.

While we use this month's issue to salute the Special Operations Aviation Soldier, I challenge the entire Army Aviation force to keep up the great work. It is your exceptional performance that makes our Army's successes possible.

Whether in the special operations or conventional components of our Army, all Aviation Soldiers command a well-earned respect for how well they continue to meet the challenges of operating incredibly sophisticated aircraft in some of the most challenging and austere environments in the world.

Extraordinary Sacrifices Do Not Go Unnoticed

I want to once again thank all of those Special Operations Aviation Soldiers for the extraordinary sacrifices you and your Families make for our Nation and our Army every day.

Have no doubt that your Aviation Branch appreciates your hard work, commitment and dedication 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 Army 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

Full Spectrum Aviation Support for Special Operations Forces Commanders

By CW5 Robert D. Witzler



A CH-47 Chinook on final for a night troop pick up.



In this month's column, the 160th Special Operations Aviation Regiment Warrant Officer provides a great look into his organization regarding sustainment and their unique capabilities.

Not in recent memory have Special Operations and Conventional Forces been so closely linked providing a great environment for mission growth and an appreciation for both.

Above The Best.

For most of Army Special Operations Aviation (ARSOA) history, the organic force within the 160th Special Operations Aviation Regiment provided the majority of support available to our Nation's Special Operations Forces (SOF).

Today, Army Aviation is experiencing an evolution in that support relationship which is evidenced by combat aviation brigade (CAB) aircraft and crews that are directly supporting SOF. This change highlights the correlation between the high demand for SOF operations in current conflicts and the necessary increase in combat enablers to support them.

The Fifth SOF Truth

The Special Operations Forces Truths are the founding principles of special operations and provide basic leadership guidance to all SOF units.

The four original SOF Truths are:

- Humans are more important than hardware

- Quality is better than quantity
 - Special Operations Forces cannot be mass produced
 - Competent Special Operations Forces cannot be created after emergencies occur.
- United States Special Operations Command (USSOCOM) announced the addition of a fifth SOF truth in early 2009 which recognizes the contributions that are necessary from numerous conventional partners for the success of special operations.

The newest (and now the fifth) SOF truth simply states:

- Most special operations require non-SOF assistance. Although this is not a new lesson, it is an important one. It is recognition by USSOCOM that SOF is neither organized nor equipped to operate independently from the same combat enablers that serve all ground force commanders.

Just like all combat units, the operational effectiveness of Special Operations Forces is reliant upon and significantly enhanced by support



Troops loading into a CH-47 Chinook.



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160TH SOAR/COURTESY PHOTO

Guiding a flight of UH-60 Black Hawks into a landing zone.

from its joint service partners.

The synergistic effects of this new team building mindset are already materializing on the battlefield.

Sustaining the SOF Effort

Adm. Eric Olson, USSOCOM commander, stated in his address to the Senate Armed Services Committee this March that he intended to synchronize the SOF force generation system with the force generation systems of all services in order to provide "fully optimized force packages to the Geographic Combatant Commanders." During this address he also indicated that he expected SOF to remain the force of first choice for many military operations.

The optimization of aviation resources across all services is includ-

ed in USSOCOM's plan, but there is little doubt that the high demand for rotary wing aviation will primarily fall on Army Aviation. This makes synchronization of SOF force generation and the service force generation processes another important step.

First, this synchronization should ensure under SOF force generation that ARSOA support is maximized and efficient.

Second, within the service force generation cycles, it should prepare designated aviation units to support SOF prior to their arrival in theater.

This new, deliberate interoperability model with SOF allows us to look at each mission through a different lens, taking advantage of all tools available in the battle space. This will

ensure the right aviation support is in the right place, at the right time.

As CAB support levels to SOF have increased, there has been a corresponding increase in the interaction between these aviation elements and ARSOA. There have been and will continue to be challenges involved in the effort to integrate SOF aviation support across Army Aviation. Given the appropriate levels of attention and patience, the potential benefits far outweigh any short term challenge.

In time, there is no reason that the synergistic effects of this operational inter-connectivity could not span our equipment, our personnel, our intelligence and the development/employment of aviation tactics, techniques and procedures.

Unique Capabilities – Common Purpose

One of the things that make me proud to be an Army Aviator is our culture of "customer service." That pride begins with the deep sense of personal responsibility which we in aviation feel for our part in successful accomplishment of the mission.

It also includes a healthy dose of humility and an assertion that the aircraft on our flight line belong not to us, but to the units we support. They are to be used as effectively as possible to accomplish their mission.

Our mission is to be trusted stewards of those machines and to diligently coordinate all of the roles, skills and supporting efforts which must arrive together in complete concert on the objective. Because of that strong core culture, Army Aviation's future is bright. Our team is filled with many unique capabilities focused on one common purpose.

This has never been more important as our branch, with its unequaled ability to shape the battle space, is charged with preparing and executing an adaptive strategy to address the needs of the future global security environment.



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 Bob Witzler is the regiment warrant officer of the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, KY.

ARMY AVIATION

MAGAZINE AUGUST/SEPTEMBER ISSUE

BLUE BOOK

2011 DIRECTORY



**Organizations, Commands and Individuals
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ARMY AVIATION Magazine is in the process of preparing our annual Blue Book Directory for the August/September issue. Deadline for submissions is July 23, 2011.

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Command Sergeant Major Update

Standards

By Command Sergeant Major
James L. Campbell Jr.



This month I have an article sent in by CSM James L. Campbell, Jr., 3rd Bn., 126th Avn. Regt., Aviation Task Force-Kuwait as he prepares to complete a rotation to Operation

New Dawn. CSM Campbell makes some very good points about what may seem to many as little infractions.

The question is where do you draw the line on standards and discipline in your formations. Army Aviation has worked incredibly hard to earn its reputation since our inception and discipline is everyone's responsibility. It starts with not deviating from the standard no matter how simple they may seem, especially when they draw undue attention.

Shortly before taking command of the Aviation Center of Excellence, MG Anthony G. Crutchfield published an article in Knowledge magazine entitled "Five Deadly Words." They are: Untrained, Unsupervised, Undisciplined, Overconfident and Complacent. I would encourage those of you who are starting to see things slip in your formations to visit the Safety Center website and share it with your formation. You can find it at https://safety.army.mil/knowledge_online/july2010 or <https://safety.army.mil> under Knowledge magazine, volume 4, July 2010.

Above the Best

Glidewell

Have you noticed that the Army tends to not take the Aviation branch seriously? I truly believe that when it comes to our image, we are our own worst enemy.

I recently read an article written by LTG Robert Williams where he states that we have an image problem. The



An example of unauthorized brassards presently in use.

article I read was in the September 2010 issue of *ARMY AVIATION* but because I'm currently deployed, it takes a few months for me to catch up on my reading. The article was first written in April 1984, right after the formation of our Aviation branch. It was reprinted in the 'Then and Now' column and here we are, 26 years later, and I believe we haven't changed much.

LTG Williams' perspective was operationally focused and he reminded us that our purpose is to support the ground commanders, and the impression was that we weren't doing that; but now let's take our appearance and how we present ourselves and wear the uniform.

The Army has decided that they want one uniform across all branches but we have to be different and have our own.

Unique But Conforming

When the Army Combat Uniform (ACU) first came out we had to have a fire retardant uniform so we came up with the Army Aircrew Combat Uniform (A2CU). This makes sense because of the inherent danger of what we do but the Army is now issuing fire retardant uniforms (FRACU) to all Soldiers in theatre.

The only difference now is that the A2CU has zippers on the sleeve pockets, a hook and loop fastener to blouse

your pants and a knife pocket on the left thigh (and I've never known anyone to actually use that pocket). We've even got a waist belt on the blouse that no one uses.

Since the ACU and the A2CU are very similar and the rest of the Army now looks like us, we again feel we need to be different.

Morale Patches

We cannot seem to let go of the morale patches that we used to wear on the old one-piece flight suits. Most units actually do follow Army policy but I continue to see units who think those patches are ok to wear on the uniform. The regulations are pretty clear on that; they're not allowed.

AR 670-1 clearly states what accouterments are authorized and morale patches aren't listed. These patches have never even been approved by the Institute of Heraldry either, which is required before they can be worn on any Army uniform.

Morale patches are cool but they have no place on the uniform and I've never seen a provision that allows any O-5 or O-6 in the chain to make an exception to that policy. AR 670-1 puts that authority on the Army Deputy Chief of Staff, G-1.

Brassards

As if morale patches weren't enough, we now have a new fad. We have decid-

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ed that helicopters and airplanes won't fly unless all crew members are buckled in and wearing their wings.

I see many of my brethren throughout Aviation wearing their wings embroidered on a 2 x 4 inch patch on the left sleeve of their uniform.

The Directorate of Evaluation and Standards is authorized to wear that specific brassard '...while performing standardization duties.' This does not mean that every aviation Soldier is entitled to wear the brassard.

Many pilots in my battalion made the argument that we needed our passengers to be able to identify us. I'm not quite sure where that came from but in my 30 years in Army Aviation, identifying who the crew is was never an issue; they're the guys and gals in the front seat.

Let's be honest with each other; this is purely an ego issue. While I'm just as proud of my Master Aviation Badge as any other aviator is, I'm sure that there are plenty of other Soldiers out there equally as proud of their skill badge, whether it's the Airborne Badge, the Air Assault Badge, the Combat Infantry Badge, etc.

I don't see those Soldiers going out of their way to sew Velcro on those badges to wear in place of pin-on badges or creating a whole new badge to be worn in violation of standards. If you really feel that strongly about it and want to wear your skill badges and ribbons, dust off your class B's or A's.

Back to Basics

We as a branch pride ourselves on standards yet when it comes to the most basic standard of being a Soldier, proper wear of the uniform, we throw the rule book out the window. Why is that? What is it that makes us feel that uniform standards don't apply to us and that we can wear anything we want from bootleg wings to cartoon characters to logos from professional sports teams on our uniforms.

Don't we realize how we look to the rest of the Army? And you can't tell me that we're the only ones that have these patches because I've seen them in almost every other unit from Cavalry to Armor to Infantry.

None of those branches feel the need to wear their morale patch on their uniform. They reserve it for where it

belongs, t-shirts and sweatshirts, bags or backpacks or baseball hats.

Think about it from a standards perspective; if we cannot adhere to the most basic standard of being a Soldier, proper wear of the uniform, are we really following and enforcing every other standard, to include those in the aircraft?

When we look at Army standards and say 'that doesn't apply to me because I'm Aviation,' are we saying that in the cockpit as well? How about on the hangar floor or in the back shops?

Only you can answer that question.

In the meantime, realize that we are professional Soldiers, not members of some flying club. We need to look like it and act like it.



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 James L. Campbell, Jr. is the command sergeant major of the 3rd Bn., 126th Avn. Regt., Massachusetts Army National Guard, Camp Edwards, MA.



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U.S. Army Combat Readiness/Safety Center



Learning Lessons, Staying Safe

By BG William T. Wolf

Our Army is beginning the summer on a high note of success. As of May 9, overall accidental fatalities were down 19 percent from 2010, and our Soldiers, family members and civilians are more dedicated than ever to the fight against preventable deaths and injuries. Every life saved is proof of your hard work and commitment to safety. Thank you all for what you do every day!

When things are going well, however, there's always a risk of complacency setting in. Accidents typically peak during the spring and summer months, and it's especially critical we maintain our vigilance and look out for one another during the weeks ahead. Since past problems tend to repeat themselves, I'd like to take a quick look at the lessons learned from summer 2010.

Motorcycles

For the period April 1 to Sept. 30, 2010, more Soldiers died on motorcycles than all other privately owned vehicles combined (31 versus 27, respectively). The numbers have been particularly worrisome in 2011, with motorcycle fatalities more than 60 percent above last year's numbers midway through the third quarter.

Indiscipline—speeding, alcohol use,

failure to wear personal protective equipment and/or a lack of proper licensing and training — was identified as a primary contributing factor in a majority of these accidents.

POVs (sedans, vans, trucks and SUVs)

Accidents involving personally owned vehicles (POV) comprised the next largest share of accidental fatalities during spring and summer 2010 and, like motorcycles, indiscipline was cited in the bulk of these cases.

Although fatal POV accidents as a whole have been on a downward trend the past several years, they remain the No. 1 accidental killer of Soldiers, regardless of season. Nonuse of seat belts continues to be a leading factor and is a key area Leaders should address with their Soldiers.

Pedestrian

We lost seven Soldiers in pedestrian accidents last spring and summer, a marked increase from previous years. Numbers are down significantly this fiscal year, but as the days get longer and the weather nicer, more Soldiers might choose to walk home if they've had too much to drink. While this might seem a good alternative to driving after drinking, walking while intoxicated is just as risky.

Drowning

Four Soldiers drowned in off-duty accidents during the last half of fiscal 2010, a 100-percent increase from the same timeframe a year before. We've already lost two Soldiers in drowning accidents this fiscal year, and that number could increase as more Soldiers and family members vacation at beaches and lakes in the coming months.

Other

From April to September 2010, one Soldier died in an all terrain vehicle



CPT Eric Dunkley with 1st Cavalry Division, inspects his motorcycle's headlight with the help of SFC Baldomero Moreno with 4th Sqdn., 9th Cav. Regt. before going on a safety ride around Fort Hood, TX, March 29.

(ATV) accident; one in a negligent discharge incident; one in a boat collision; and one from carbon monoxide poisoning at home.

Accidents like these are uncommon, but negligent discharges in particular are on the rise this fiscal year. In fact, we've lost four Soldiers thus far to accidental discharges involving privately owned weapons.

Be Engaged

As your Soldiers take advantage of their down time this summer, it's especially important to engage with them and their family members on everything that can take them out of the fight.

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Trust built through engagement — by leaders, peers and family members — is absolutely necessary to ensure our Soldiers stay safe on the road and in all their off-duty activities.

Fostering a command climate where Soldiers feel comfortable talking to their Leaders and each other about potential problems, without fear of retribution, will not only build this trust, but also allow Soldiers to take personal responsibility for their safety and develop greater self-discipline.

The USACR/Safety Center is working every day to make engaging with your Soldiers easier. Our annual Safe Summer campaign is currently underway, and a toolkit featuring posters, videos, informative articles and a presentation template is available through the "Campaign Corner" on our website, <https://safety.army.mil>.

This is also the last month for submissions to our annual Peer to Peer video competition, so encourage your Soldiers to help get the safety message out while winning some cash for their local Better Opportunities for Single Soldiers programs.

Finally, be sure to direct your

Soldiers to the Training and Doctrine Command's "Off Duty, On Guard" interactive experience, also available on our website.

This tool allows users to see the consequences of their decisions by assuming a virtual player's identity in a variety of off-duty situations.

Many of the scenarios involve warm-weather activities like boating and are especially relevant this time of year.

We're on the right track to another remarkable year for safety, and I'm confident our successes will continue through the weeks ahead with the commitment of all our leaders, Soldiers, families and civilians. Thank you again for what you do every day, and remember to play it safe this summer!

Army Safe is Army Strong!



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

Army Birthday Message



During the summer of 1775, a band of patriots came together to form a fighting force unlike any the world had ever seen.

Born from the seeds of revolution and a passion for freedom, our Army endures 236 years later because of your courage and dedication.

I thank each of you—Soldiers in uniform, family members at home and civilians in the workplace—for all you do to keep our Army strong.

Happy birthday to you all!

BG Wolf

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U.S. Army Aviation Logistics School Update



COL Reeves
Commander



CSM Morant
School SGM

Safe Maintenance Begins With Training

By Mr. Wilbert Early



CW5 Evans
School CWO

A USAALS Soldier wearing safety glasses performing maintenance on a UH-60 Blackhawk main transmission.



U.S. ARMY PHOTO BY ALLE ESCHENBACH

The United States Army Aviation Logistics School (USAALS) has been teaching aviation maintenance since June of 1954 and if you were to visit the campus of USAALS today you would no doubt see or hear the phrase/slogan "Aviation Safety Starts at USAALS."

Safety is a way of life for those in Army Aviation and this close-knit community knows that safe maintenance begins with training.

Students are trained to observe and heed all warnings and cautions outlined in training manuals and job guides.

Maintenance itself is a high-risk activity. It is estimated that around 15-20% of all accidents are related to maintenance operations.

There are scientific studies that indicate occupational diseases and work-related health problems (such as cancer, hearing problems, and musculoskeletal disorders) are also more prevalent among workers involved in maintenance activities.

Unsafe maintenance can cause serious and deadly accidents or health problems affecting not only the mechanic but also the aircrew and general public. The best way to prevent and control occupational risks related to maintenance is to address the many hazards while in the training environment.

USAALS promotes safe and healthy workplaces by integrating composite

risk management (CRM) in all training through a structured approach to safe maintenance.

CRM is the Army's primary decision-making process for identifying hazards and controlling risk across the full spectrum of Army missions, functions, operations, and activities.

In the CRM process, engaged leadership ensures students understand how controls are implemented and enables situational awareness to identify new hazards.

The professional instructors, developers and maintainers work in support of all curriculum development and training programs to ensure CRM is integrated in all facets of aviation maintenance. Students are trained to observe and heed all warnings and cautions outlined in training manuals

and job guides.

The senior leadership of USAALS has empowered everyone (students, cadre, etc.) to stop a training operation if there is a hazard not identified on the CRM worksheet or if a situation arises that could result in injury to personnel or damage to equipment.

This guiding principle of making risk decisions at the appropriate level has increased safety awareness within aviation maintenance training operations because it has fostered a sense of ownership or buy-in of safe maintenance.

The training environment encourages the students to take ownership in maintaining a serviceable toolbox, the wearing of personal protective equipment (PPE), and to conduct safe maintenance on their assigned training projects. This buy-in of safe maintenance by the students in the training base will one day affect maintenance in the operational theater, thereby enhancing the overall aviation mission.

On the other hand, there have been testimonies from former instructors stating that their tour at USAALS improved their approach to safe maintenance and was evident when they returned to the operational theater.

A training environment where everyone has ownership of safe maintenance fosters an openness to share ideas and thoughts concerning maintenance procedures that will yield a reduction in ground and aviation mishaps.

Safe maintenance is where engaged leadership and subordinates within the training and operational environment seek to control all occupational risk at the lowest levels possible. The outstanding work performed in the classrooms and training operations is geared to provide the Soldier with everything he or she needs to accomplish the mission in a safe manner.

USAALS has built a reputation for producing outstanding aviation maintenance technicians who go on to practice and teach safe maintenance throughout the world. This reputation is accomplished by the total commitment to quality training which is reflected in the commendable safety accomplishments of the organization. "Aviation Safety Starts at USAALS"



Mr. Wilbert Early is the safety manager at the U.S. Army Aviation Logistics School at Fort Eustis, VA.

29th Combat Aviation Brigade Leaders Receive World-Class Training

By SFC Rodney Ankeny



U.S. ARMY PHOTOS BY SFC RODNEY ANKENY

Officers and senior enlisted leaders of the 29th Combat Aviation Brigade (29th CAB) received training and leadership development at Monterey, CA from May 9-16, 2011 as part of their train-up for deployment to Operation New Dawn this fall.

The week started with the Leader Development and Education for Sustained Peace (LDESP) seminar at the Naval Postgraduate School. LTG (Ret) Daniel Petrosky, president of the Army Aviation Association of America, served as the lead faculty member for the LDESP portion of the training. 29th CAB leaders received extensive instruction on cultural, political, ethnic, historical, and religious issues for their theater of operations. Instructors supporting the three day seminar hold doctorates and are experts in their respective fields.

Soldiers were treated to a comprehensive look at the complexities of the volatile and complex environment in the Middle East. Starting with a thorough history of the region and weaving it into the fabric of the society that exists today, leaders left with a deeper understanding of the region and its population.



LTG (Ret) Daniel Petrosky (center) with officers and senior enlisted leaders of the 29th Combat Aviation Brigade at their train-up for deployment to Operation New Dawn.

SPECIAL FOCUS:
ARMY SPECIAL OPERATIONS
AVIATION COMMAND



USARSOAC COURTESY PHOTO

By BG Kevin W. Mangum and
 LTC Danford A. Kern

United States Army Aviation continues to set a standard of excellence respected around the globe. One notable example is in its unique special operations aviation capability. The story of special operations aviation over the last 50 years is one of steady and significant growth – this is that story.

The Early Days

Special operations aviation traces its modern roots back to the early 1960s and the formation of Special Warfare Aviation Detachments (SWAD).

The first, designated the 22nd SWAD, was activated in March, 1962 at Fort Bragg, NC. The unit supported 5th and 7th Special Forces Groups (SFG), U.S. Army Special Warfare School, and the 1st and 13th Psychological Warfare Battalions.

Increasing involvement in Vietnam in the mid 60's eventually resulted in the development of a task-organized special operations helicopter company. On October 7th, 1965 the 281st Assault Helicopter Company was activated at Ft. Benning, GA.

The following year the newly formed company set up its headquar-

ters inside the 5th SFG compound at Nha Trang Bay, Republic of Vietnam.

The 281st became the first organized special operations helicopter unit in the U.S. Army. They were decorated numerous times for valor and meritorious service. The 281st led the way for the concept of dedicated Special Forces aviation.

Editor's Note: for more information on the 281st AHC, see article on page 36 in this issue.

Eagle Claw Leads to Change

In the years following Vietnam, Special Forces groups maintained their own four ship aviation detachments. That limited capability would all change the night of April 24th, 1980 with the failed execution of Operation Eagle Claw.

Eagle Claw, a joint force attempt to rescue over 100 Americans held hostage in Iran, was plagued with ambiguous chains of command, equipment limitations, and crew training deficiencies. As a result, Eagle Claw was unsuccessful. Operation Eagle Claw was a turning point as it drew attention to the Nation's lack of special operations capability.

The Army turned to the 101st Aviation Group at Ft. Campbell, KY to prepare for another hostage rescue, code named Operation Honey Badger.

The Soldiers and civilians of the newly formed Army Special Operations Aviation Command (Provisional) stand ready to lead special operations aviation into the future and write a new chapter in aviation history.

The pilots conducted extensive night vision goggle training (then a relatively new concept) for the mission, but in January of 1981 the operation was called off when the hostages were finally released. Those pilots would form the core of future Army special operations aviation capability.

President Jimmy Carter commissioned an investigation chaired by retired Admiral James L. Holloway III, to look into the failures of Operation Eagle Claw. The findings of the investigation led to further hearings by Congress and would eventually result in the re-organization of the Nation's special operations forces through both Department of Defense and Congressional mandates. The reorganization included a recommendation for a dedicated special operations aviation force.

As a result, the Army officially established Task Force 160 on 10 October 1981 using the Soldiers selected to execute Operation Honey Badger. It would not be long before the new organization was tested.



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LTG John F. Mulholland Jr. and CSM Parry Baer, United States Army Special Operations Command, unfurl the Army Field Flag as they stand up the Army Special Operations Aviation Command (Provisional) and charge BG Kevin W. Mangum with leading the new organization into the future.

Baptism by Fire – Proven Excellence

The 160th received its baptism by fire during Operation Urgent Fury in Grenada on October 25th, 1983.

The 160th continued to assault against simultaneous targets, against a determined enemy during this operation which resulted in their earning the motto “Night Stalkers Don’t Quit.” Their success was bittersweet as the operation also resulted in the unit’s first combat loss, CPT Keith J. Lucas.

Urgent Fury validated the need for Army special operations aviation capability. The following years would result in continued growth and proof of concept.

In 1986, the Task Force became the 160th Special Operations Aviation Group and was designated an airborne unit. That same year, refueling probes were added to MH-47D’s and the Army gained a long range air refueling capability.

In August of 1987, the unit would again demonstrate its mission focus in support of Operation Prime Chance. Operating from ships and floating bases, crews flew to protect international shipping in the Persian Gulf.

On September 21, 1987, crews from the 160th became the first Army unit to directly contribute to the capture of a foreign vessel of war when they and a team of U.S. Navy SEALs took down the Iran Ajr, an Iranian Mine layer.

Mount Hope III, an operation in June 1988 that recovered a Libyan Mi-24 Hind Helicopter from the country of Chad, demonstrated the

160th’s ability to strike deep, accomplish the mission, and return safely.

In September of 1989, 3rd Battalion was activated at Hunter Army Airfield, GA replacing the separate Special Forces Group aviation detachments.

In December that same year, Night Stalkers spearheaded Operation Just Cause, in Panama. The 160th again demonstrated their unparalleled expertise through the successful execution of the most demanding night aviation raids.

In May of 1990, the 160th was redesignated as the 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)). 1990 was also the birth of the armed MH-60L Defensive Armed Penetrator giving the 160th an amazing degree of lethality on the battlefield.

The invasion of Kuwait that same year resulted in deployment of special operations aviation for Operations Desert Shield and Desert Storm.

In October 1993, while supporting operations Restore Hope and Gothic Serpent, the 160th engaged in a nineteen-hour battle of an intensity not experienced since Vietnam.

The battle, memorialized in the book and motion picture “Blackhawk Down,” resulted in eight aircraft damaged and five Night Stalkers killed.

The battle demonstrated again the heart and skill of the men of the 160th SOAR(A) who live the ethos that their mission and those they support demand their absolute best.

The 160th’s first decade and a half of existence closed with support to Operation Uphold Democracy in late 1994. This operation validated the Adaptive Joint Force Package concept, by conducting missions from the aircraft carrier USS America.

In 1995, the first MH-47E was delivered. This aircraft was designed from the ground up to conduct the unique special operations missions executed by the 160th.

The mid to late 90’s saw the 160th deployed throughout the United States and the world supporting America’s special operations forces. This included forces that were forward based in both Southern Command and Pacific Command.

America Attacked – A Decade at War

The attack on America September 11th, 2001 changed the world forever.

It was on a magnitude reminiscent of Japan’s attack on Pearl Harbor. Just as Doolittle’s Tokyo Raiders did in April of 1942, brave Soldiers of the 160th did in 2001. Like the “Greatest Generation,” American airmen, launching from carriers and flying in the most demanding environment, brought the fight to the enemy.

In fact, 160th pilots flew missions of comparable risk, duration and complexity to the Tokyo Raiders thereby securing their place in history.

Support to Operation Enduring Freedom would span the globe from Afghanistan to the Philippines.

When the bugle sounded again in the spring of 2003 to support operations in Iraq, the 160th answered the call.

In October 2007, the Army activated 4th Battalion and stationed it at Joint Base Lewis-McChord, WA.

In July 2010, a Gray Eagle Unmanned Aircraft System (UAS) element from Ft. Huachuca, AZ was assigned to Special Operations. They were rebranded with the U.S. Army Special Operations Command (USASOC) patch and deployed to Afghanistan.

In 2010, the Army and Special Operations Command sought and received approval to stand up a one-star special operations aviation command. This command was formed to relieve the 160th of some of its extensive span of control and provide the commanding general of USASOC with an element that serves both as a command and a staff-like entity for USASOC aviation issues.

The Army Special Operations Aviation Command (Provisional) (ARSOAC) orchestrates the Army’s special operations aviation enterprise. This includes manning, training, equipping and resourcing Army special operations aviation.

With a tradition of excellence behind it, Army special operations aviation will continue to serve with the memory and pride of those who have gone before them. They love to fight, fight to win, and will never quit.

Volamus Optimus!



BG Kevin Mangum is the first commanding general of the United States Army Special Operations Aviation Command (Provisional), and LTC Dan Kern is the ARSOAC chief of plans; both are stationed at Fort Bragg, NC.





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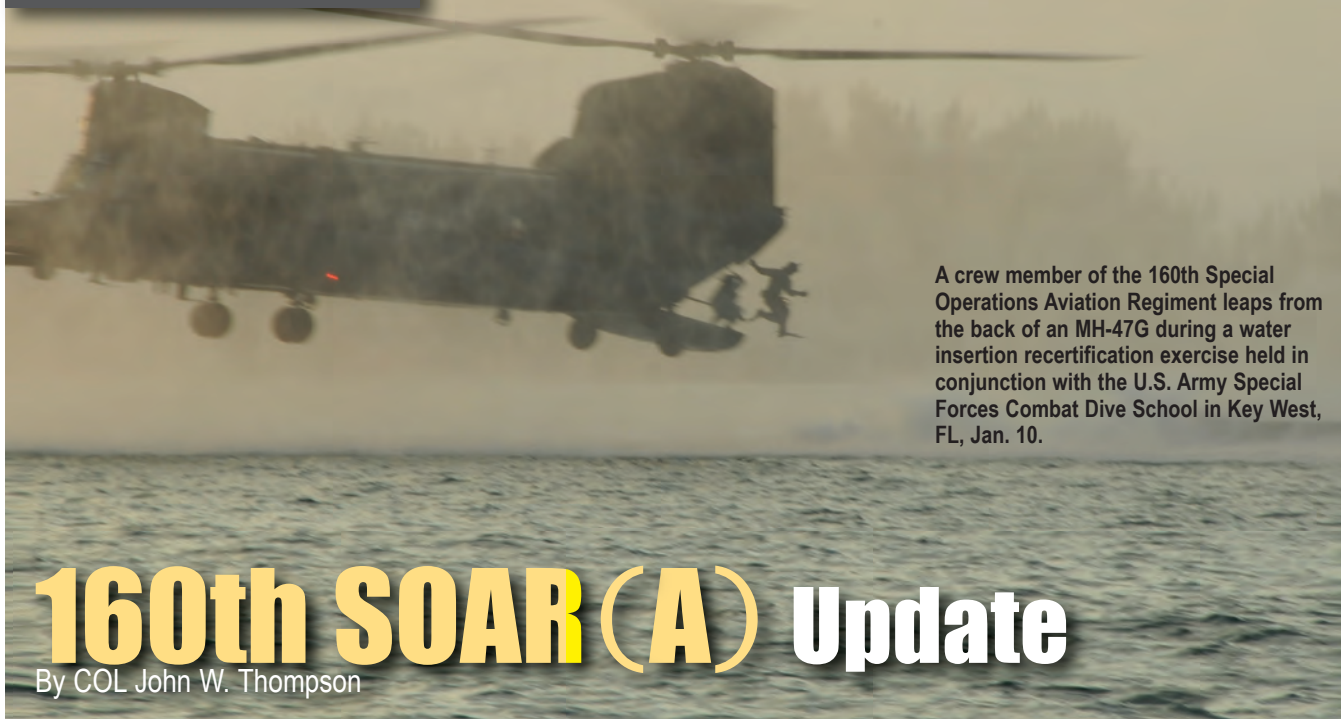
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SPECIAL FOCUS:
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AVIATION



A crew member of the 160th Special Operations Aviation Regiment leaps from the back of an MH-47G during a water insertion recertification exercise held in conjunction with the U.S. Army Special Forces Combat Dive School in Key West, FL, Jan. 10.

160th SOAR (A) Update

By COL John W. Thompson

For 30 years, the experience and innovative spirit of the 160th Special Operations Aviation Regiment has directly impacted the design and employment of the unit's unique airframe configurations.

Today our aircraft remain on the cutting edge of technology, providing us with superior warfighting capabilities in every environmental condition.

But in complex situations and harsh environments while facing an unpredictable enemy, it is the Night Stalker that supports, maintains, and

flies the machines that deliver our nation's special operations forces to the target every night around the world, plus or minus 30 seconds.

The Night Stalkers' hard-earned reputation as the nation's premiere special operations rotary-wing force is attributable to a unique combination of individual/collective talent, knowledge, experience and habitual relationships developed by aviators and staff with more than three decades of special operations and conventional Army aviation wisdom.

The Regiment continues to remain heavily engaged in overseas contingency operations (OCO), such as Enduring Freedom-Afghanistan and New Dawn (formerly Iraqi Freedom).

This past year, we completed numerous combat missions, spanning from direct action air assaults to re-supply of Special Operations Forces (SOF). We are committed to continue supporting the effort of OCO while simultaneously facilitating pre-combat mission and sustainment training of SOF, at home and abroad.



The first two MH-60M Blackhawks assigned to the 160th Special Operations Aviation Regiment (Airborne) arrive at Fort Campbell, KY, Feb. 2. The new special operations MH-60M Blackhawk brings many impressive capabilities including 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.

Overarching Support

Stateside, 160th assets are arrayed from coast to coast year round supporting every major special operations organization within United States Special Operations Command.


We continue expanding our capacity to provide even more support to Theater Special Operations Forces (TSOF) and Theater Special Operations Commands (TSOC) by resourcing personnel and equipment to participate in major training events including Joint Chiefs of Staff exercises and joint combined exchanged training exercises.

As an example, during the past 12 months we have deployed our forces to: Korea, Poland, Mali, and Panama to integrate with the geographically assigned special operations forces, as well as their local national counterparts,



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160TH SOA/PA PHOTO

160th crew chiefs deposit Polish Special Forces Soldiers onto a building via fast rope techniques for a simulated aerial assault at Jackal Stone, an annual combined joint special operations training exercise held last year in Swidwin, Poland, from Sept. 14 -19.

to conduct bi-lateral training and share tactics, techniques, and procedures. These training events have been monumental and opened the door for realistic training scenarios. We look forward to strengthening our relationship with TSOC commanders worldwide.

With current and programmed growth of SOF over the next five years, there are correlated increases in demand for rotary wing support, especially in the current engaged theaters of operation. With this increase, there is a growing appetite for increased general purpose force rotary wing support in support of SOF.

Integrated Mission Support

Quite honestly, the Regiment is unable to resource ALL of the SOF requirements with organic assets. To that end, we continue to integrate mission support roles while building strong, mutually beneficial relationships with our aviation counterparts in the general purpose force with one goal in mind – successful mission accomplishment.

We constantly share best practices to build that relationship, working together to resource combat support requirements such as maintenance and logistical needs. Additionally, we frequently share real estate at forward basing locations, which greatly enhances information and individual support sharing. The more synchronized SOA and aviation become, the more seamless mission execution is for our supported forces.

Training

Although the 160th remains constantly deployed and continues executing training with the world's most elite special operations forces, there is great necessity to continue the crucial aviator training within each SOA battalion.

As we continue to recruit, assess and qualify new Night Stalkers, the requirement to continue training once they are assigned to an operational battalion is absolutely crucial to build combat power and the expertise to maintain the unique capability that SOF requires.

To meet that obligation, we continually deploy our forces to conduct training in the most challenging environments. Repetition and rigorous training are what allow us to accomplish our mission; time on target, plus or minus 30 seconds, anywhere in the world.

Technology

The Regiment continues incorporating advances in technology and process efficiencies in our aircraft. The end state for each effort is improved support to the ground force.

Implementing the **MH-47G Digital Advanced Flight Control System (DAFCS)** has been one of our main efforts this year. Slated for fleet implementation in early 2012, DAFCS will provide aircrews with unprecedented handling qualities throughout the full flight profile.

Flight handling characteristics during brown-out, terrain-following radar flight, and helicopter aerial refueling

will be significantly improved over the legacy analog system.

Capacity and power margin improvements are being realized with the delivery of the Regiment's first **MH-60M Black Hawk** aircraft. Our Mike model is a "game changer," providing tremendous performance gains that bring indispensable assault capabilities to flight crews and ground force commanders. Initial pilot training and provisioning is underway.

The **AH/MH-6M Little Bird** fleet continues evolving with advancements in cockpit architecture and weapons systems. This year marked the integration of Common Aviation Architecture System common hardware and an Ethernet data bus that will support future integrations as technologies mature. A new pitot static system design, upgraded 9 inch Q3 FLIR with LRF/LD, and pilot seat system are all slated for implementation this year.

Other developmental programs continue maturing as the Regiment looks toward full implementation of a lithium-ion battery; transparent and light weight advanced ballistic protection, hostile fire indication, and secure real-time airborne network technologies.

We have incorporated all of their simulation devices into a robust Collective, Combined Arms, Battle Staff and Air Mission Commander Training program. Night Stalkers are also guiding development of next generation mission planning systems that will allow integrated planning for air, ground, and maritime operations.

History has taught us there are two constants: change is inevitable, and Night Stalkers Don't Quit! While we celebrate our 30th anniversary, we reflect on the pioneers of Army Special Operations Aviation who selflessly defined and expanded Army aviation capabilities.

As we move forward into our next 30 years, we do so confident in the knowledge that the current and future generations of Night Stalkers will further define and develop how we bring the fight to the enemy as we continue providing the world-class helicopter support that our supported ground forces have grown accustomed to and continue to demand.



COL John W. Thompson is the commander of the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, KY.

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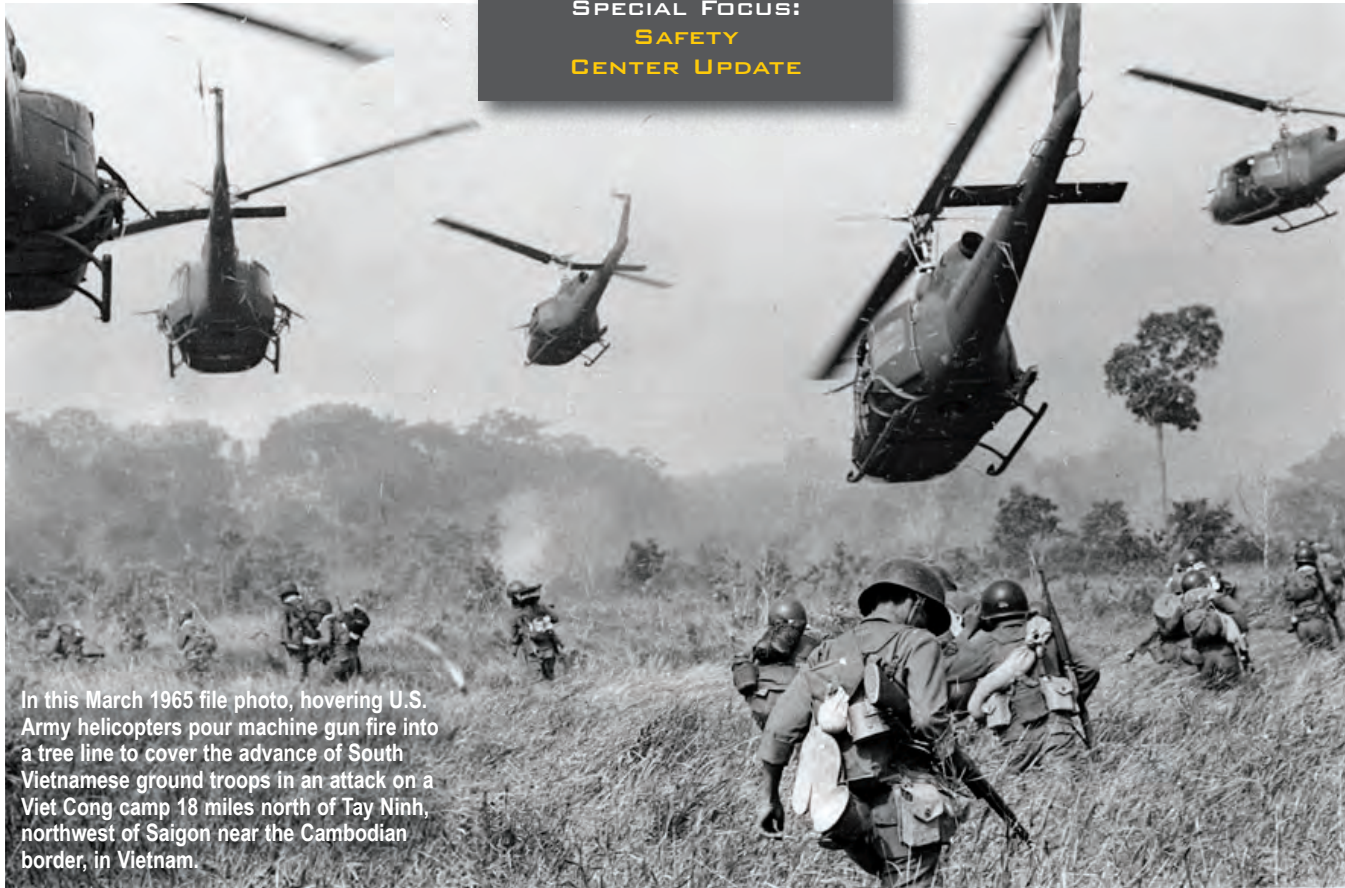
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**SPECIAL FOCUS:
SAFETY
CENTER UPDATE**



In this March 1965 file photo, hovering U.S. Army helicopters pour machine gun fire into a tree line to cover the advance of South Vietnamese ground troops in an attack on a Viet Cong camp 18 miles north of Tay Ninh, northwest of Saigon near the Cambodian border, in Vietnam.

AP PHOTO BY HORST FAAS

Aviation Safety: Past, Present and Future

By BG William T. Wolf and LTC David S. Fleckenstein

For the past 39 years, Army Aviation has played a major role in nearly every historically significant U.S. military operation. Now, in the midst of our nation's longest conflict, our Aviation leaders and crews are continuing this tradition while keeping accidents at unprecedented lows. In fact, we are currently on track to meet and possibly exceed Aviation's best annual safety record since 1972, when the Army began formal collection of accident data. Fully understanding this amazing accomplishment requires taking a look at the past and, more importantly, what has led us to the present.

Where Have We Been?

In 1972, U.S. forces were one year from the official end of America's involvement in Vietnam. Rotary wing assets

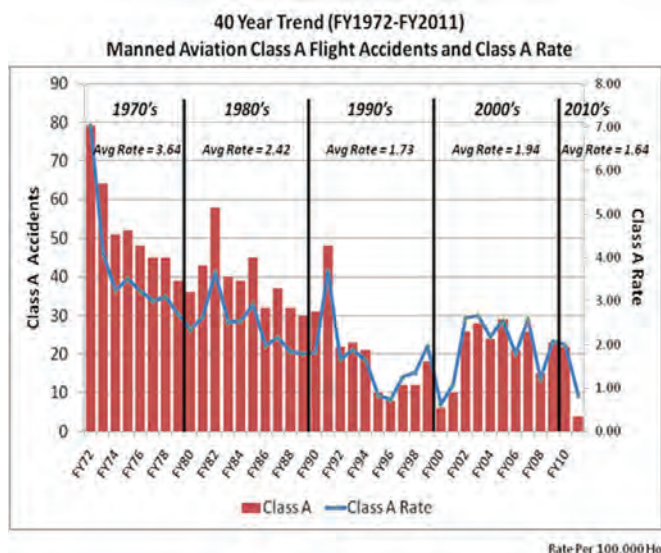
were proven combat multipliers throughout the war, with aviators conducting missions in legacy aircraft like the UH-1, CH-47 and AH-1.

Operating in an unquestionably challenging and hostile environment contributed to an exceedingly high acci-

dent rate in 1972: seven accidents per 100,000 flight hours, with 116 total fatalities in 79 Class A accidents.

As U.S. forces ended their involvement in Vietnam, there was an associated and somewhat obvious decrease in Aviation accidents. This downward trend continued through the end of the twentieth century, despite a sustained presence in Europe and Korea and operations in Kuwait, Iraq, Somalia, Haiti, Bosnia/Herzegovina and Kosovo. Then, in 2000, Aviation recorded its most successful year in regard to safety: an accident rate of .62 per 100,000 flight hours, with six Class A accidents and four fatalities.

Operations after September 11, 2001 marked the next turning point for Army Aviation. Harsh environments and unfamiliar territo-





U.S. Army helicopters providing support for U.S. ground troops fly into a staging area fifty miles northeast of Saigon, Vietnam in this 1966 file photo.

ry in Afghanistan and Iraq took a heavy toll on Aviation assets, and the understandable learning curve and high OPTEMPO set safety back to late-1980s levels. In just two years, Class A accidents and the associated accident rate quadrupled from the 2000 low.

In response to the alarming rise in accidents and fatalities, GEN Richard Cody, then Army Vice Chief of Staff, sent a prescriptive note to Aviation leaders. In it, he outlined several recurring factors in Aviation mishaps, including "poor weather decisions, inappropriate crew mix, inadequate air mission briefs, stressed maintainers attempting to keep pace with OPTEMPO, ill-advised single-ship missions, and compressed training and preparation timelines prior to deployment."

Cody also instituted a change requiring mission briefing officers to be pilots-in-command, hand-selected and designated in writing by the battalion commander. Briefing officers were to be selected based upon their Aviation experience and qualification and currency in the mission profiles they were to brief, while also possessing the ability to quickly assess and apply risk mitigation techniques for the mission and crew.

This directive would become a permanent fixture in the mission approval process. Yet, it would take more than five years before signifi-

cant gains were made in combating Aviation accidents.

Where Are We Now, And Where Do We Go From Here?

Despite high OPTEMPO and short dwell times between deployments, Army Aviation is nearly back on track, with the lowest accident rates recorded since the beginning of Operation Enduring Freedom. Dedicated Soldiers, seasoned Aviation leaders and improvements in technology all have contributed greatly to this success. Pilots, non-rated crewmembers, maintainers, fuel handlers, air traffic controllers and other Soldiers with multiple combat deployments under their belts now comprise the majority of Aviation personnel.

Many of today's leaders have commanded companies, battalions and even brigades in combat and continue to skillfully lead Aviation based on their past experiences and firsthand knowledge of what it takes to be successful in and out of combat.

Multiple deployments and lessons learned, passed down from one unit to the next during rotations, have created a truly resilient, formidable and ready Aviation force. And modernization of the fleet through the AH-64 Block III, CH-47F and UH-60M programs, combined with monitoring and sustaining aircraft health, have provided crews with unprecedented situational awareness.

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SPC Douglas Davis directs an AH-64 Apache helicopter off the airfield at Camp Taji, Iraq, Feb. 11, 2010. Davis is a crew chief with Co. C, 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div., U.S. Division-Center.

DOD PHOTO BY LANCE CPL JUSTIN DAVIS, U.S. MARINE CORPS



SPC Jeremy Stocks, a UH-60 Black Hawk helicopter crew chief assigned to 1st Bn., 214th Avn. Regt., 12th Cbt. Avn. Bde., during a pre-flight run up of a UH-60 Black Hawk helicopter at Camp Delaram II, Afghanistan, April 22, 2011. The battalion provides aero medical support for the International Security Assistance Force within their area of operations.

Now, the challenge will be sustaining our proven track record. To do so, I believe it is critical that we “stick to the basics.”

The Basics

First, what we have learned must be handed down to the next in line. An unfortunate human tendency is to repeat mistakes already made in the past. Documenting details on paper, reviewing policies and procedures and educating Aviators on lessons learned all help to limit the repetition of past mistakes.

Second, as senior Aviation leaders depart the Army, knowledge transfer through mentorship and other concerted efforts must happen to ensure preservation of proven methodologies and ways of conducting business.

Third, Aviation units and leaders must adhere to basic principles that have proven successful, including the mission approval process, and enforce a disciplined approach to following regulations and guidelines.

Finally, we must never accept a status quo in terms of acceptable accidents. Once an accident goal is met, we must set another to keep our force moving forward. Only then can we create a safer work environment for our crews and Aviation personnel.

Combating Human Error

Human error has been identified as the primary contributing factor in more than 80 percent of Aviation accident investigations. Consequently, this area is where carefully constructed safety programs will pay the highest rewards.

Combating human error should be targeted to overcoming overconfidence and complacency, assessing and training aircrew coordination, properly assessing risks associated with any given mission, and ensuring sufficient mission planning is completed for each and every mission.

Platform Issues

Looking at aircraft-specific issues affecting Aviation safety, H-60 and H-47 platforms have proven most challenging in recent years. Crews operating these aircraft have struggled with degraded visual environments (DVE), particularly dust landings, in addition to loss of situational awareness, typically from a release point inbound to a landing zone.

While we are working to alleviate these issues through technology, local commanders must prepare their crews for DVE and develop internal cockpit communication methods designed to prevent loss of situational awareness.

Leadership Is Key

Overall, the key to preventing a return to Vietnam-era accident rates is continued leader engagement and initiatives, both of which will make a difference in our Aviation formations.

At the end of the day, much of what Army Aviation does to address these issues requires old-fashioned discipline that must be reinforced at all levels, from the sergeant conducting maintenance on the flight line to the command sergeant major and brigade commander showing their subordinates what right looks like.

Aviation leaders who instill a disciplined approach in everything their unit does will reap the rewards of a safer and more capable force. The conditions we set today will determine the safety and readiness of our force tomorrow.

Above the best, and remember, Army Safe is Army Strong!



BG William T. Wolf is the director of Army Safety and commanding general of the U.S. Army Combat Readiness/Safety Center; and LTC David S. Fleckenstein is with the Air Task Force, U.S. Army Combat Readiness/Safety Center, Fort Rucker, AL.

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The 281st Assault Helicopter Company is the progeny of a storied lineage; a pedigree that dates back to the days of the U.S. Army Air Force during World War II.

Operation CARPETBAGGER saw the 801st Bombardment Group flying PSYOPS and other nocturnal missions deep into the Continent.

Re-designated later as the 492nd Bombardment Group, the unit became known simply as the Carpetbaggers.

A direct ancestor found in the Pacific Theater was COL Phil Cochran's 1st Air Commando Group which spawned the 2nd and 3rd ACGs.

It was the Air Commandos who effected the first heliborne rescue of a downed aircrew from behind enemy lines using a Sikorsky R-4 helicopter.

The torch lit by the Carpetbaggers and Air Commandos in World War II was carried proudly by the Intruders in Vietnam.

Yet "Hell From Above" has gone from the fetid jungles of Southeast Asia to the rugged mountain wastes of Afghanistan, as a new generation of Intruders keeps alive the flame of Army Special Operations Aviation.

And it is this generation who must now bear the responsibility of living up to the credo of Phil Cochran's 1st ACG, "Any Place, Any Time, Any Where."

Mark Albertson

The U.S. Army's First Special Operations Helicopter Company

By COL (Ret.) John W. Mayhew

The 281st Assault Helicopter Company (AHC) "Intruders" was stationed at Nha Trang, Republic of Vietnam 1965-1970. The 281st AHC was the first US Army Helicopter Company organized and trained as a Special Operations Aviation unit in the Republic of Vietnam.

It was situated inside the Special Forces Operating Base (SFOB) and placed under operational control (OPCON) of 5th Special Forces Group (Airborne) and Detachment B-52, Project Delta, a special operations augmentation unit that conducted strategic reconnaissance and other clandestine operations throughout the country of South Vietnam.

The 281st trained with and supported the Military Assistance Command Vietnam (MACV) RECONDO Training Center in Nha Trang and, in its later years, provided support for all major commands (MACOMs) within the II Corps tactical zone.

The 281st AHC is considered by the U.S. Army to be the legacy unit for today's special operations aviation units and, as a result, in 2010 was officially made a part of the U.S. Army Airborne and Special Operations Museum.

On March the 25th, 2011 at the headquarters of the U.S. Army Special Operations Command at Fort Bragg, the Intruders were once again recognized as the Legacy unit of the 160th Special Operations Aviation Regiment (Airborne)(SOAR(A)), the Army's current Special Operations Aviation unit.

The Intruders have a rich history and involvement in Special Forces Operations and Special Operations.

A Second Life

In 2010 the Intruders went back to war! In August of 2010, the commanding officer of Company G, 2nd



Ed Haas, vice president of the 281st Assault Helicopter Company Association and LTG John F. Mulholland, Jr., commanding general of the U.S. Army Special Operations Command, discuss the stories surrounding CW3 Leslie's hat at Fort Bragg, NC last month.

Battalion, 10th Combat Aviation Brigade, 10th Mountain Division invited several former Intruders to Fort Drum, NY to meet with current unit members to discuss their selection of the "Intruder" call sign for their upcoming deployment to Afghanistan. In addition the unit designed their unit patch around the 281st unit patch using the 281st "Hell From Above" as their unit slogan.

As a part of Task Force Night Hawk, Co. G now provides aviation support to in-country Special Forces units using their Black Hawks, attached Apaches and attached Medical Evacuation helicopters. The company, without the attached units, is a smaller version of the 281st and one might say that it is a "mean and lean" organization.

Continued on page 49



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Re-Discovering the M-139 Air Volcano

By LTC Erik O. Gilbert

An Air Volcano UH-60 Blackhawk from the 2nd Bn., 2nd Cbt. Avn. Bde., demonstrates mine dispersal capabilities over local vegetation during a capabilities exercise in Sept. 2010.



U.S. ARMY PHOTO 2246 P40

With the focus of the Army on counter insurgency operations in Iraq, Afghanistan, and elsewhere, the words “Air Volcano” have dropped out of the vocabulary for the majority of Army Aviation to the point where it has become a forgotten capability. Early in 2010, the 2d Infantry Division (2ID) Commander, MG Michael S. Tucker, directed 2nd Combat Aviation Brigade (2CAB) to re-operationalize 2nd battalion’s UH-60 mounted Air Volcano capability, thereby initiating an 8 month research and training program.

The effort paid off with a demonstration to the 2ID CG and Republic of Korea (ROK) aviation CG during a recent capabilities exercise (CAPEX) of real time Air Volcano employment in a task force configuration; thus making the Air Volcano capability a viable option for the commander of U.S. Forces, Korea (USFK).

Requirements

As MG Tucker assessed the array of available options in the US and ROK military capabilities on the peninsula, he realized that the long dormant M-139 Air Volcano system would provide a welcome capability to rapidly emplace a temporary minefield anywhere across the potential battlefield to stem any sudden enemy armor column penetrations that might occur.

The M-139 Air Volcano system mounts on the sides of the UH-60 in four large racks that hold 160 canisters (40 canisters per rack) of anti-tank and anti-personnel mines.

In the optimum profile, a 1,100 meter long by 270 meter wide minefield can be emplaced in about one minute consisting of 960 mines that can self-detonate either when activated or at preset self destruction times.

While not a concern in the OEF/OIF theaters, the threat of an armored attack still exists as a real possibility in Korea and is at the core of the 2ID requirement and motto to be ready to “Fight Tonight.”

De-mothballing

The effort began with tracking down all the long stored M-139 Air Volcano racks, mounts, wiring, control interfaces, and firing computers.

A number of significant modifications to the UH-60 fleet since the last Air Volcano use required research on how to mount and install the required hardware. Additionally, it took weeks to track down all the hardware – much of it unique to the M-139 system. After months of effort by all levels of the battalion, all three systems were able to be mounted on their respective UH-60s.

Integrated Planning Process

The next stage began with weekly working group meetings that incorporated battalion, brigade, and division level maintenance, planners, engineers, safety, standardization, and armament personnel tied in via video-conference (VTC) since all were dispersed across the Korean peninsula.

Significant planning hurdles included determining the qualification and requirements process for the aircrews,

loading and arming procedures, understanding the limitations of the variety of training rounds, and developing an employment concept that afforded the highest success rate while protecting the aircraft and aircrew from enemy fire.

Subsequent to these efforts, several timelines were established for the qualification of the initial aircrews and a CAPEX to the 2ID and ROK leadership for a real time demonstration of the full capability. This timeline added urgency to the process as several key dates were driven by range and training area availability and were not flexible.

Two typhoons and several local flooding events further severely impacted the time left to complete the training and qualifications, but the Air Volcano team found a way to get it done in time.

TF Volcano Concept

In order to provide the best mission success probability and protection for the Air Volcano aircraft and crew, we created TF Volcano. At a minimum, this consists of 2 AH-64Ds as the attack weapons team (AWT), a downed aircraft recovery team (DART) UH-60, and the Air Volcano UH-60.

Optionally, we add a CH-47 or UH-60 refueling aircraft and/or additional Air Volcano UH-60s, depending on the minefield requirements for size, density, and location.

The AWT confirm the security of the intended minefield location and provide continuous security for the Air Volcano aircraft as it emplaces the minefield, when it is most vulnerable to enemy fire due to the emplacement profile.

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A UH-60 Blackhawk from the 2nd Bn., 2nd Cbt. Avn. Bde., disperses mines from its Air Volcano system during a capabilities exercise in Sept. 2010.

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Aircrew Training and Qualifications

Aircrew training and qualifications were based on a thorough assessment of the requirements by the 2-2 Assault Battalion standardization section, consisting of CW3(P) Stan Turnage and CW3 Ernie Hill both of whom had previous Air Volcano qualification experience with the 101st and 82d CABs.

Achieving the required aircrew qualifications was the priority milestone of the entire program and this was achieved just in time to execute the planned CAPEX. Training included utilization of TF Volcano with the AH-64 AWT escort, a DART UH-60, CH-47 FATCOW two-point refuel

points, arm/de-arm teams, 2ID engineers, and ground observation teams.

Volcano Readiness Condition (VOLCON) Levels

Timing of the minefield emplacement operation is a critical component of the planning process and must involve intelligence, engineers, and air volcano aircrews to successfully emplace the minefield at the right location and time without exposing the aircrews to unnecessary risk from the advancing enemy forces which are likely to include substantial air defense assets.

We developed Volcano Readiness Condition (VOLCON) levels to clearly delineate to the higher level staff

planners the amount of time it takes to progress through the various stages of readiness for a mission.

The least ready stage is VOLCON 5 where the aircraft do not even have the racks or other hardware mounted and advance through the hardware mounting, mine installation, and mission planning timelines up to VOLCON 0 where the aircraft has the system mounted, mines are loaded, the mission is planned, and the aircrew is onboard with the aircraft at idle awaiting final mission approval.

CAPEX

All the planning and training paid off in late September 2010 as the 2d CAB TF Volcano was able to successfully demonstrate a full speed minefield emplacement operation with the entire TF Air Volcano to the 2ID commanding general, the ROK aviation commanding general (MG Bae M.H.), and numerous other key U.S. and ROK commanders and staff planners.

The CAPEX included a mine loading and arming demonstration, CH-47 FATCOW FARP demonstration, a tactical situation briefing, and the full speed execution of the AWT securing of the minefield location with DART UH-60 in tow, followed by the Air Volcano aircraft dispensing 98 canisters of training mines in a single pass.

In addition to highlighting the capability to the U.S. and ROK leaders and planners, the CAPEX was an important tool to allow these same officers to understand what it takes to employ the system safely and what planning is required to support the effort.

What's Next

The planning and training process doesn't stop there. We will continue to refine the plan, train and qualify aircrews, and move into the multi-ship NVG minefield emplacement operations. Additionally, we have taken the TF Volcano briefing on the road to show our ROK and U.S. counterparts how the system works and what planning factors need to be considered for employment.

The effort to plan and train with our ROK allies is critical, for as we say here in Korea – “Katchi-Kapshida!...We Go Together.”



LTC Erik O. Gilbert is the commander, 2nd Bn., 2nd Cbt. Avn. Bde., K-16 Air Base, Republic of Korea.



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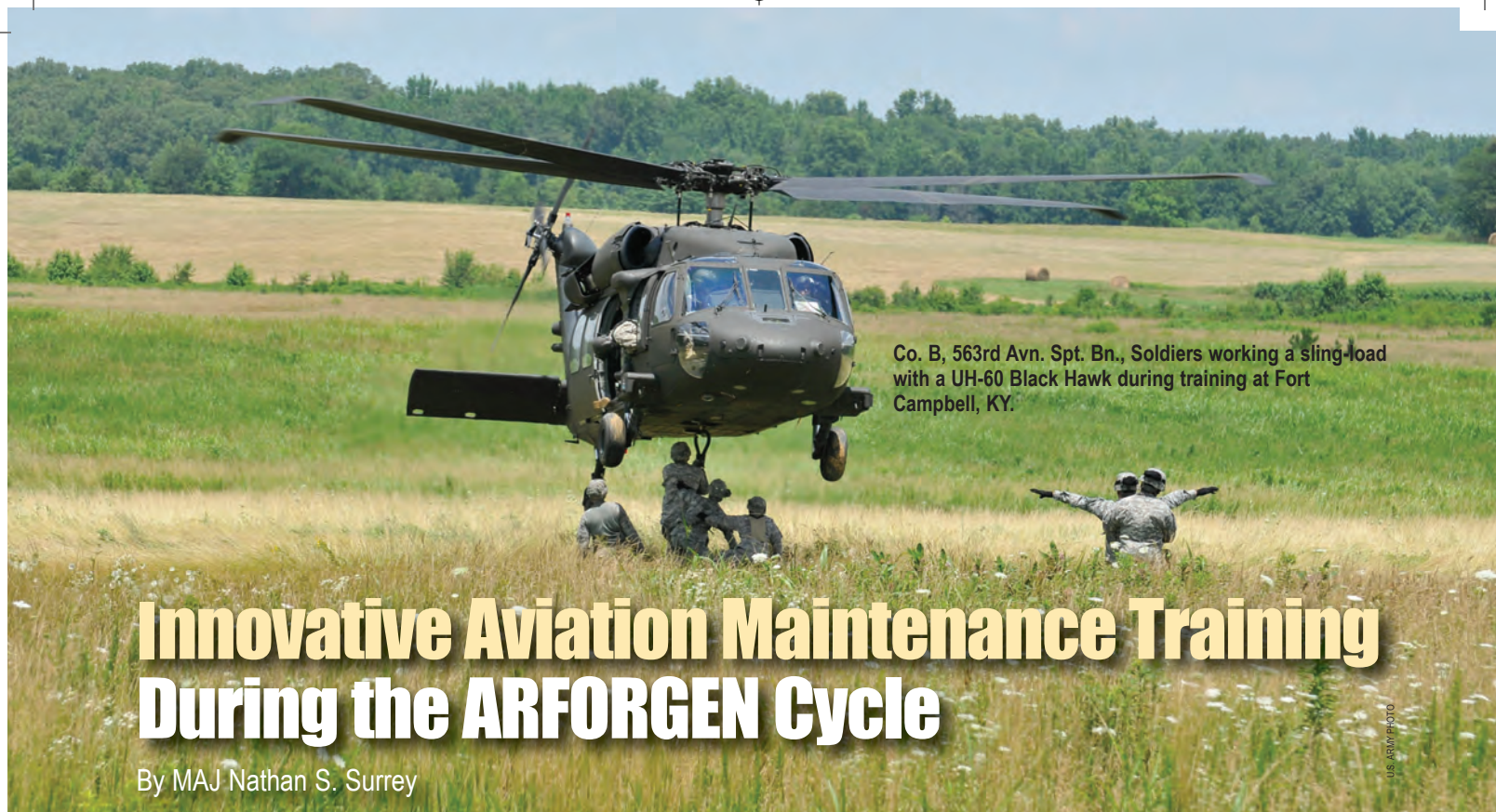
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Co. B, 563rd Avn. Spt. Bn., Soldiers working a sling-load with a UH-60 Black Hawk during training at Fort Campbell, KY.

Innovative Aviation Maintenance Training During the ARFORGEN Cycle

By MAJ Nathan S. Surrey

During the Army Forces Generation (ARFORGEN) cycle, commanders struggle to balance providing Soldiers with quality family time, managing personnel turnover, and maximizing scarce training resources in order to prepare units for their next combat deployment.

The aviation intermediate maintenance (AVIM) company faces the unique challenge of sustaining the efficiency and experience gained in combat. Soldiers conduct scheduled maintenance, unscheduled maintenance, downed aircraft recovery, and battle damage repair to sustain a combat OPTEMPO rate seven times greater than home station.

The aircraft national Reset program coupled with a drastic decrease in flight hours severely limits aircraft maintenance opportunities for the AVIM in garrison. However, by utilizing innovative and creative thinking, maintenance

managers can discover a wide variety of training opportunities while minimizing cost during the ARFORGEN cycle.

This article will discuss the successful implementation of phase maintenance support by Fort Rucker, AL, executing complex Downed Aircraft Recovery Team (DART) training, coordinating Mobile Training Teams (MTT) which conduct refresher training and advanced certifications, and outsourcing backshop personnel to utilize their skills for unique projects in support of other agencies.

Mitigating RESET Impacts

After completing 72 phases during a 12 month deployment to Afghanistan in 2009, the AVIM's phase capability drastically degraded as a result of personnel turnover and lack of organic aircraft due to the national Reset program. As a result, Company B, 563rd Aviation Support Battalion (ASB), 159th Combat Aviation Brigade, at Fort Campbell, KY did not perform a Phase in over five months after redeployment.

To rectify this problem, Aviation Center Logistics Command (ACLC) at Fort Rucker agreed to release a UH-60A and AH-64D to the 563rd ASB for phase maintenance. Fort Rucker aircrews flew these airframes to Fort Campbell along with a robust parts package.

The company conducted these phases with the understanding that it would take significantly more time in terms of calendar days when compared to DynCorp contractors at Fort Rucker. DynCorp phase teams execute a 24 hour, 7 day a week work schedule. In order to maximize family time and conduct physical fitness, B/563rd ASB phase teams worked approximately 8 hours a day, 5 days a week. In terms of actual man hours, the AVIM completed both phases within the Fort Rucker standard.

The age of these airframes created a vast variety of training opportunities for every MOS in the AVIM. In terms of cost, Soldier man hours are free considering they would most likely be sitting idle without these phases.



Soldiers from Co. B, 563rd Avn. Spt. Bn., conduct DART training at Fort Campbell, KY.

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Company B (AVIM), 563rd Avn. Spt. Bn., 159th Cbt. Avn. Bde., Task Force Fighting.

Additionally, by outsourcing phases, Fort Rucker gained more bank time for their aging helicopter fleet.

Leadership from Aviation and Missile Life Cycle Management Command (AMCOM), Fort Rucker, and Fort Campbell viewed this cooperative effort as a huge success.

They highly recommend other combat aviation brigades (CAB) continue this relationship with Fort Rucker to facilitate AVIM phase repetitions that are otherwise scarce during a short dwell AFORGEN cycle.

DART Training a Priority

While efficient phase maintenance remains a constant priority for CABs in combat, the AVIM must also maintain a highly trained DART as a parallel priority. Unfortunately, CAB commanders face the reality that DART operations are not a “if it will happen” scenario, rather “are we prepared when it happens.” DART personnel must conduct versatile training at home station to prepare for aerial and ground recovery of multiple airframes; both fixed and rotary wing.

During the 159th CAB’s last deployment to Afghanistan in 2009, AVIM DART personnel recovered or destroyed six downed aircraft outside secure compounds.

Crawl, Walk, Run

The crawl phase consisted of rigging the CAB’s organic airframes utilizing the Unit Maintenance Aerial Recovery Kit (UMARK) and Interim Unit Maintenance Aerial Recovery Kit (I-UMARK). When a helicopter was work ordered to the AVIM for scheduled maintenance, DART NCOs took advantage of the opportunity. The attack and lift platoons conducted multiple rigging iterations with the AH-64D Apache, OH-58D Kiowa Warrior, CH-47D Chinook, and UH-60 A/L/M Blackhawks.

The walk phase consisted of sling hook training with UH-60M Blackhawks from 4th Bn. (Assault), 101st Cbt. Avn. Bde., utilizing a 2,000 lbs concrete sling block.

The run phase consisted of the actual rigging and the aerial recovery of a decommissioned UH-1 Iroquois “Huey” located on Fort Campbell’s “back forty” training reservation.

The DART capstone consisted of two ground recoveries and two aerial recoveries of a decommissioned AH-1 Cobra and Russian Komov KA-29 helicopter while participating in the CAB’s intensive training cycle field exercise at Fort Bliss, TX. Numerous DART training exercises

spaced over five months allowed personnel across several skills sets to gain proficiency in DART operations.

Backshop Training Challenges

By far the greatest challenge the AVIM faced during the ARFORGEN cycle is obtaining sufficient maintenance opportunities for backshop personnel: the troubleshooting and repair of communication, radar, electrical, airframe, hydraulic, power train, and power plant systems.

AVIM leadership tackled this demand in multiple ways.

First, personnel were outsourced to Fort Campbell’s Aviation Logistics Management Division (ALMD).

Soldiers gained valuable maintenance experience while working side by side with depot level repair contractors performing national reset on aviation components.

Second, MTTs from Fort Eustis, VA and Fort Gordon, GA traveled to Fort Campbell to provide schoolhouse refresher training and advanced certifications on the UH-60M and CH-47F airframes several aviation Military Occupation Specialties (MOS).

Finally, the AVIM volunteered personnel to help other agencies at Fort Campbell. Soldiers refurbished aging components on museum aircraft static displays and transformed the UH-1 Iroquois DART helicopter for use as a gaming console for a newly constructed USO at Fort Campbell.

Sustaining a proficient AVIM during the AFORGEN cycle is extremely challenging. However, with outside the box planning, training opportunities are limitless. Training and Doctrine Command (TRADOC) units across the Army are more than willing to help train the warfighter in a multitude of ways.

Numerous civilian agencies on post are willing to outsource Army manpower to accomplish missions that would otherwise be impossible due to funding shortages.

The end state speaks for itself. The training received drastically decreased the learning curve for the AVIM’s Soldiers in combat. Co. B, 563rd ASB is currently providing the 159th CAB with world class aviation maintenance support while deployed to Kandahar, Afghanistan in support of Operation Enduring Freedom.



MAJ Nathan S. Surrey is the commander of Co. B (AVIM), 563rd Avn. Spt. Bn., 159th Cbt. Avn. Bde., Task Force Fighting, in Kandahar, Afghanistan.

CCAD Returns OH-58D Armed Scout Helicopter to the Fight

By Mr. Edwin J. Mickley

A much-needed OH-58D Kiowa Warrior will soon be deployed. MG James E. Rogers, Aviation and Missile Life Cycle Management Command (AMCOM) commanding general, handed over the newly repaired KW's log books to the 3rd Infantry Division's 3rd Sqdn., 17th Cav. Regt. commander, LTC Mike Demirjian, during an April 19 ceremony at Opryland's Gaylord Hotel, Nashville, TN. "Receiving this aircraft today gets me back to a healthy point where I actually have the aircraft I need to train my new aviators," said Demirjian.

This is the second OH-58D crash battle damaged helicopter repaired by Corpus Christi Army Depot (CCAD), a crucial program to increase the number of Kiowa Warriors at a time when cost-effective measures are critical to support the war effort.

"This is all about getting aircraft back into the hands of Soldiers," Rogers said during the handover presentation. "We are making sure that those battle crashed aircraft that would normally be scrapped, are put back together because we don't have any more 58's. There is no production line. This is all about taking care of our Soldiers and getting aircraft back in the fight."

The Kiowa Warrior has logged more than 600,000 combat hours between Iraq and Afghanistan, where it battles sand, snow and high altitudes. Used extensively in Afghanistan, the OH-58 Kiowa Warriors are in short supply due to their previously proposed phase-out and replacement by the Armed Reconnaissance Helicopter, a program that has since been cancelled. The OH-58 production line ended in 1999.

CCAD, along with the Armed Scout Helicopter Project Office, AMCOM, Aviation and Missile Research, Development & Engineering Center, and Bell Helicopter, inducted the crash damaged OH-58D aircraft in 2008.

"We chose to use the depot, they have the tooling, the artisans that can



Corpus Christi Army Depot's before-and-after OH-58D Kiowa Warrior Crash Battle Damage display took the spotlight during the Army Aviation Association of America's annual forum held at the Gaylord Opryland Hotel, Nashville, TN, April 17-20.

make the parts needed to build these Kiowa Warriors," said LTC Scott Rauer, project manager for Armed Scout Helicopters. "They delivered the first aircraft last October-it looked beautiful and flies great."

"The bird you see here, 218 parts on this aircraft alone, structural parts, were made at the depot," said COL Christopher B. Carlile, CCAD commander. "When you talk about source of supply, the source of supply is Corpus Christi Army Depot." "Basically, 10 percent of the aircraft is the original structure, 90 percent is brand new," Carlile said.

The helicopter passed several major processes as it was repaired: on arrival, it was inspected and added to the repair schedule. Then it was torn down and examined and analyzed for what it needed. The engine, transmission and components were removed and sent to different shops for repair and the structure was examined to see what needed to be done and a plan of action was worked up.

"We shipped one to CCAD that came off of our rotation just knowing that when we put it in that container we didn't think we would ever see it again," said CW2 Deanne C. Murawsky, a 3-17 Cav. KW pilot.

"But to be here and to see what they have done and to know that there's a chance that we'll get our helicopter back in the future is absolutely incred-



MG Jim Rogers, commanding general of the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM), hands off the logbooks for the newly repaired OH-58D Kiowa Warrior from Corpus Christi Army Depot to LTC Mike Demirjian, 3rd Infantry Division's 3-17 Cav. commander and the crew chief, SFC John Smith, during the Army Aviation Association's Annual Forum in Nashville, TN.

ible," Murawsky said.

"Our artisans know that the soldiers need these aircraft," added Carlile. "The depot is working to get the aviators the helicopters they need for their mission."

The Project Manager instituted the CBD repair program as part of the Army's effort to reduce platform sustainment costs and contain the expense of replacing aging helicopters.

"Corpus Christi took this mission on and you can see what the results are," said Rogers. "These soldiers, pilots are going to take this aircraft and they're going to deploy it and it will do everything a 58 was able to do before that."



Ed Mickley is the public affairs officer at Corpus Christi Army Depot, TX.

Ask The Flight Surgeon



Flight Physicals While Deployed

By Dr. (MAJ) Joseph Puskar

Q: I belong to a Unit that is deployed overseas in an austere combat environment. What are my options for completing a flight physical in the deployed location, or if I am serving as a civilian contractor flying U.S. Army aircraft in such a location?

FS: The preferred course of action is still to complete a standard, complete annual flight physical in your birth month window that opens ninety days before the end of your birth month, and ends the last day of your birth month.

A single thirty-day extension is authorized if begun before the end of your birth month, and if you are unable to finish the physical before the end of the ninety-day window.

If for any reason you are not able to fulfill all the requirements for either an interim (short) or comprehensive (long) annual physical (for example: a laboratory test or specific eye exam is not available where you are deployed), a physical can be submitted to the U.S. Army Aeromedical Activity (USAAMA) as "Deployed Incomplete" by your

flight surgeon, and you will have ninety days after you return from the deployment to get the missing items entered and the physical sent to USAAMA as complete by your home duty station flight surgeon.

For the civilian contractor pilots the above time windows for flight physicals apply as well as the following options according to AR 95-20 (1 March 2007), (and DCMA INST 8210.1, AFI 10-220, NAVAIRINST 3710.1F, COMDTINST M13020.3 DCMA-AO): (Contractor's Flight and Ground Operations):

4.3.5. Medical Qualification Requirements.

4.3.5.1. Except as described in paragraphs 4.3.5.1.1 and 4.3.5.1.2, contractor pilots need an annual FAA class 2 flight physical (either from an FAA certified military flight surgeon or an FAA certified civilian physician).

Unless an FAA class 2 physical is required for their FAA flight certificate, non-pilot crewmembers may receive either an FAA class 2 or military flight physical annually. (Exception: crew chiefs and loadmasters require a military or FAA class 3).

4.3.5.1.1. Army contractor pilots will have the option of maintaining either a current (annual) Federal Aviation Administration (FAA) Class 2 medical certificate or an Army Class 2 Flight Duty Medical Examination (FDME).

Army Aeromedical Surveillance is an integral part of Army Aviation Risk Management. Therefore, contractor aircrew who opt for the FAA certificates must submit a copy of the certificate, with any applicable Certificate of Demonstrated Ability (SODA) or FAA waiver, to AAMA and give permission to the FAA to provide their medical information to the U.S. Army Aeromedical Activity in order to continue population-based medical surveillance and ensure risks to flight safety are minimized. The aforementioned information must be mailed to USAAMA, ATTN: MCTX-AER, Building 301, Andrews Avenue, Fort Rucker, AL 36362; or faxed to commercial 334-255-7030 or x 7060 (DSN 558); or scanned and e-mailed to aama@amedd.army.mil.

In summary, civilian contractor pilots can fly in combat-deployed locations on either an FAA Class 2 physical from a military or civilian aeromedical examiner, or an Army Class 2 flight physical from an Army flight surgeon that is more detailed in most respects than the FAA Class 2 physical.

Safe flying and see you at the flight line!

Doc Puskar

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to AskFS@quad-a.org. Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues. As always, fly safe! The views and opinions offered are those of the author and researchers and should not be construed as an official Department of the Army position unless otherwise stated.



Dr. (MAJ) Joseph Puskar is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, AL. This is his first contributed column and we at ARMY AVIATION welcome him aboard.

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Aircraft photo provided courtesy of Pfc. Nathan Booth

AAAA Membership Memo



Velox et Mortifer

By CW5 Mark W. Grapin

The title line for this month's article will mean little to most – but means the world to the alumni of the First Squadron of the 18th U.S. Cavalry. Much as the word “Destiny” causes anyone with a Screaming Eagle on their shoulders to pause, these three Latin words conjure memories of herding M-model Hueys (one never actually hovers the Huey gunship), and the rhythm of the 540 shuffle.

If any of this has to be explained, stop by your local Aviation Museum, and ask the seasoned Warrior with the gray temples standing in front of the Hotel Bell what it means to sleep under a main rotor blade nearly as wide as the fuselage of the aircraft suspended beneath it.

For CW5 John M. Harris – who has been on continuous flight status in one Compo or another of our Army for the last forty years – the Stetson, spurs, and all things Cav mean something more. John first joined our Association in April 1971 as he was completing his primary flight training at Ft. Wolters, TX. He now stands alone as the last Army Reserve UH-1H Instructor Pilot still on active flight status, and instructing in Hueys.

With 26 of these – gosh, how to describe a Huey in simple elegance – spread across the country, and seven alone at the National Training Center in California, John finds his services in constant demand. There appears no truly graceful way for the Army to support this – shall we say, Legacy aircraft – and the Army finds itself now desperately short of UH-1 instructor pilots and maintenance test pilots.

John does the business of the Army from his post at Ft. Hunter Liggett (FHL), CA where he also serves as the de facto G-7 Aviation Officer.

With a single, remarkable career spanning what would ordinarily be two full careers, John confided he can now see the parking ramp from his position in the traffic pattern.



CW3 Jason Lonergan (left in photo) presents a pin commemorating 40 years of continuous membership to CW5 John M. Harris (right) during a luncheon

at the 2011 AAAA Annual Professional Forum & Exposition in Nashville, April 18, 2011. Harris currently serves as a UH-1H instructor pilot with the 91st Division (Training) at Ft. Hunter Liggett, CA.

As a young PV2, I was in awe of Mr. Harris – an institution among his pilot peers, ever sharp in the tactics and regulations which governed his world. I occasionally refueled, or topped off a gearbox, of some aircraft he was flying. As a Specialist-4, my admiration for Mr. Harris was broadened as I was assigned to be his newly-minted crew chief. He was among the first to ensure I got some bootleg stick time, and that my lunch was always paid for – a tradition I gladly fell in on when I pinned on the bar a year or two later.

Now as a fellow CW5, words fail my appreciation for his service and expertise, and I was inconsolable as I watched a 40-year AAAA Membership pin being affixed to his lapel during a luncheon ceremony at our Annual Professional Forum and Exposition in April.

Perhaps most astounding, is the consistency with which John – and each of his peers – views our current and next generation of Aviation heroes. It is they who are in awe of this newest crop of stripes and bars on our ramps and in our hangars.

It is this closed and continuous

loop that is the essence of our professional association, and the very spirit of the Army Aviation Association of America. And whether the motto of the unit is in Latin, or translated to English, it is always understood and abided. For John and I, it remains “*Swift and Deadly.*”

Trust Your Sergeant Major

Our Annual Professional Forum – convention, if you will – is always punctuated by those remarkable events that never quite made it onto the published fold-out calendar.

Mine said that on the second business day of the forum, I would chair a meeting of the Membership Committee. But just as I was stirring my second cup of decaf coffee (I know, what's the point?), I was told, “The sergeants major have all asked for a few minutes alone with the Association President.” Switch to caffeinated – quickly! I just knew this would bounce into my lane before alighting to BG (Ret.) Wolfe's inbox, so I offered to host this august body in the Membership Committee meeting.

It matters not that I've outranked every command sergeant major in the Army for more than two decades – that mere technicality does absolutely nothing to console the gravity of potential outcomes of such a meeting which rates right up there beside seeing red lights in the rearview mirror or a round brown coming out of a mess hall: Someone's doing pushups or writing a check, and it sure won't be the guy with the heavy sleeves.

CSM Tod Glidewell – the Aviation Branch Command Sergeant Major – had more than a dozen command sergeants major from nearly every combat aviation brigade in tow that afternoon. They each wanted to listen as much as to be heard, and their message was unified in their concern that Quad-A may have become long on hooah, but short on dooah, when it comes to meeting the needs of the Aviation Soldier and their families.

On the heels of my public comments that morning that we had turned some critical corners, and were working hard on shaping the face and focus of our Association to serve our community on a holistic scale, CSM

Glidewell and company were prepared to listen to how we intended to bow this progress line upward, and to make suggestions on how to keep us on track for long-term success.

My commitment to these senior-most enlisted members was to ensure we put stripes in key positions in each of our committees; and to be sensitive to the status the backbone of the Aviation corps had earned in everything from structuring breakouts sessions to orchestrating the acceptance of our national-level awards.

I also extended my personal commitment to making myself available to each of them and their subordinates to the greatest extent practicable for everything from assistance in writing Quad-A award nominations, to simply picking up the phone or answering their email questions.

The reciprocal commitment of these sergeants major – separately and collectively – was to represent this desire to their ranks in broadcasting this message of service to their enlisted constituencies and a sincere effort to correspondingly grow the enlisted membership numbers as a result.

We have indeed turned some significant corners under each of the last few Quad-A presidents. The trend is clear in commitment to represent our entire Aviation community – and to break the paradigm that our professional association is anything less. I ask that you give your command sergeant major or first sergeant a few moments of your time, when they ask to which professional association you belong.

They'll likely have notepad and pen in hand, ready to hear your input on how to make our Association better, and our Branch the foremost in the Army – and you'll have their commitment to tap that morse code out on

the short-wire directly to the senior-most leadership of our Association, who each understand what it takes to put that message in the hands of our Army leadership – the same leadership who shape our formations, structure our flight ramps, and guide our mission sets as we serve our Nation.

There's a finite term to this initial wave of trust and I have to work hard in the next several months to set patterns of living to my end of this bargain with the command sergeants major.

Continued Progress in Major Membership Initiatives

The hour we had set aside for the Membership Committee meeting on 19 April never saw us review the previous minutes, nor review old business – with so much new business being requested by the command sergeants major. By any measure, the meeting was constructive in the form it took, and we agreed to meet by teleconference each month to continue in earnest.

The Virtual State-Centric (VSC) Chapter program is now in full beta test in Wisconsin, and we're glad to have so much active support in the Badger State.

The Dual Life Membership Program with the U.S. Army Warrant Officers Association (USAWOA) is nearly ready for launch; and we're working hard on pushing relevant data to our chapters to assist in the management of their membership rosters.

Next month, we'll report on further progress in each of these (and other continuing) initiatives. Each of the membership programs are further described in the AAAA InfoFile, and I welcome your questions at mark.grapin@quad-a.org.

❖❖❖
CW5 Mark W. Grapin
AAAA Vice President for Membership

U.S. Army's First Special Operations Helicopter Company

Continued from page 36



Intruder patch, old Intruder patch, new

Continuing Support

The Intruders of the 281st "adopted" the members of Co. G as their 2010 support company and have been active in providing support to the unit in Afghanistan and to the families left behind in the states.

At Christmas time in 2010 the Intruder family raised over \$3,000 which was used to provide gifts to the members of the unit and the families at home. In addition the 281st web master created an active section of the Intruder website for Co. G and their families where they can post their photos and stories (281st.com).

Several of the Co. G command group and pilots have been provided 281st Intruder hats and in one case there was a hat exchange between this author and CW3 Russell A. Leslie, the company standardization pilot, with a pledge by each to wear each other's hat until the unit returns to the states in the Fall of 2011.

The hat that CW3 Leslie has with him (see photo) has been on each mission that he has flown and the other hat has traveled extensively and recently was present when the 281st was again recognized by BG Kevin W. Mangum, the commanding general of the newly formed Special Operations Aviation Command, at Fort Bragg.

In summary, the legacy of the 281st AHC and Special Operations Aviation lives on and the members of the 281st AHC Association continue to support the Army Aviation community now and into the future.

❖❖❖
COL (Ret.) John W. (Jack) Mayhew is a former commander of the 281st Assault Helicopter Company in Vietnam and a leader and mentor with the 281st AHC Association and Mark Albertson is an award winning historian and a contributing editor for Army Aviation magazine.

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AAAA Spouses' Corner

Family Readiness Groups in Alaska

The 16th Combat Aviation Brigade (CAB), Arctic Falcons, located at Fort Wainwright, Alaska is the northern-most active duty U.S. Army aviation unit. The families of the CAB endure an extreme climate, with snow falling as early as September, temperatures dipping below negative 50 degrees in January, and only four hours of sunlight during the winter months.

How do the "Frozen Chosen" Army families of *The Last Frontier* stay resilient with continuous deployments in such a harsh environment? Simply stated: active Family Readiness Groups, an engaged military chain of command, and extremely supportive local communities. These vital elements help to keep our tight knit "Born In Battle" families positively focused and ready for deployments.

World-Wide Deployments

Currently, the Brigade has several hundred deployed soldiers. 6 Sqdn., 17th Cav. (Attack Reconnaissance Squadron (ARS)) is deployed to Iraq in support of Operation NEW DAWN and Co. C (MEDEVAC), 1st Bn., 52 Avn. Regt.

(General Support Aviation Battalion (GSAB)) is deployed to Afghanistan in support of Operation

Enduring Freedom.

Task Force Denali, a 1-52 GSAB centered unit comprised of soldiers from seven different companies within the brigade, just returned from supporting a humanitarian assistance mission in Pakistan in December and will be redeploying to Afghanistan this summer.

Active, functional and caring Family Readiness Groups, at all levels within the brigade, are crucial to the success of these missions.

Taking Care of Families

To ensure the unit's success, it is important for the deployed soldiers to know their families are taken care of at home in Alaska.

The Family Readiness Groups regularly meet to share information and support each other throughout all phases of the deployment cycle.

Senior brigade advisors, Moe Polhamus and Shellie Vandevoorde, work closely with the command teams and Family Readiness Support Assistants (FRSAs) to foster cohesive teams throughout the brigade.

The FRGs are always looking for innovative ways to share information including using the latest social media outlets like Facebook (in accordance with Public Affairs guidelines of



U.S. ARMY PHOTO, 16TH CAB PAO

course!) The brigade commander, COL Robert W. Werthman's positive outlook and support for the readiness of families has led to a very robust FRG network. Command teams at all levels conduct FRG steering committees to encourage active participation and tout the benefits of volunteerism.

The chain of command is fully supportive of the Army Family Action Planning Conference and is always interested in figuring out how to improve family support.

Tools to Help

The brigade has also fully embraced the Embedded Military &



1-52 Avn. Regt. FRG leadership at Fort Wainwright Volunteer Ceremony; from the left – Amy Stahl, Jennifer Short, Yvette Dudley, Jennifer Snyder, Johanna Knightstep, and Hanna Zerr.



16th CAB FRG leadership (from left) Sadie McCurry, Shellie Vandevoorde, Johanna Knightstep, and the author, Michelle Polhamus.

U.S. ARMY PHOTO BY LTC JOHN KNIGHTSTEP

More Retirements for the Venerable "Huey"

USAREUR & 7th Army

The Joint Multinational Readiness Center (JMRC) formally retired the UH-1H combat helicopters from service in U.S. Army Europe during a retirement ceremony at Hohenfels, Germany on April 27, 2011. In attendance as the distinguished guest was Medal of Honor recipient COL (Ret.) Bruce Crandall who distinguished himself by extraordinary heroism as a flight commander in the Republic of Vietnam, while serving with Company A, 229th Assault Helicopter Battalion, 1st Cavalry Division (Airmobile). Upon their retirement, the aircraft will either be used to erect permanent monuments or be sold for other purposes outside of U.S. Army Europe. The ceremony closed with a fly over of the last four UH-1H aircraft, marking the final U.S. Army flight for the Huey in Europe.

USAACE

Fort Rucker community members and local area leaders gathered at Cairns Army Airfield, Fort Rucker, AL May 17 to bid farewell to a beloved "family member," the UH-1 Iroquois, affectionately known as the Huey. The last three UH-1s operating with the Army out of Fort Rucker were retired during a ceremony at Cairns.

MG Anthony G. Crutchfield, Fort Rucker and U.S. Army Aviation Center of Excellence commanding general, described the ceremony as a "family reunion." "Many of us cut our teeth on this aircraft learning to fly," he said. "It has a special place in our hearts. Thank you for your outstanding 52 years of service." Crutchfield then introduced CW4 Larry Castagneto, a safety officer with the 1st Aviation Brigade who flew the UH-1 in Vietnam, who spoke about "that beautiful lady." "And as the sun sets today, if you listen closely, you will hear that faint whop, whop, whop of our mother speaking to all her children, past and present, who rode her into history in a blaze of glory," he continued. "And she will be saying to us, 'I am here, I will always be here with you. I am at peace, and so should you be; and so should you be.'"



Medal of Honor recipient, COL (Ret.) Bruce Crandall, checks out one of the last four UH-1 helicopters in U.S. Army Europe shortly before the retirement ceremony at Hohenfels, Germany, April 27.



CW4 Larry Castagneto, 1st Aviation Brigade safety officer who flew the Huey in Vietnam, speaks at the UH-1 retirement ceremony at Cairns Army Air Field, Ft. Rucker, AL May 17.

Family Life Consultant (MFLC) concept and made him a critical part of the team. The MFLC is a non-military, highly qualified and licensed clinical counselor who provides confidential and undocumented short term help.

The MFLC has been an essential link in the sustained support of the brigade's soldiers and family members as he continues to address relationship troubles and stress management.

Another outstanding opportunity which the brigade capitalizes on is the Strong Bonds program. Strong Bonds is a chaplain-sponsored, non-religious, weekend retreat opportunity designed to target different groups such as families, couples and single soldiers.

The all expense paid retreats are held at local resort areas, such as the Chena Hot Springs, and provide a safe and fun environment for everyone to relax, learn about their military lifestyle and take a well deserved break.

Local Community Support

Many local communities are supportive of the military and the Fairbanks North Star Borough is no exception. In fact, in almost 20 years of being around military communities, I have never seen more public support than that provided by the borough which includes the Golden Heart City of Fairbanks and the City of North Pole, Alaska.

The interior of Alaska has a storied military history with a large veteran population and the local communities go above and beyond to show their support to the military. For over 43 years, the Greater Fairbanks Chamber of Commerce has sponsored the Military Appreciation Banquet for our military families. Held every spring, local businesses and organizations sponsor military personnel from Fort Wainwright and Eielson Air Force Base to attend this extravagant event.

The City of North Pole also supports the troops by providing each deploying unit a state and city flag to hang at their forward operating base (FOB), to remind the soldiers that their families in Alaska are being taken care of.

The 16th CAB may have to endure extreme temperatures and multiple deployments, but with strong FRGs, an engaged chain of command, and incredibly supportive local communities, we continue to succeed and thrive in *The Last Frontier*.



Michelle "Moe" Polhamus is the 16th Combat Aviation Brigade Advisor, Fort Wainwright, AK and is the wife of LTC John A. Polhamus, the deputy brigade commander.

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

This year marks the 150th anniversary of a turning point in American history, the War Between the States.

During that conflict, aeronaut Thaddeus Lowe made aviation history with the first electronic air-to-ground communication via telegraph.

In recognition of the contribution to aviation made by the forerunners of today's Army Aviation, we present the story of

The Balloon Corps

By Mark Albertson

The American Civil War featured the first large-scale use of aerial reconnaissance and artillery spotting by the United States Army. Subsequent to the opening guns at Fort Sumter, a number of aeronauts stepped forward to offer their talents to the Union cause. One of the first was John Wise.

In July 1861, Wise inflated his balloon from gas works in Washington D.C. His bag was loaded onto a horse-drawn wagon for the trek to Manassas. Wise planned to reconnoiter southern positions near Bull Run.

On the way, Wise's balloon was torn and slashed by trees. The aeronaut effected repairs and made a tethered ascent near Arlington. He also took up a rifle. John Wise is considered the first to fire a shot in anger from an aircraft.

Another of the North's aerial enthusiasts was John La Mountain out of Troy, New York. On August 1, 1861, the Union steamer *Fanny* was prowling the waters of Chesapeake Bay. On board were La Mountain and his balloon. The aeronaut made a tethered ascent from the man-of-war to reconnoiter Hampton Roads. This was the first use of a manned aircraft from an American vessel.

But La Mountain's fall from grace was the result of a rivalry he had with another balloonist, a man who would rise to prominence to become one of the most notable of the Civil War aeronauts: Thaddeus S.C. Lowe. The

result was that the Empire State aeronaut was sent packing by General George McClellan.

Thaddeus Sobieski Constantine Lowe is one of the pivotal figures in the early history of aerial reconnaissance. On June 17, 1861, Lowe made aviation history in the balloon *Enterprise*. Climbing to an altitude of 500 feet above the Columbia Armory in the nation's capital, Thaddeus Lowe the aeronaut transmitted the first electronic air-to-ground communications via telegraph. And the recipient was President Abraham Lincoln.

Balloon Enterprise,
Washington, June 17, 1861

To the President of the
United States

Sir:

This point of observation commands an area nearly fifty miles in diameter. The city, with its girdle of encampments, presents a superb scene. I take great pleasure in sending you this first dispatch ever telegraphed from an aerial station, and in acknowledging my indebtedness to your encouragement for the opportunity of demonstrating the availability of the science of aeronautics in the military service of this country.

Yours respectfully,

T.S.C. Lowe*



Intrepid being inflated prior to the Battle of Fair Oaks, VA, 1862.

PHOTO COURTESY OF THE NATIONAL MUSEUM OF THE US AIR FORCE



Thaddeus Lowe ascending during Battle of Fair Oaks, VA, 1862.

PHOTO COURTESY OF THE LIBRARY OF CONGRESS

Lowe was named head of the Union Army's Balloon Corps. However Lowe was not accorded a commission and the Balloon Corps was not considered a bona fide branch of the Army. The Corps was relegated to civilian status and retained on a contractual basis. Lowe himself was hired at a rate of \$10 per day. This limbo status of the Balloon Corps showcased the Army's deep-seated distrust of aerial reconnaissance; a contempt that would eventually prove fatal to the Union Air Force.

Lowe commanded an air fleet of seven balloons with their airmen and ground crews. And despite the Army's lack of confidence, the aeronauts did make solid contributions to the war effort. For instance, on May 31, 1862, during the battle at Fair Oaks, airborne observations of south-

ern troop movements saved the lives of Union soldiers. Lowe repeated the feat two months later at Gaines Mills.

Yet one of the decisive uses of aerial reconnaissance occurred at Falls Church, Virginia on September 24, 1861. Poised high above Confederate lines, Lowe was able to zero in Federal artillery to bombard southern positions. It is here that the essence of the Class Before One can be traced all the way back to the aeronauts manning the gas bags of the Balloon Corps.

Another first by Lowe occurred on Mattawoman Creek on November 12, 1861. Lowe lifted off from the *George Washington Parke Custis*. The *Custis*—named for the first president's step grandson—was a converted flat coal barge. Outfitted with Lowe's patented gas-generating equipment, the *Custis* became the Navy's first flat-top aircraft carrier; the forerunner if you will, of the converted coal collier *Jupiter*, which became CV-1, USS *Langley* on March 20, 1922.

But as the Civil War evolved into a war of movement, even less confidence was placed in the intelligence generated by aerial reconnaissance.

Yet southern reactions are testimony to the aeronauts' success. For instance, southerners tried to mask troop concentrations, conceal fortifications and erect dummy gun emplacements called Quaker Guns.

They learned to hold their fire at the sight of a balloon so as not to betray their positions; precisely the range of precautions to which the Germans and Japanese would resort to confound the inquisitive Grasshoppers eighty years later.

The South, too, tried to organize an air force. But Rebel efforts were stymied by a poverty of materials, equipment and trained aeronauts. Why, even silk for gas bags was at a premium, fostering the saga of patriotic southern belles giving up their dress silk for the cause.

Such was not the case with the Federals. By 1863, the Balloon Corps had been transferred to the Corps of Engineers, the fourth branch of the Army to which it had been attached; an orphaned status which did little for the stature of the aeronauts in the eyes of many of the Union generals.

CPT Cyrus B. Comstock, Chief Engineer of the Army of the Potomac, urged the disbandment of the Union Air Force, qualification being that

Brief Description of Lowe's Gas-Generating Equipment

Inflating balloons prior to transporting them to the front proved problematic. The damage incurred by the aforementioned balloon of John Wise in July 1861 is a case in point. The practicability of inflating balloons at the front became obvious. Hence the breakthrough offered by Thaddeus Lowe with his portable gas-generators. Lowe's mobile gas platforms were built in the Washington Navy Yard.



It began with a lined wooden tank. The tank was housed in a large rectangular wooden box set atop a standard army wagon. Each horse-drawn wagon weighed 1,000 pounds. The inflator of choice was hydrogen. It was the product of a cocktail consisting of water, iron filings and sulfuric acid. A hose was run from the tank wagon to the bag. The gas was then hand pumped. A limewater washer filtered impurities as the gas inflated the silken bag.

Two tank wagons were assigned to each balloon. A three-hour inflation could eat up 3,300 pounds of iron filings and 1,600 pounds of sulfuric acid. This meant a sizable baggage train was necessary to keep a balloon in the field for the usual sixty-day deployment. Supplies included eight tons of sulfuric acid and 10,000 pounds of iron filings. In addition, each balloon required a crew of 30 to 50 men.

So it is easy to see how the Balloon Corps was an effort that was not only extremely labor-intensive, but time-consuming as well.

aerial reconnaissance had been a failed experiment. This is a curious assessment, one which hardly squares with remarks rendered by Comstock himself following ascensions with aeronaut James Allen.

The reality was that many Union Army strategists thought the war was moving too fast. And observers in tethered balloons collected intelligence of little real time value. Therefore the labor-intensive Balloon Corps was hardly worth the expense. And to add insult to injury, Comstock reduced Lowe's daily compensation from \$10 to \$6.

An exasperated Lowe departed the scene in May 1863. The Balloon Corps did not long survive his departure, disbanded as it was three months later. Lowe turned in a detailed report chronicling the saga of the Balloon Corps. All the report did was gather dust. And it is easy to see why.

The Union Air Force was disbanded in 1863; the war would grind on for another two long bloody years.

By April 1865, many in the Union high command would be hard pressed to recall that a Balloon Corps had ever existed, let alone want to analyze and assess a report outlining the potential offered by aerial reconnaissance for use in future wars.

For this was an officer corps steeped, for the most part, in the Napoleonic/Jomini tradition of the profession of arms. The foresight to think out-of-the-box to even consider the advantages posed by aerial reconnaissance was in noticeably short supply. In other words, there was no Howze Board in 1865.



Mark Albertson is an award winning historian and contributing editor to ARMY AVIATION magazine.



Model of the George Washington Parke Custis, flattop coal barge converted into a floating balloon carrier. Note gas-generating equipment mounted forward. The *Custis* was a forerunner of the modern aircraft carrier.

Industry News

And Announcements Related to Army Aviation Matters

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

Shadow® Tactical Unmanned Aircraft Systems Exceed 600,000 Flight Hours

AAI Unmanned Aircraft Systems, Hunt Valley MD, an operating unit of Textron Systems, a Textron Inc. company, announced on Apr. 18th, 2011 that its Shadow Tactical Unmanned Aircraft



PHOTO COURTESY AAI CORPORATION

Systems (TUAS) have achieved in excess of 600,000 total flight hours. Approximately 90 percent of these hours were amassed in support of combat operations at locations throughout Iraq and Afghanistan, fueling an average of more than 100,000 combat flight hours per year during each of the last three years. Key to the success of Shadow TUAS is continuous operational readiness, which AAI supports through a comprehensive performance based logistics (PBL) program. Together with the U.S. Army Unmanned Aircraft Systems Project Office, AAI's maintenance and logistics support has driven system availability of more than 95 percent. AAI is testing a new, fuel-injected engine to further improve aircraft performance and reliability. Further, AAI is exploring several communications-related system enhancements; among them a Joint Tactical Radio System-compliant communications relay capability to create a Shadow-based aerial tier to the battlefield network, and incorporating the Tactical Common Data Link for even greater bandwidth, data encryption capability and information security.



PHOTO COURTESY L-3 COMMUNICATIONS

L-3 Communications Gets AVCATT PDSS Contract

L-3 Communications announced April 18, 2011 that it has been awarded a five-year contract for the U.S. Army's Aviation Combined Arms Tactical Trainer (AVCATT) Post Deployment Software Support (PDSS) program. As part of the program, L-3 Link will oversee all changes to AVCATT trainer hardware and software. The U.S. Army currently has fielded 23 AVCATT suites – all delivered by L-3 Link – at bases around the world that provide aircrews networked, simulation-based training on platforms including the AH-64D, AH-64A, UH-60A/L, CH-47D and OH-58D. AVCATT is specifically designed to enhance team tactical skills in realistic, high intensity collective and combined arms missions. Each AVCATT suite has six simulator manned modules that can be reconfigured to any of the above platform types. The Battle Master Control room is built into each AVCATT suite which allows Army Soldiers to control the simulated mission exercise and add non-aviation role players (artillery forces, logistics, etc.).

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

AeroVironment, Inc., Monrovia, CA, was awarded on May 23 an \$8,373,995 firm-fixed-price contract to provide for the procurement of 67 Army Digital Data Link Raven Systems and 67 Army Raven Digital Data Link spares package for the Army Raven small unmanned aircraft system. Work will be performed in Simi Valley, Calif., with an estimated completion date of May 14, 2012.

Radiance Technologies, Inc., Huntsville, AL, was awarded on May 20 an \$8,862,733 firm-fixed-price contract to provide for the production of the necessary hardware to equip a full battalion of AH-64D aircraft with the Ground Fire Acquisition System special mission kits. Work will be performed in Huntsville, AL, with an estimated completion date of May 20, 2012.

Sikorsky Aircraft Corp., Stratford, CT, was awarded on May 23 a \$207,133,531 firm-fixed-price contract to provide for the procurement of 15 UH-60M aircraft for Sweden's armed forces and government furnished equipment to contractor furnished equipment. Work will be performed in Stratford, CT, with an estimated completion date of Dec. 31, 2012.

General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded on May 19 an \$8,930,823 cost-plus-fixed-fee, cost-plus-incentive-fee contract to provide for the procurement of additional spare hardware support for the MQ-1C Gray Eagle contract logistics support. Work will be performed in Poway, CA, with an estimated completion date of Jan. 18, 2012.

System Studies and Simulation, Inc., Huntsville, AL, was awarded on May 10 a \$10,277,453 firm-fixed-price contract to provide for advanced aircraft flight training services at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL. Work will be performed in Fort Rucker, AL, with an estimated completion date of May 22, 2012.

General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded an \$8,955,367 cost-plus-fixed-fee contract May 6, 2011 to provide for the procurement of the Universal Ground Control Station integration. Work will be performed in Poway, CA, with an estimated completion date of June 30, 2011.

General Electric Company, Cincinnati, OH, was awarded a \$77,573,788 firm-fixed-price contract May 5, 2011 to provide for the extended contract coverage of technical, engineering and logistical support services and supplies to for overhaul and repair activities for the entire T-700 family of engines at Corpus Christi Army Depot. Work will be performed in Corpus Christi, TX, with an estimated completion date of July 30, 2011.

The Boeing Company, Ridley Park, PA, was awarded a \$23,717,965 firm-fixed-price contract May 4, 2011 to provide for the procurement of the initial production fielding support for each new equipment training site equipped with the CH-47F Cargo Helicopter. Work will be performed in Ridley Park, PA, with an estimated completion date of April 30, 2013.

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PEOPLE ON THE MOVE

AVIATION GENERAL OFFICERS

The Army chief of staff announced the assignment of the following aviation general officers:



U.S. ARMY PHOTO

MG James C. McConville, chief, legislative liaison, Office of the Secretary of the Army, Washington, D.C., to commanding general, 101st Airborne Division (Air As-sault) and Fort Campbell, Fort Campbell, KY.

Secretary of Defense Robert M. Gates announced that the President has nominated the following for appointment to the rank of brigadier general:



U.S. ARMY PHOTO

COL Ronald F. Lewis, Sr., currently serving as military assistant to the under secretary of defense for acquisition, technology and logistics, Washington, D.C.;



U.S. ARMY PHOTO

COL Michael D. Lundy, currently serving as deputy commander (rear), 25th Infantry Division, Schofield Barracks, HI, and reassignment to deputy commander, 1st Armored Division, Fort Bliss, TX;



U.S. ARMY PHOTO

COL Laura J. Richardson, currently serving as chief, Senate Liaison Division, Office of the Secretary of the Army, Washington, D.C., and reassignment as commander, United States Army Operational Test Command, Fort Hood, TX.

AVIATION KEY PERSONNEL

Adams Takes Over as KYARNG Chief



U.S. ARMY PHOTO BY SSG DAVID ALTMAN

COL Benjamin F. Adams III was selected to be the next chief of staff of the Kentucky Army National Guard, replacing COL Rondal Turner, effective July 1, 2011. The announcement was made on May 25, 2011 by Kentucky Adjutant

General, Maj. Gen. (KY) Edward W. Tonini. Adams is the current Kentucky Director of Human Resources and has been a member of the KYARNG since September 1999. Prior to his appointment as HR, he was both the commander of the 63rd Theatre Aviation Brigade and the state aviation officer. He also is president of the AAAA Bluegrass Chapter.

TRANSFER OF AUTHORITY

164th TAOG Cases Colors



ARMY PHOTO BY CPT STEPHANIE CRAWFORD

COL James R. Macklin, Jr. (left) commander and CSM Ronaldo N. Ronsairo, senior NCO for the 164th Theater Airfield Operations Group (TAOG), case the group colors at the unit's transfer of authority ceremony at Udairi Army Airfield in Kuwait. On 21 April 2011, the 204th TAOG assumed responsibility for the theater mission that 164th TAOG had performed for 12 months, providing air traffic services and oversight of airfield operations management for Army airfields throughout Kuwait, Iraq, and Afghanistan.

204th TAOG Takes Over



ARMY PHOTO BY CPT STEPHANIE CRAWFORD

COL Stephen P. Todd (left) and CSM John M. Ivy, command team for the 204th Theater Airfield Operations Group (TAOG), uncased the group colors April 21, 2011 at the unit's transfer of authority ceremony at Udairi Army Airfield in Kuwait assuming responsibility from the 164th TAOG for the theater mission of providing air traffic services and oversight of airfield operations management for Army airfields throughout Kuwait, Iraq, and Afghanistan.

REDEPLOYMENTS

101st CAB Arrives Home



U.S. ARMY PHOTO BY SFC SAGE BLEISTEIN

COL William K. Gayler and CSM Lebert O. Beharie uncased the 101st Combat Aviation Brigade colors at Fort Campbell, KY, May 12 after returning from a year-long deployment in Kandahar, Afghanistan. This was the brigade's fifth combat tour since Sept. 11, 2001.

AWARDS

209th ASB Soldier Awarded Purple Heart



U.S. ARMY PHOTO BY SGT DANIEL SCHROEDER

1LT David Biemer (left, center), transportation officer, Headquarters Support Company, 209th Aviation Support Battalion, "Lobos," 25th Combat Aviation Brigade (CAB), poses for a photo with his wife, Monica (center), and daughter, Noella, and COL Frank W. Tate (far left), commander, 25th CAB, and CSM Jesus Ruiz (far right), command sergeant major, 25th CAB, after being awarded the Purple Heart on Wheeler Army Airfield, Hawaii, April 12. Biemer was wounded during a rocket-propelled grenade attack in Southeast Baghdad, while serving as a Marine in April 2003.



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POTM

PEOPLE ON THE MOVE

CSA Awards Air Medals to 10th CAB Soldiers



U.S. ARMY PHOTO BY PFC MICHAEL SYNER

TF Phoenix; and from Co. B, TF Gambler – **CW2 Brooks Mouton**, **CW2 Jason Allman**, **CW2 William Myers**, **SPC Jeffrey Anderson**, **SPC John Beer**, and **SGT Aaron Maldonado**.

Combat Patch Awarded



U.S. ARMY PHOTO BY SPC DARIEL SWATTS

Army Chief of Staff, GEN Martin E. Dempsey (center) and 101st Airborne Division commander, MG John Campbell (left), pose for a picture with Soldiers from the 10th Combat Aviation Brigade after presenting them with Air Medals with Valor device at a ceremony held at 101st Airborne Division Headquarters. Recipients, who are all with Task Force Falcon, Combined Joint Task Force-101, are: **CW3 Richard Ernst**, **SSG Brian Cammack**, and **SGT Elena Romero**, with Co. C,

Soldiers from the 40th Combat Aviation Brigade received the "combat patch" on March 28, 2011 on Camp Taji, Iraq. The 40th CAB arrived in Iraq in February and is conducting full-spectrum aviation operations across the country in support of Operation New Dawn.



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ARMY AVIATION
MAGAZINE



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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.

54 Officers, May 19

AH-64D Track

WO1 Richard E. Lewis III – **DG**
LT Drew E. Martens – **DG**
LT Grant M. Karr – **HG**
LT Jason D. Key * – **HG**
CW2 Jamie A. Belle
LT Shawn P. Bowden
WO1 Alex Caraballo-Leon
LT Jesse L. Curry
LT Matthew A. Devers
LT Benjamin J. Durham
WO1 Steven M. Gorski
LT Aric H. Jensen
LT Derek T. Merkler *
WO1 Robert S. Ploskunak
WO1 Robert P. Renner, Jr.
LT Scott A. Rosenshein
LT Kathryn J. Snow
LT Hunter M. Thornal *
LT Christopher A. Withrow

CH-47F Track

WO1 Steven A. Martin – **DG**
LT Ryan G. Tompkins – **DG**
WO1 Edwin L. Anderson
LT Christian Ballester

WO1 Stephen A. Stage
LT David J. Valencia, Jr.

OH-58D/R Track

LT Allen B. Arant – **DG**
LT Gerald H. Gorss – **HG**
LT Thomas Beirne
LT Michelle C. Fratto
WO1 Jason C. Hunley
LT Matthew J. Kane
LT Richard D. Kubu *
LT Phillip J. Montag
LT Edward I. Richards *

UH-60 Track

WO1 Marcelino Cardoza – **HG**
LT David A. Neill * – **HG**
LT David Rasmussen – **HG**
LT Charles C. Bremer
LT Blake D. Brostrom
LT Nathaniel T. Brown
LT Jeremy L. Chism
LT Timothy W. Connelly
CW2 John H. Harrison
WO1 Justin P. Hile
CPT Teresa L. Hupka
LT Jareth R. Martinez
LT Cody R. Thompson
WO1 Jeffrey A. Warrick
WO1 Cory C. Wheeler

UH-60M Track

LT Cory J. Ealy
LT Casey J. Voss
WO1 Jason E. Zylstra

72 Officers, June 1

AH-64D Track

CPT Matthew C. Martel – **DG**
WO1 David D. Weaver – **DG**

LT Montell K. Guymon – **HG**
LT Patrick McGee – **HG**
LT Thomas B. Sears – **HG**
LT Khaled M. Alossi
LT Matthew L. Boyle
WO1 Andrew J. Brasington
LT Sean A. Brookshire *
LT Andrew C. Ernesto
WO1 Brian P. Gilbertson
LT William A. Gorosave
LT Gail L. Hepler
LT Jose Hernandez
LT Jed L. Kennis
LT Patrick McDavid
WO1 Lance A. Mundo
WO1 John Naegele
LT Dillon W. Nutt
LT Christopher S. Pape
LT Jeremy D. Paquin
WO1 Scott W. Parker
LT Braulio L. Pisano
LT Terry W. Thomas
LT Benjamin C. Torres
LT Jared Wiggins

CH-47D Track

WO1 Joshua C. Bunker – **DG**
LT Lance M. Garnett – **DG**
LT Scott L. Gainey
WO1 Kekila F. Keuma
WO1 Charles A. Robertson
WO1 Zechariah M. Smith

UH-60 Track

WO1 David B. Machell – **DG**
LT Kevin M. Stewart * – **DG**
LT Kathleen E. Carey – **HG**
WO1 Sean M. Cook – **HG**
LT John J. Pak – **HG**
WO1 Christopher Sylvestre – **HG**
WO1 Adam J. Bender

LT Jarrett L. Bennett
WO1 John R. Bowden
WO1 Timothy J. Carraway
WO1 Daniel D. Etherton
WO1 Jeffery R. Ewell *
LT Christopher Giunta
LT Brent W. Hofmann
LT Richard J. LaGrega
WO1 Bradley D. Lothan
LT Sheldon D. Luke
LT Servando J. Maldonado
LT Donny G. McGuire
LT Kevin R. Medellin
LT Michael J. Ogan
WO1 Aaron H. Richardson
WO1 Matthew A. Roland
LT Jason M. Rothwell
WO1 Richard C. Russett
WO1 Jerry A. Schiffhauer
WO1 Chester N. Skinner
LT David M. Sullivan
WO1 Kevin J. Swint
LT Joseph C. Vermeer
LT Emily J. Wiest

UH-60M Track

LT Luke Bryan
WO1 John Carroll
LT Nathaniel J. Carter
LT Jacob C. Chocholous
WO1 Michael R. Falk
LT Samantha K. Franklin
WO1 Christopher E. Kruger
WO1 Lars L. Larson
WO1 Kirk G. Spradley

DG = Distinguished Graduate

HG = Honor Graduate

* = AAAA Member

+ = Life Member

Debt Ceiling Exceeded

On May 16 the U.S. reached the borrowing limit of \$14.294 trillion set in law which also is the national debt. Presently 40 cents of each dollar spent by the government must be borrowed and added to the national debt.

Secretary of Treasury Tim Geithner is reported to be employing government fund 'move-arounds' to pay bills to delay this technical default until Aug. 2, 2011. These techniques include borrowing funds from various government retirement accounts such as the Department of Defense, which are to be paid back later. The difficulty in raising the debt limit is more about the continued rate of growth of the national debt rather than the amount of the limit. This situation provides the Republican party which controls the House a legislative opportunity to gain significant spending reductions to lower the national deficit and move toward a balanced budget.

Meanwhile the Democratic party is proposing to execute their 2012 budget supporting their economic plan with an annual deficit of \$1.645 T in a 10-year program that will increase the national debt by 7.2 T. Some say this default is a non-serious technical situation and others are very concerned that an unintended market event might cause a second economic recession dip and other ills. Multiple efforts are underway to find a path forward including a negotiation group led by the vice president, the normal congressional legislative process and a bipartisan group of 6 senators.

War Powers Act Approval

The NATO 'Operation Unified Protector' directed by the president, to limit casualties to Libyan civilians, reached the 60th day of U.S. participation on May 20 without receiving mandatory Congressional support. Late on the 20th, the administration sent a letter expressing support for a proposed resolution that the Congress supports the U. S. Mission in Libya. Without Congressional authority the U.S. should suspend those military operations in 30 days.

VA Implementing Caregiver Program

The Department of Veterans Affairs began implementing the Family Caregivers program that was a part of the Veterans Omnibus Health Services Act of 2010 in response to the direction of Congress on May 9 by accepting applications from the servicemembers designating their Family Caregivers. The program published in the interim final rule broadened the selection criteria to increase acceptance from about 700 to 3,500 veterans as originally expected in the Act. Additional services for primary Family Caregivers of eligible post-9/11 veterans and servicemembers include a stipend, mental health services and access to health care insurance if they are not already entitled to care or services under a healthcare plan. Veterans may download a copy of the Family Caregiver program application (VA CG 10-10) at <http://www.caregiver.va.gov>.

The Military Coalition thanks the president



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

and members of the House and the Senate for their strong support in following up with the VA to insure the timely and intended implementation of the Caregiver Act.

Congress Fixing GI Bill

Deeply interested members of Congress have introduced bills to resolve unintended consequences in the Post-9/11 Veterans Educational Assistance Improvements Act of 2010 approved in late 2010.

Rep. Jeff Miller (R-FL) introduced H.R. 1383, The Restoring GI Bill Fairness Act of 2011, to protect currently enrolled veterans from the pending maximum of \$17,500 privately-operated school tuition cap fee set to begin this fall that will penalize a number of veterans.

Rep Susan Davis (D-CA) introduced H.R. 1451, The Post 9/11 GI Bill Restoration Act, to reinstate the living stipends during school breaks.

Rep. Rodney Alexander (R-LA) introduced H. R. 1130, Education Assistance to Realign New Eligibilities for Dependents (EARNED) Act of 2011, to allow former members of the armed forces who have 20 years of active-duty service as of any date between Sept. 30, 2001, and ending Sept. 30, 2011, including at least 90 days of such service after Sept. 11, 2001, to transfer to their dependents any remaining entitlement to educational assistance under the post-9/11 veterans' educational assistance program.

These and other bills which are being introduced to fix the Post-9/11 GI Bill must compete for funds.

Stop Loss Deadline Extension

There is good news for the 145,000 who had their service involuntarily extended under Stop Loss Authority between Sept. 11, 2001, and Sept. 30, 2009, and have yet to apply for their \$500 per month Retroactive Stop Loss Special Pay. The Apr. 2011 Continuing Resolution extended the RSLSP deadline was to Oct. 21, 2011. Eligible service members, veterans and their beneficiaries may apply or seek information including submission requirements concerning RSLSP at <http://www.defense.gov/stoploss>.

New National Security Team

With the June 30 retirement of Robert M. Gates, considered one of our finest secretaries of defense, President Barack Obama has proposed an adjustment in his national security team with respected nominees for confirmation by the Senate. Leon E. Panetta as Defense secretary, GEN David H. Petraeus as Central Intelligence

Agency director, Ryan C. Crocker as the U.S. ambassador to Afghanistan and LTG John R. Allen, USMC, as the International Security Assistance Force commander in Afghanistan.

TRICARE Fee Increases

On May 12 the House Armed Services Committee completed the \$690 billion FY2012 National Defense Authorization bill for approval by the full House. DOD will be allowed to raise the TRICARE Prime enrollment fee by \$5 a month and raise the retail pharmacy copays by \$2 or \$3, while eliminating the copay for generic drugs in the mail order pharmacy program. In recognition that the career military pays for the bulk of their healthcare premiums up front and in kind through decades of service and sacrifice, the language of the bill specifies that the percentage fee increase in future years may not exceed the percentage of increase in military pay.

Surveillance Airship

The Blue Devil 2 persistent-surveillance airship, developed in collaboration between the Air Force, the Army and the Joint Improvised Explosive Device Defeat Organization, is on track for delivery in Feb. 2012, less than 18 months after contract award. The custom-built 23-ft. long airship equipped with narrow-field-of-view, high definition electro-optical/infrared video sensors and signal intelligence payload, will conduct operations for five days.

State Armed Helicopters To Take Over in Iraq

According to current coalition plans, the U.S. Army Combat Aviation Brigade and all other combat forces are to leave Iraq by the end of Dec. 2011. Helicopter armed aviation support for the State Department is then to be provided by DynCorp International contractor aircraft and crews in an Army brigade-size organization including other security contractors. Trained State security professionals with interpreters are to supervise the contractor support operations.

New Presidential Unit Helos

Within 10 to 15 years the Marine Helicopter Squadron 1 that supports the president will receive new helicopters. In two years the MV-22 Osprey will begin replacing the CH-46F Sea Knights. In six to twelve years a new presidential helicopter, the VXX, will be developed and delivered. In about 7 years the CH-53K will arrive to restore the heavy lift capability. The president is not expected to fly in the Osprey.

AAAA News

AAAA Chapter News

Iron Mike Chapter



IRON MIKE CHAPTER PHOTO

The 82nd Combat Aviation Brigade (CAB) conducted a Regimental Day BBQ and activities in conjunction with All American Week festivities at Fort Bragg, NC May 17, 2011. Partially sponsored by AAAA thru the Iron Mike Chapter, a great meal of fried chicken, pulled pork BBQ, hush puppies, potato salad, coleslaw and, of course, sweet tea was devoured by the attendees. The Honorary Colonel and Command Sergeant Major of the Regiment had a great time reminiscing with some of the former aviation Soldiers who stopped in. From the left, CSM Larry D. Farmer (82nd CAB CSM), BG (Ret.) R. Dennis Kerr (Honorary Colonel), CSM (Ret.) Wayne Wyatt (Honorary CSM), and COL Terry J. Jamison (CAB commander) pose with steel replicas of the Brigade crest given as mementos of Regimental Day events May 17 at Fort Bragg, NC.



IRON MIKE CHAPTER PHOTO

Members of TF Saber (1st Squadron, 17th Cavalry Regiment) attack the serving line during the Regimental BBQ May 17.

Mid-Atlantic Chapter



SSG Neyra



SPC Anderson

Two Mid-Atlantic Chapter members won the 2011 Maryland and District of Columbia Army National Guard NCO Warrior Challenge Competition on April 28-May 1, 2011, at Camp Fretterd Military Reservation near Reisterstown, MD. SSG Edward R. Neyra won NCO of the year and SPC Delvon N. Anderson won Soldier of the Year; both are assigned to the 29th Combat Aviation Brigade. Ultimately their goal is to be crowned the best Soldier and NCO in the Army National Guard and then on to the Department of the Army competition. The next step to achieving that goal will be to successfully compete in the Region II (DC, DE, MD,

PA, VA, and WV) competition at Fort Indiantown Gap, Annville, PA in June. This annual competition encompasses both physical and mental challenges as they negotiate an obstacle course, the rifle range, land navigation, questions on general military knowledge and a grueling long-distance ruck march. One thing is for certain – Neyra and Anderson are among the best.



MID-ATLANTIC CHAPTER PHOTO

Mr. Gary Blohm (right), director of the Army Architecture Integration Center, Office of the Chief Information Officer (CIO/G-6), is thanked by Mid-Atlantic Chapter president, LTC (Ret.) Ed Carnes, following his presentation during the Chapter luncheon on April 8, 2011 at the Beechtree Restaurant in Aberdeen, MD. Blohm briefed on "Implementing the Army's Strategic Vision for the Network" with notable attendees including Nelson Keeler, director of the Communications-Electronics Life Cycle Management Command (CECOM) Software Engineering Center; former CECOM commander, MG (Ret.) Jerry Brohm; MG (Ret.) Dean Ertwine, chairman of the Chemical, Biological, Radiological and Nuclear Division (CBRN), National Defense Industrial Association (NDIA); and COL (Ret.) John Wright, Chapter Senior VP. In lieu of a speaker gift, the Chapter made a donation to the Fisher House Foundation.

North Star Chapter



NORTH STAR CHAPTER PHOTO

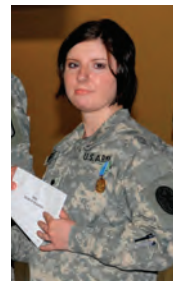
Pictured, from the left: Don Cutshal, CW5 Bill Rawling, LTC Eric Waage (sitting), CPT Jed Gadiant, Jim Johns, COL Mike Huddleston (chapter president), MAJ Jim Shirk, and CW4 Bruce Moenck. The North Star Chapter toured the CG-4 Haig Glider on April 29 at Villaume Industries in the Twin Cities. The tour was conducted by Chapter member Jim Johns, a WWII aircraft historian and rebuildier who not only has rebuilt 18 different aircraft from WWII but, has flown each and every one that he has restored. The CG-4 that Jim Johns is currently working on is one of three known gliders in the country; the other two are owned by the WWII Glider Pilots Association and the Smithsonian. The Twin Cities manufactured over 1,500 of these gliders during WWII and it is noteworthy that Villaume was also the original builder of the glider.

Tennessee Valley Chapter

Tennessee Valley Chapter Treasurer, Al Carreon, congratulates the Aviation and Missile Life Cycle Management Command (AMCOM) NCO and Soldier of the Quarter winners for the



Carreon with SFC Williams



SPC Univers



SSG Waddell



SPC Perez

3rd and 4th quarters. 3rd Quarter winners are: NCO of the Quarter: **SFC Rebecca Williams**, NCO Academy; Soldier of the Quarter: **SPC Hope Univers**, U.S. Army Medical and Dental Activity (USAMEDDAC); 4th Quarter winners are: NCO of the Quarter: **SSG Jeffrey Waddell**, USAMEDDAC; Soldier of the Quarter: **SPC Miguel Perez**, HHC, 59th Ordnance Brigade.

AAAA Order of St. Michael Recipients

Show-Me Chapter



PHOTO BY SPC BENJAMIN MILLS

CSM Randall R. Perkins, senior noncommissioned officer of the 1107th Theater Aviation Sustainment Maintenance Group (TASMG), Missouri Army National Guard, is inducted into the Honorable Order of St. Michael, Bronze by TASMG commander, COL William J. Thomas on May 15, 2011 during a ceremony in Springfield, MO. Perkins was being recognized on the occasion of his retirement after 40 years of service with the Missouri Army National Guard. His vast experience and comprehensive knowledge in aviation maintenance has been an inestimable asset to the MO-TASMG, Missouri Army National Guard, and the Army Aviation warfighting community as a whole.

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

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2LT Nick C. Guarraggi
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MAJ Larry D. Fitzgerald

AAAA News

Fallen Heroes

AAAA is saddened to announce the loss of the following Aviation Soldier serving in support of Operation Enduring Freedom.

The Department of Defense announced on May 28th the death of a soldier who was supporting Operation Enduring Freedom.



CW2 Thibodeau

CW2 Christopher Roy Thibodeau, 28, of Chesterland, Ohio, died May 26 in Paktika province, Afghanistan, of injuries sustained when his helicopter crashed during combat operations. He was assigned to the 1st Battalion, 4th Combat Aviation Brigade, Fort Hood, Texas. The incident is presently under investigation.

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

AAAA SFI Scholarship Donors



AAAA recognizes the generosity of the following individuals who have donated over the past quarter.

Contributions can be made online at www.quad-a.org or mailed to AAAA, 755 Main St., Suite 4D, Monroe, CT 06468.

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SFC Jared E. Russell
CW3 Michael R. Blain
CW4 Francisco R. Vargas
CW4 Dean L. Leasure
CPT Matt Woolsey
MAJ Chad Stover
SFC Douglas Walker
CW4 Paul Glad
CPT Thomas James Loux
1SG David A. Norris
CW5 Brian K. Twigg
CW4 Bill Sullivan
CPT Jack Tolin
CPT Troy Gillett
CW4 William Rector
CW4 Kenneth H. Patrick
CW4 Richard Oros
CPT Joseph Bell
CPT Joseph Holland
1SG David Ewing
LTC Frank Turner
SFC Frank G. Smith III
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Phillip Esterbrook
MAJ Nicole Powell-Dunford
MAJ Derek Smith

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Chris Nendecker
CW4 Perry Parke
CW4 Mark Hunt
William Leyh
MAJ Michael Sines
CW4 Edward Rayne
CW3 Clint Walker
Mark Robinson
Freddie Helton
SFC Paul Pascual
Ronald Manning
CW5 Robert Kosecky
Bob Lorenz
Mike Ferranti
Mark Mata
Bill Brower
Joe Ruggiero
Joe Ausfahl
Lisha Adams
MSG Marius Dockery
CW4 Timothy J. Feathers
CW4 Scott W. Bonner
CW4 Charles D. Petrie
CW4 John R. Ketcham

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MAJ William J. Cutrell, Ret.
1SG Matthew Rutter
BG Peter N. Fuller

Mary Beth Weaver
CSM Michael P. Eyer
SSG Tanya M. Cortez
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CSM Woody Sullivan
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UPCOMING EVENTS

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

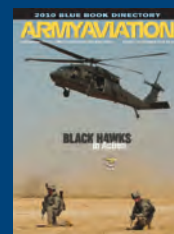
ARMY AVIATION

UPCOMING SPECIAL FOCUS:



JULY

- Simulation and Training



AUGUST/SEPTEMBER

- Blue Book Directory
- AAAASF Scholarship Recipients

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☐ Associate (all others) *AGR please check ARNG or USAR ☐ Male ☐ Female

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Art's Attic

By Mark Albertson

Art's Attic is a look back each month 25 years ago and 50 years ago to see what was going on in ARMY AVIATION Magazine. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the AAAA in 1957 and served as its Executive Vice President. Each month contributing editor Mark Albertson will select a few key items from each historic issue. The cartoon, right, was done back in 1953 by LT Joe Gayhart, a friend of Art's and an Army Aviator, showing the chaos of his apartment-office in New York City where it all began.



25 YEARS AGO

JUNE 30, 1986

Apache in the Field

Spotlight this month is on the AH-64 Apache; that long-awaited product of the internecine struggle between the Army and USAF for control of Close Air Support. With the April 1966

Johnson-McConnell Agreement, the Army lost to the USAF its fixed-wing aircraft designed for tactical airlift. But the Army was permitted to develop the helicopter for intra-theater movement, fire support and army forces supply and re-supply. This induced the Air Force to shed its long-held view of multi-role aircraft for CAS and offer a specialized ground-attack version, the A-10 Thunderbolt II. This, in turn, spurred Congress to kill the Army's AH-56 Cheyenne.



A Huey derivative, the AH-1 Cobra, was retained as the Army's standard attack helicopter. But now with the Apache, Army Aviation has a superlative rotary-wing attack aircraft with deep-strike capability. Or as General Robert W. Sennewald writes in this issue,

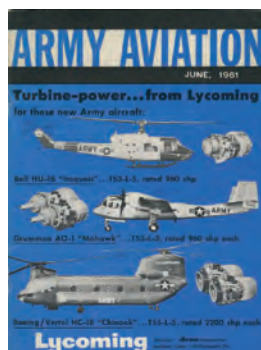
"This attack helicopter is designed to fight worldwide and survive. For the first time, we will have an airborne tank killer that can strike swiftly and effectively in all kinds of weather, 24 hours a day."



AAAA Scholarships

Since 1963, 301 sons and daughters of AAAA members have earned AAAA scholarship money.

A total of \$143,725 in direct scholarship aid has been disbursed. In 1986 alone, some \$40,000 has been awarded.



50 YEARS AGO

JUNE 30, 1961

Nominated!

MG Hamilton Howze has been nominated for his third star. In addition, General Howze will be designated Deputy Commanding General for Developments, CONARC.

The West Point-born officer held numerous armored commands during World War II. His postwar command resume includes such postings as Assistant CG of 2nd Armored Division and CG of the 82nd Airborne. General Howze is one of the cadre of intellectuals behind the Army Aviation movement; a leading theorist and driving force of the airmobility concept.

Rotary Record

The adjoining photo freeze-frames a pilot change in a hovering Bell HT-6. Early this month, six Navy pilots went round-robin in an attempt to break the helicopter endurance record at Ellyson Field, Pensacola.

The record stood at 57 hours and 50 minutes. The bluejackets set a new standard of 72 hours and two minutes.



Fire Suppression Exercise

A U.S. Army HU-1B hovers close by the fiery remains of a downed aircraft. The Iroquois was taking part in a joint Army-Air Force fire-fighting demonstration held at Robbins AFB, GA.

The crew of the Iroquois has just delivered a fire-suppression kit to a pair of smoke eaters combating the blaze. The staged crash and blaze was part of a program showcasing mishaps and nuclear accidents and the military's response to same. Upwards of 150 civic officials witnessed the disaster response program.



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 2013 induction into the Hall of Fame are currently being accepted, with a deadline date of June 1, 2012.

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

BRIGADIER GENERAL RODNEY D. WOLFE (RETIRED)

ARMY AVIATION HALL OF FAME 2007 INDUCTION

Retired BG Rodney D. Wolfe has made outstanding and significant personal and professional contributions to Army aviation since earning his wings in early 1960. His stellar military career included two combat tours in Vietnam in which he distinguished himself. In 1965 he commanded the regimental aviation unit of the 11th Armored Cavalry Regiment. Then returning to combat in 1970, he commanded an Air Cavalry Troop with the 3rd Squadron, 5th Cav. Regt. during the famous Operation Lam Son 719 into Laos. During this tour, Wolfe received the Soldier's Medal for a daring rescue of five Soldiers in a dense fog while extremely low on fuel after a medical evacuation unit refused to fly the mission.

Later he commanded the 1st Sqdn., 9th Cav. Regt. at Fort Hood, Texas. In 1981, while the commander of the 101st Aviation Group at Fort Campbell, Ky., Wolfe organized and trained the first night fighting unit capable of working with special operations forces. This task force became the 160th Aviation Battalion, the forerunner of the now famous unit known around the world today as The Night Stalkers. Coincident with this new paradigm of warfighting, he instituted night vision goggle flying capabilities into every level of aviation support within the 101st Airborne Division (Air Assault).

His last assignment before retirement in 1989 was a very successful tenure as the deputy commanding general of the U.S. Army Aviation Center and Fort Rucker, AL. Here he had a direct and lasting impact on flight training transformation, as well as developing the infrastructure needed for a fledgling new Aviation Branch.



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