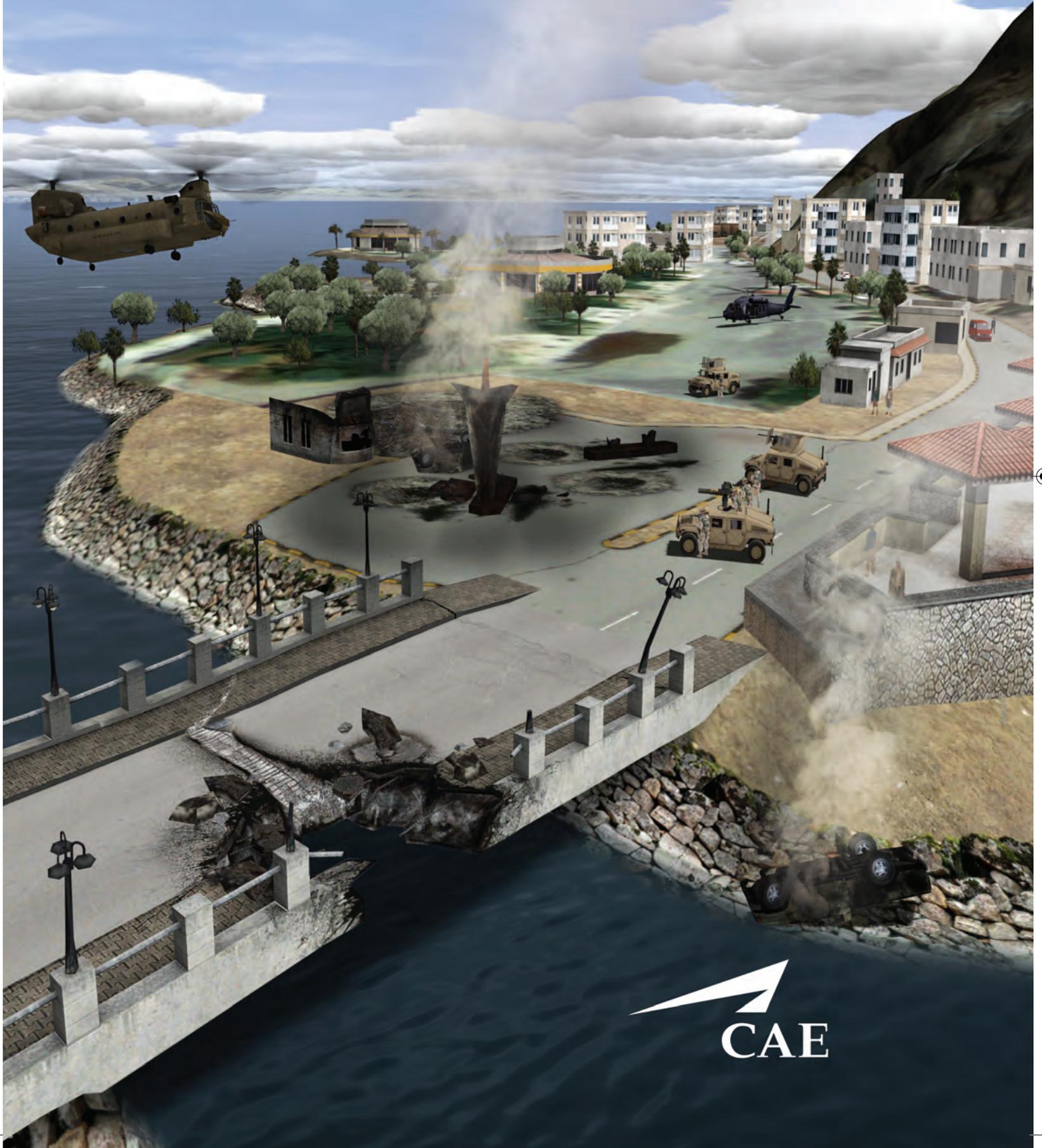




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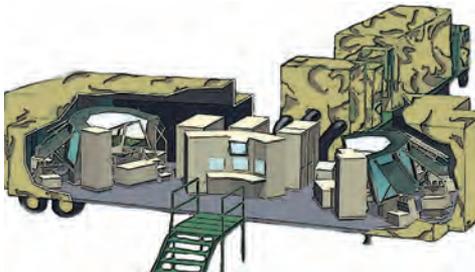
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ON THE COVER

PAID ADVERTISEMENT: ABOUT THE COVER – CAE has initiated an internal research and development project aimed at developing the foundation for a persistent and dynamic synthetic environment, which would represent a fundamental paradigm shift in the use of simulation. Shown on the cover is a synthetic image of Sira Island in Yemen “after” a dynamic event – in this case a bomb explosion. The dynamic event would update a database in real-time that then persists to all users of the synthetic environment. *Caption provided by the advertiser.*

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Panetta Takes Over as SECDEF



DDO PHOTO

Hon. Leon E. Panetta

The Honorable Leon Edward Panetta was sworn in as the 23rd Secretary of Defense on July 1, 2011. The former Central Intelligence Agency director was nominated by President Barack Obama in June to replace Robert M. Gates who retired after holding that position for almost 5 years. The President nominated, and the Senate subsequently confirmed, GEN David E. Petraeus to replace Panetta at the CIA helm.

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Army Materiel Command MC HQ Touches Down at Redstone



U.S. ARMY PHOTO BY CHERISH WASHINGTON, AMC PUBLIC AFFAIRS

From left: Joe Ritch, Tennessee Valley BRAC commission; LTG Dennis Via, Deputy Commanding General of AMC; GEN Ann E. Dunwoody, Commanding General of AMC; CSM Jeffrey Mellinger; John Nerger, Executive Deputy to the Commanding General; BG Christopher Tucker, U.S. Army Security Assistance Command's commanding general cut the ceremonial ribbon officially landing AMC at Redstone Arsenal, AL on June 15. The “Touchdown Ceremony” and building ribbon cutting/dedication marks the completion of the final AMC BRAC 2005 construction project at Redstone Arsenal and completes AMC's move from Fort Belvoir, VA to the Tennessee Valley.

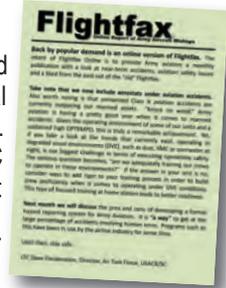
Airlines Revise Policies for Troops' Checked Baggage

Military members traveling on orders on several major U.S. air carriers can check

four, and in some cases five bags without charge based on new policies the airlines instituted recently. Delta Air Lines, American Airlines, United Airlines and Continental Airlines announced the new policies at the beginning of June. Check with the appropriate airline for details.

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Central Florida Chapter & Tennessee Valley Chapter Joint 2012 Cruise

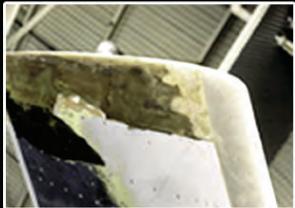


The AAAA Central Florida Chapter and the AAAA Tennessee Valley Chapter invite you to join us on January 27, 2012 aboard Royal Caribbean's beautiful "Monarch of the Seas". We have organized a 3 day joint cruise with the TN Valley Chapter to depart Cocoa Beach on 27 Jan 2012. Fifty rooms have been set aside for our event. Rooms are being held until 25 July. Deposits which are fully refundable up to 14 Nov are also needed by 25 July. Total cost per person \$313.54 including port charges and tax for inside cabins or \$368.54 for ocean view, non-obstructed, with a large window. Enjoy 3 nights from Port Canaveral from Jan 30-31, 2012 with ports of call in Nassau and Coco Cay. Each cabin will also receive a complimentary \$25 on board credit to spend as you wish! Please make reservations directly with Nancy at Beachbound Travel to make your \$100 per person deposit no later than July 25th, 2011. Final payments due on Nov 15, 2011. *deposits are fully refundable up until Nov 14th.



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AAAA President's Cockpit



Enhancing Chapter Information Flow

As I mentioned in my last article, the National officers will try to visit as many Chapters as we can. We are also collecting what we learned from our visits. Our intention is to better understand AAAA membership interests.

I have had the opportunity to visit 14 Chapters in the past year and a half. My impressions from these visits are that we have great Americans giving back to our Branch in many ways.

Most Chapters have had the opportunity to team with AAAA National to conduct local Chapter events.

Each of our Chapters is unique and conduct varied programs to support their members' interests. It is their uniqueness we need to understand as well as those AAAA programs that cut across all chapters.

The most interesting piece of information I learned from my visits is that some deploying units or Chapters that are providing soldiers to deploy to the combat zones did not realize that AAAA will pick up the cost of AAAA membership for the deployed time frame.

This includes those existing members of AAAA as well as the aviation soldiers assigned to that unit that are not AAAA members.

I think the second part of that, the aviation soldiers that are not AAAA members are important.

These soldiers are defending our National Interests and deserve to have an AAAA magazine record of Army Aviation's accomplishments, vision, and focus during their tour and time in history.

From just this one piece of feedback we have decided to start another feature in the magazine. Bill Harris and his folks will create a regular sidebar column, "Did you know?" that will address AAAA benefits to members and Chapters.

The first item will outline the AAAA free membership while deployed procedure.

Eyes right!

◆◆
LTG (Ret.) Dan Petrosky
President

Did You Know?

Almost since the outbreak of OEF, and later OIF, the AAAA board has offered to waive membership dues for deploying personnel. Initially the program waived entire divisions as they deployed.

As the rotations became more Task Force oriented AAAA switched to an ad hoc individual basis wherein as soon as we were notified by a member that they were deployed/deploying we would advance their membership by **one year for free**.



Finally, a number of NCOs came back to us and asked if they could also add non-current AAAA members to the list so they too could receive the benefits of AAAA membership for one year while they were deployed.

AAAA leadership approved and the program has proved a tremendous success.

We have had great feedback from this effort to include a number of new paying members who have stated that they have always resisted joining AAAA until now but seeing what AAAA is doing for soldiers compelled them to join as paying members.

The last thing you need to worry about when deploying is some invoice from AAAA. We're here to serve you. Let us know how we can serve you better.

If you are deployed or deploying contact aaaa@quad-a.org and let us know.

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

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PHOTO BY MIKE STRASSER, WEST POINT PUBLIC AFFAIRS

(From left to right) Dr. Lewis Sorley, retired GEN Dennis Reimer, retired MG Carl McNair Jr., retired GEN William Richardson and COL Bill McArthur Jr., stand together after receiving their Distinguished Graduate Awards May 17 at the Cadet Mess.



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From The Aviation Branch Chief



Professionally Developing the Aviation Force

By MG Anthony G. Crutchfield

Excellence is an art won by training and habituation. We do not act rightly because we have virtue or excellence, but we rather have those because we have acted rightly. We are what we repeatedly do. Excellence, then, is not an act but a habit.

~ Aristotle ~

This month's magazine is focused on training – actions the great philosopher tells us lead to excellence. The importance of excellence in Soldiers is why, upon becoming the Aviation Branch Chief, I established “professionally develop the Aviation Force” as one of the eight branch imperatives.

The Army currently relies on a mixture of live training, virtual simulators, constructive simulation and gaming technologies to train, and thereby instill excellence in our Soldiers, leaders and staffs. Unfortunately, the current deployment cycle for aviation units continues to make accomplishing all of this training, especially the professional military education (PME) portion, a challenge.

As many of you know, we are having a hard time getting our Aviation commissioned and warrant officers and enlisted Soldiers to PME courses like the Warrant Officer Staff Course and Advanced and Senior Leader Courses, because of the demands of the Army's ARFOGEN cycle. When you only have a short boots-on-the-ground (BOG) to dwell time, meeting the professional military education requirements amid deployments is very, very demanding.

Our struggle is that because it is so demanding some of our Soldiers are just not attending. For those who have continually postponed attending PME, I ask that you make every effort to attend as soon as possible. In the long run, it's important to you, your families, our Branch, and our Army.

I want to thank those of you who have attended for taking the time away from your families and your personal lives to get this done.

The U.S. Army Learning Concept for 2015

Training and Doctrine Command (TRADOC) recently published TRADOC Pamphlet 525-8-2, “The U.S. Army Learning Concept for 2015,” in order to better facilitate training in the near future. If you are not already familiar with this publication, I ask you to review it, as the mandates



SPC Martin Bourque, Louisiana Army National Guard, engages simulated automated forces in the Aviation Combined Arms Tactical Trainer's (AVCATT) door gunner simulator. The cockpit of the AVCATT can be changed to simulate a different Army helicopter in 30 minutes.

outlined therein will soon affect how you receive training.

Additionally, COL (Ret.) Bob Carter, deputy director of USAACE's Directorate of Training and Doctrine, provides an excellent discussion of the new learning model through his article provided later in this issue. He examines the concept itself, how it will impact the future of education in the Army, and why these changes are beneficial and should be of importance to you, as a Soldier and student.

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Mobile Training Team (MTT)

Being both a soldier and student in the Army, you are well aware that we train for the known, but educate for the unknown. This philosophy is actually solidly grounded in psychological theory – according to behaviorist B. F. Skinner, “education is what survives when what has been learned has been forgotten.”

With this in mind, we have undertaken a number of initiatives, in order to help provide the PME necessary to help make you better Soldiers and leaders; thus, ultimately better preparing you for excellence in facing the unknown.

One of these initiatives is conducting courses using the mobile training team (MTT) concept. We have sent instructors from the schoolhouses of both Ft. Rucker and Ft. Eustis, VA to other installations, where they have been instructing courses on subjects ranging from the UH-60M Maintenance Examiners course to the Aviation Warrant Officer Advanced Course.

The advantage of having MTTs go to other installations, instead of having Soldiers come to the schoolhouses, is that it allows the Soldier to spend more of that precious time between deployments with their families. Regrettably, we are not resourced to conduct more course iterations in this manner. Also keep in mind, as dwell times increase we will see a decrease in MTTs.

It will still be your responsibility to acquire the education you need to be a successful Soldier and/or leader. I assure you that no matter how challenging attending the training can be, the Army is working very hard to make its educational experiences more effective, engaging, and empowering.

We, too, are collaborating, preparing, and supporting the Soldiers and future leadership of the Branch in every



The CH-47F Operational Flight Trainer (OFT), built by L-3 Link Simulation & Training, offers a high fidelity environment that immerses aircrews in mission scenarios that support a robust training experience.

way possible. After all, training is what breeds excellence, and it does so through education, which continually proves to be an indisputable resource when faced with the unknown.

Simulation Continues to Play a Big Role in Training

One of the other eight Branch imperatives that I established is that “we must keep cost culture in mind” as we do everything, to include training. This does not mean to do more with less; it means we have to use our resources wisely. It means, we must do things at the best cost to our branch, Army and country.

In an era of diminishing resources, I have charged the USAACE Directorate of Simulations (DOS) to find more efficient and effective ways to conduct both individual and collective training using our aviation simulators. They are currently conducting numerous studies on the effects of

increasing the use of simulators in a number of our individual training courses at Ft. Rucker.

In the collective training arena, DOS continues to evolve and adapt the Aviation Training Exercise (ATX) environment to support deploying combat aviation brigades (CAB) by providing them with a full spectrum ATX prior to their deployment. Each ATX is tailored to the deploying CAB’s Mission Essential Task List (METL) and theater to which they are about to deploy.

This timely and relevant pre-deployment training postures those units to be able to deploy into theater and accomplish their assigned mission.

Extraordinary Sacrifices Do Not Go Unnoticed

Once again, I want to thank all of you 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 know we are doing everything we can to make sure you have the best training in the world in order to successfully 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



Increasing Role of Simulation in FS XXI

By CW5 Michael L. Reese



Happy 93rd Birthday
U.S. Army Warrant Officer Corps
July 9, 2011

Over the last decade, a great deal of resources have been directed towards aircraft simulation improving fidelity and realism for the crew. Simulators are without a doubt a vital tool in sustainment training for a qualified pilot but with the technological upgrades can we increase the use of simulation and reduce flight hours in Initial Entry Rotary Wing (IERW) training?

This topic can be controversial and contentious since an adjustment to Flight School is often equated to reducing the quality of the Flight School XXI product. Over the last six months the U.S. Army Aviation Center of Excellence (USAACE) has been conducting tests to determine the feasibility of increasing simulation.

This month I will discuss how simulators are currently used; on-going tests for increasing usage; and, future roles of simulation in advanced aircraft.

Finding the Balance

Flight school is segmented in two phases; Common Core flown in the TH-67, and Advanced Tracks flown in the future Army Aviator's "go to war aircraft."

There are four stages of training in Common Core; preflight (Crew Procedural Trainer), contact, instruments, and basic war fighter skills.

The average pilot flies about 124 total hours (aircraft/simulator) of which 30% are in the simulator and all of the simulation is flown in the instrument phase.

In the Advanced Tracks, there are multiple portions of training which differ based upon mission design series (MDS) that include; contact, night vision goggles/night vision systems (NVG/NVS), instruments, basic combat skills, and gunnery.

Depending on the airframe, the ratio of aircraft/simulation hours



Secretary of Defense Robert M. Gates listens to a briefing during an aerial tour in a flight simulator at the Warrior Hall Flight School XXI simulation facility at Hanchey Army Airfield, AL.

varies from 22-40% of flight time flown in simulator.

Current, past, and present aviation brigade commanders unanimously support Flight School XXI and the quality of aviator produced by USAACE.

Therefore, when the Branch considers making adjustments to the program of instruction (POI) our non-negotiable requirement is that there is no degradation of pilot proficiency.

USAACE has been forced to make challenging decisions in POI due to increased initial entry rotary wing (IERW) thru-put and due to an aging fleet of TH-67s in limited numbers.

The projected yearly flight school numbers are forecasted to be 1,300 this fiscal year (FY) increasing to 1,498 in FY 12, and steadily increasing to 1,577 in FY 15.

The Ft. Rucker TH-67 fleet numbers 181 aircraft and we also utilize

86 OH-58A/Cs as a bridging strategy to conduct basic combat skills, foreign military training, and headhunter operations.

Maximizing Resources

The current flight school load requires 168 TH-67's for daily launches to support all POIs and in the near future 172 aircraft will be required as flight school student populations increase.

This will be accomplished in an aging fleet of aircraft (analog) comprised of legacy parts that are difficult to procure and expensive to obtain.

Until a permanent solution for training aircraft is implemented, whether it is a modernization program or new training aircraft, some adjustments to the current POI will likely be made.

Two courses of action (or a combination of both) are to increase simula-





U.S. ARMY PEO STRI COURTESY PHOTO

UH-60 Advanced Aircraft Virtual Simulators (AAVS) in Warrior Hall, the contractor-owned Flight School XXI simulation facility at Ft. Rucker, AL.

tion and/or transfer some of the training traditionally flown in common core to the advanced aircraft tracks.

Ft. Rucker has experimented with conducting flight training predominantly flown in the simulator on certain POIs. One test was conducted in the CH-47D Maintenance Test Pilot course where all of the training was conducted in the CH-47D device at Warrior Hall and end of the stage evaluations were conducted in the actual aircraft where the Directorate of Evaluation and Standardizations played a role.

All three pilots successfully completed the course and each MTP will be tracked and assessed throughout their integration in the unit to determine if the proficiency is on par with standard MTP graduates. If proven to be successful this test will serve as an example of how we may be able to efficiently and effectively train Flight School XXI.

Increasing simulation and potentially decreasing flight hours in IERW is due to resource demands based upon a fixed amount of training platforms and increased students.

The resource issue brings opportunity to expand the use of simulators which are certified and accredited for most 1000-series base/individual tasks in most MDSs.

With that said some skills sets during IERW must be performed in the actual aircraft since there are aspects

that simulators cannot replicate. There are various individual proficiencies, basic qualities, and attributes that an instructor pilot (IP) can only determine from a student in the aircraft which could be masked in a simulator. Conversely, when training a student in a simulator the IP must enhance his/her skills as an instructor.

Lessons learned from our simulation test identified that the IPs had to refine their methods of instruction to ensure realistic training which, according to the IPs, improved them personally as an IP. IERW training must be dynamic and flexible with the ever changing variables that affect it.

Other than the aforementioned resource issues, operational needs, aircraft design, technological advances in simulation, future vertical lift, and budget constraints all shape how we train today and will in the future.

The driver is that Ft. Rucker must continue to produce the best officer and aviator to meet the always demanding Army Aviation operational requirements.

Above the Best!

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

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Command Sergeant Major Update



CSM Glidewell

The Army Noncommissioned Officer Corps: Preserving Army Traditions, History, Lineage and Honors for 236 Years and Counting

To say that our Army has been moving at a tremendous pace over the last decade is an understatement. In most cases, Army Aviation has been moving faster than our brigade combat team counterparts. However, that should not be an excuse or reason to capture what we have accomplished and put those thoughts, ideas, and experiences to paper to share with others and develop discussion.

A little more than a year ago we embarked on an idea to have Senior Leader Course students research and write a paper at the Rucker Campus. We hope to transition this idea to the 15K SLC at the Eustis Campus very soon. These NCOs are charged with writing 1,200 words or less on a unit lost under transformation, an individual that made a lasting contribution to Army Aviation, or a tactic, technique and procedure (TTP) that aided in the care of Soldiers or equipment.

I am happy to announce that the

program has been a great success and believe it will better prepare these NCOs for future assignments as well as the Sergeants Major Academy. We encourage unit involvement on their writing selection and allow them to bring a rough draft to the academy with them. It is our hope that this will not only provide a venue for these NCOs to share their thoughts, but capture the accomplishments of units and so many that often go unnoticed in our ranks.

This month I would like to share one such paper written by SFC Joey R. Dotson. SFC Dotson is currently assigned to the III Corps NCO Academy, Ft. Hood, TX, and a former member of the 4/3 ACR.

Lastly, I would not only like to thank SFC Dotson for the great paper, but Science and Engineering Services for sponsoring the writing award to recognize the NCOs.

Above the Best

Glidewell

The various types of aircraft included the OH-58 Kiowa Warrior, the AH-64 Apache, and the UH-60 Blackhawk. One troop of Blackhawk helicopters was the designated medical evacuation (MEDEVAC) troop.

Organically, the Squadron fell directly under the 3rd ACR which consisted of 4,700 Troopers with three Squadrons of M1A1 Abrams tanks and M3A2 Bradley Fighting Vehicles.

Prior to transformation, the regiment was able to deploy quickly and independently in emergency circumstances because of its unique configuration. At the time, it had more diverse combat assets than any other brigade-sized element in the Army.

Stellar History

Another aspect to think about when considering the effect of the disbandment of the Long-Knife Squadron is all of its exceptional accomplishments.

The Squadron deployed in support of Operation Desert Shield, Bosnia Stabilization Force Seven (SFOR 7), Operation Bright Star, Operation Iraqi Freedom (OIF) One, OIF Three, and OIF Zero Seven - Zero Nine.

During these deployments, the Long-Knife Squadron was instrumental in 3rd ACR fulfilling its division-sized responsibilities. For example, during OIF One the Regiment was responsible for Al Anbar Province, the largest province in Iraq, which covered a full one third of the country, or about 140,000 square kilometers.

This was the largest single operational area of any unit, including divisions, in the theater and included the Sunni Triangle.

OIF One was by no means the only time that 3rd ACR was responsible for a division sized operational area. In fact, every time the regiment deployed they found themselves relieving a division that had twice as many soldiers. Yet, they accomplished the mission with



The Lost Long-Knives

By SFC Joey R. Dotson

Shortly after the beginning of the war on terror in Afghanistan and Iraq, the Army's leaders realized a serious need for transformation in Army units. The Army began to transform its units from the structured organization of the Cold War era into more modular units. In the Aviation Branch, these innovative modular units came in the form of combat aviation brigades (CABs).

The creation of these CABs had numerous positive effects on the efficiency of Army operations. However, there were many great Army Aviation

units lost during this transformation; one being the 4th Squadron Long-Knives of the 3rd Armored Cavalry Regiment (4/3 ACR).

We will examine the Long-Knife Squadron's configuration prior to transformation, its great accomplishments, and the way it transformed.

In the Beginning

In order to understand the impact caused by the loss of the Long-Knife Squadron, we must first consider its configuration prior to transformation.

At the turn of the millennium, the Long-Knife Squadron possessed more aviation assets than any other battalion sized aviation unit in the U.S. Army. It contained a total of 83 combat aircraft and 700 Troopers according to 3d ACR records.

ASK THE BRANCH CSM

Q: CSM, I am SGT Jordan Schulz, Joint Multinational Readiness Center (JRMCC) Operations Group, Standardization Instructor. We recently fielded the UH-72 Lakotas and I am looking for information on how to get my FAA Air Frame and Powerplant (A&P) license while stationed in Germany.



CSM : The primary contact through the Army for your A&P license is Mr. Kevin Gasway and he is located at Fort Eustis, VA. His contact information is:

Kevin O. Gasway Sr
 A&P Program Administrator
 Commercial: 757-878-6372, Ext. 2260
 DSN: 826-6372, Ext 2260
 Fax: 757-878-6847
 a.padmistration@conus.army.mil

Thank you for the question and special thanks to Mr. Kevin Gasway and Ms. Susan Sines in Europe who provided SGT Schulz the contact information with the FFA office in Frankfurt, Germany to arrange the testing.

Above the Best.

CSM G

exceptional results every time.

One of the key factors in the regiment's success was the embedded aviation assets of the Long-Knife Squadron. After the Regiment lost its aviation assets to transformation, the ground forces found it more challenging to complete their missions.

Transformation

Finally, we look at how 4/3 ACR was transformed. The first change came in 2004 when the squadron exchanged two troops of AH-64A Apaches for one troop of AH-64D Longbow Apaches. Then, in 2006, the majority of the squadron relocated with the regiment from Ft. Carson, CO to Ft. Hood, TX.

However, the three troops of Kiowa Warriors stayed at Ft. Carson and reflagged as the 1st Sqdn. of the

Task Force ODIN-A Recognized as AAAA FW Unit of the Year



The AAAA Fixed Wing Unit of the Year award for 2010 was presented to Task Force ODIN (Observe, Detect, Identify, Neutralize)-Afghanistan at the opening day session of the first annual AAAA Fixed Wing Professional Forum, June 21, in Huntsville, AL. Pictured are (l to r) MG William T. Crosby, Program Executive Officer, Aviation; Mr. Bob Sitze representing award sponsor, FlightSafety; LTC Kevin Diermeier, unit commander, Angela Diermeier; 1SG Hector Benitez, unit senior NCO; and BG (Ret.) Steve Mundt, AAAA National treasurer. TF ODIN is a theater level aviation asset that provides dedicated aerial reconnaissance, surveillance, and target acquisition / intelligence, surveillance, and reconnaissance (RSTA/ISR) support to ground commanders throughout the Combined Joint Operations Area-Afghanistan (CJOA-A). It is a large and complex organization, providing command and control for all Army fixed wing assets deployed in CJOA-A.

6th Cavalry. The troop of MEDEVAC Blackhawks also left the Long-Knife Squadron in 2006 to become the 571st Medical Company.

After moving to Ft. Hood, the 4/3 ACR increased the number of Apache troops from one to three resulting in the squadron having three Apache troops and one Blackhawk troop for the next four years.

In 2010 the Long-Knife Squadron disbanded, sending all of its helicopters to the 16th CAB at Ft. Wainwright, AK. On July 21 2010, the Long-Knife Squadron reflagged as the Tiger Sharks and the Squadron was forever lost in transformation.

In conclusion, we live in a constantly changing world and the Army has to make adjustments to keep up with the contemporary operational environment. However, in the case of Army unit transformation the beneficial change came with the loss of outstanding units.

One of these exceptional units was the 4th Squadron Long-Knives of Third ACR. We looked at the Long-Knife Squadron based on its configuration prior to the transformation, its great accomplishments, and the way

it transformed.

The Long-Knife Squadron was a unique unit with diverse aviation assets. Additionally, the Squadron organically belonged to a heavy armor regiment. Having its own aviation assets ensured that the Regiment was able to repeatedly accomplish its division-sized missions with tremendous success.

The Squadron modified configurations several times until it eventually disbanded completely in July of 2010.

The overall intent of Army unit transformation was to provide more diverse modular support brigades. However, in the case of the 3rd ACR, the Army lost a Regiment that was more diverse than the resulting transformed units.

It is now impossible to find an Abrams tank and an Apache helicopter in the same brigade-sized element. Although the Long-Knife Squadron was lost in transformation, its legacy lives on through the memory of its great accomplishments.

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.



U.S. Army Combat Readiness/Safety Center



Welcome!

By BG William T. Wolf



Stidley

As your Director of Army Safety, it gives me great pleasure to welcome the newest member of our command team, CSM Rick Stidley. He comes to us from the great Marne Division, where he served in numerous leadership positions and most recently as the command sergeant major for the 3rd Combat Aviation Brigade, Hunter Army Airfield, GA.

With a 32-year Army career and past deployments to Grenada, Panama, Iraq and Afghanistan under his belt, CSM Stidley brings with him a sincere and profound understanding of the safety issues facing our Soldiers today. Look for his welcome column in the August-September issue of ARMY AVIATION.

Always on Guard

This month, the United States of America turns 235 years old. It's amazing to think how, during that short time, our nation has emerged from a fledgling democracy to the global leader it is today. The work you do every day ensures the sacrifices of past patriots will live on for generations to come. I am proud to be part of this great Army and have the opportunity to work alongside each of you. Thank you all for your service!

In Army safety, we spend a lot of time talking about off-duty accidents. This makes sense, because every year a vast majority of our accidental fatalities occur away from work.

For example, as of June 1 this year, the off-duty share of all losses was a staggering 85 percent! That number illustrates two points: first, on-duty safety remains a great news story for the Leaders and Soldiers with their boots on the ground in locations at

home station and in our overseas theaters; and second, off-duty accidents continue to be the most critical safety issue facing our Army today.

On-Duty Outpacing Off-Duty

On duty, our biggest gains have been in reducing fatal Army motor vehicle (AMV) accidents to unprecedented lows. In fact, as of June 6, AMV fatalities were down 80 percent from the previous year. That's an extraordinary accomplishment, especially considering the hundreds of thousands of miles driven every year in all models of AMVs, both in garrison and in theater.

This statistic proves we've come a long way from the early days of our combat missions in Iraq and Afghanistan, when on-duty AMV losses soared to historic highs.

Although safety upgrades and greater familiarity with equipment have had a lot to do with our recent successes, much of the credit is owed to superb leadership and hands-on engagement from Soldiers at all levels. Whether it's to remind another Soldier to buckle their restraint system or call out a driver who's exceeding the safe speed limit, those who do the right thing for safety show their commitment to the warrior ethos of never leaving a fallen comrade behind.

Given this amazing success on duty, it would be easy to assume we'd see a corresponding reduction in privately owned vehicle fatalities. Reality, however, is far different from this assumption. Although POV fatalities have been on a downward trend the past few years and currently remain below 2010 numbers, the grim fact is nearly 70 percent of the Soldiers lost during this fiscal year have been killed after hours on civilian roadways.

How can a Soldier safely drive a multi-ton vehicle during the day but lose control of a small sedan or even



U.S. ARMY PHOTO BY SFC ASHLEY ARMSTRONG, 54TH PUBLIC AFFAIRS

Service members prepare to maneuver a curve on a course designed to build their confidence in turn techniques during the first-ever U.S. Army Garrison-Hawaii sponsored advanced motorcycle safety course at Wheeler Army Airfield, Hawaii, Aug. 18, 2010.

smaller motorcycle at night or on the weekend? There are any number of contributing factors to fatal POV accidents, but the "big three" are almost always constant — speed, failure to wear seat belts or personal protective equipment, and driving under the influence of alcohol.

Transferring the Mind-Set

The question we should all be asking is why our on-duty mindset isn't transferring to the off-duty realm. Our Soldiers know what to do and our Leaders do a fantastic job in enforcing standards on the job. But both Leaders and Soldiers must remember there is no time limit on responsibility, and their obligations to one another extend even after duty hours.

Reminding a friend to buckle up or slow down is just as effective in a sedan as in a HMMWV. The key is engaging and never letting your Soldiers become complacent.

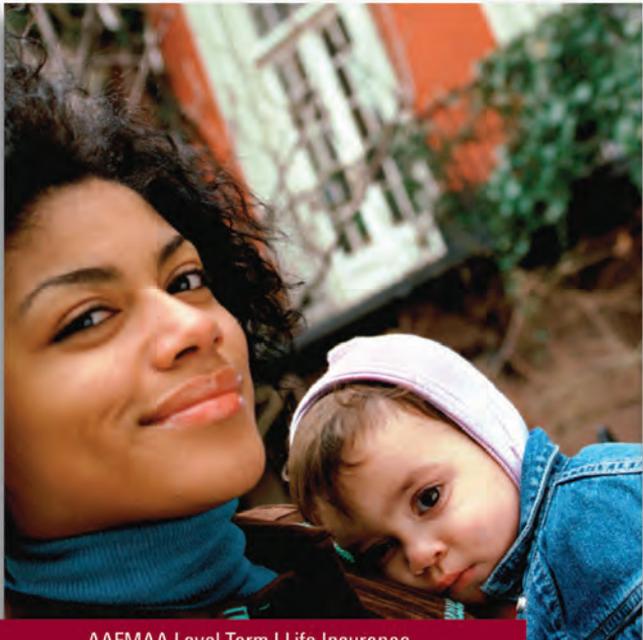
Leaders should also tap into the Families within their units for support. Their access and influence make

Continued on page 19



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U.S. Army Aviation Logistics School Update



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Commander



CW5 Evans
School CWO



CSM Morant
School SGM

“What in the World are They Teaching These Guys at Eustis?”

By LTC William R. Cristy

“**W**hat in the world are they teaching these guys at Eustis?” How many times have you heard that question in tactical units? Unless you have been assigned to the U.S. Army Aviation Logistics School (USAALS), you may never understand. Rest assured, though, that the USAALS team is committed to producing the best trained apprentice aviation mechanics in the world.

In the following paragraphs, you will read a summary of what Soldiers learn in the CH-47 Helicopter Repairer Course; how topics are chosen; how training is delivered; who the instructors are; and how the course stays current and relevant. Whether they are new Soldiers completing Initial Military Training or Advanced Individual Training Soldiers transitioning from another MOS, there are 52 classes a year for the 15U10 course and they all happen on the USAALS’ Fort Eustis, Virginia campus.

The “What”

The course map (Figure 1) will give you an idea of what Soldiers are exposed to during the 17 week 15U10 course. They progress from the fundamental aspects of maintenance operations (the tools used in their MOS) to the removal and installation of major helicopter components including instruction on Interactive Electronic Technical Manuals (IETM), The Army Maintenance Management System (TAMMS), and Unit Level Logistics System-Aviation (Enhanced) (ULLS-A(E)).

The principles of Composite Risk Management and “maintenance by the book” are reinforced daily. Each module contains several “critical tasks” selected for the Soldiers to learn. For example, the hydraulics module has nine critical tasks.

For new pieces of equipment, the manufacturer creates a Gross Task List of maintenance tasks. USAALS will convene a Critical Task Selection Board comprised of representatives from Active Component tactical units and the Reserve Component. Only active duty Soldiers who are voting members of this board decide which tasks are critical for the MOS and identify if the tasks are to be unit trained or school trained.

The current task selection model is the D-I-F Model (difficulty – importance – frequency). These three factors are used to assess the criticality of a task.

The critical tasks are analyzed to determine the specific performance steps required for the task; a training outline is developed; and an assessment is made of all resources needed to train that task. Resources can include, but are not limited to, time; Category B aircraft and/or training devices; tools; hangar floor space; electricity; compressed air; POL; Class IX supplies; classroom space; computers; furniture; software; etc. The task is validated in three training iterations then accepted or modified.



USAALS students training on Category B, CH-47D airframe.

Each course has a program of instruction (POI) consisting of lesson plans, student evaluation plans, and training support packages. The POI is then staffed through the training department, USAALS, the U.S. Army Aviation Center of Excellence (USAACE) and TRADOC for approval.

For changes to established programs, the process is simpler depending on the scope of the change. The change from the CH-47D to the CH-47F was much easier for the 15U10 course than the UH-60A/L to UH-60M for the 15T10 course.

Changes to technical publications that affect aircraft (updates to IETMs, modification work orders, and safety messages) have to be methodically reviewed to assess any impacts on the course; POIs are then changed appropriately. The bottom line is that a lot of time and effort are spent to provide the best training possible to the Soldier.

The “How”

In accordance with TRADOC, USAACE and USAALS regulations, Soldiers are taught in the following manner: conference (classroom), interactive multimedia instruction



(IMI), practical exercises, and exams.

CH-47 systems operations are initially taught in conference and include reinforcement on safety and the operating environment (OE). The Soldier then performs the specific tasks on a computer using IMI, a program that guides them through step-by-step procedures; then performs a practical exercise on the hangar floor where the task is performed by hand and, finally, is tested on the task(s). Evaluations are open book to reinforce the importance of doing maintenance by the book.

As discussed earlier, tasks vary in the levels of difficulty, importance and frequency. Another glance at the Course Map in Figure 1 will show you how much training and testing time is dedicated to each module.

The “Who”

For the most part, Soldiers and former Soldiers train the future mechanics of Army Aviation. Of the 600 permanent party personnel assigned to USAALS, there are few who have not previously repaired U.S. Army aircraft. The vast majority of instructors have walked these very halls and know what their Soldiers are going through; most USAALS instructors are active duty NCOs.

Every year sees a turnover in personnel which is essential to the success of USAALS. With this personnel turnover comes a new perspective from the field on tasks that should be added or deleted; techniques that are being used in units; and real feedback on the strengths and weaknesses of USAALS graduates.

After normal in-processing, the instructors participate in USAALS’ three-day reception and integration program. Following this, they attend the Army Basic Instructor Course and the Cadre Training Course where they are taught the proper techniques and rules associated with training personnel in TRADOC schools. USAALS then releases them to their training departments and divisions to complete the instructor certification process for the course they will teach.

Standards are maintained at the highest level through a program of no-notice evaluations from division and department evaluators or the USAALS Quality Assurance Office.

Current and Relevant

USAALS personnel recognize the criticality that our programs remain current and relevant; especially during this period of persistent conflict and works diligently to stay up to date in everything our branch is doing.

As a subordinate organization in USAACE and a proud member of the Aviation enterprise, USAALS maintains close contact with all members of the team at Ft. Rucker and the program managers at Redstone Arsenal, AL ensuring the school remains current on the commanding general’s intent and developing doctrine (especially updated TMs).

As stated earlier, the consistent turnover in active duty personnel helps us stay current with developing tactics, techniques and procedures in the field. USAALS sends representatives to a variety of conferences throughout the year and also sends personnel to visit units and the training centers of sister services.

Feedback is solicited from tactical units, Soldiers attending the advanced and senior leadership courses, and from end of course critiques/after action reviews (AAR) as Soldiers complete courses at USAALS.

Finally, USAALS training developers and instructor/writers constantly conduct self-assessments. In any given year, the Cargo Helicopter Division has approximately 65 Soldiers

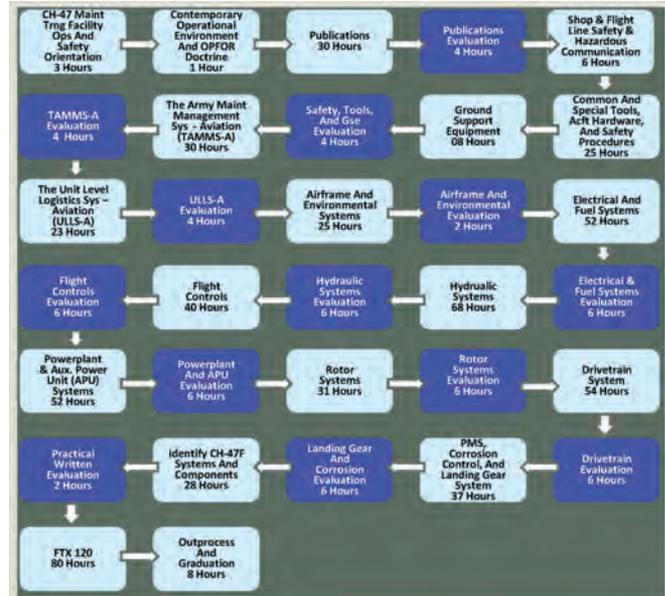


Figure 1. CH 47 D/F Helicopter Repairer (15U10) Course Map

and civilians training between 550 and 600 Soldiers how to be CH-47D/F mechanics. In the same way it takes a village to raise a child, the dedicated members of USAALS work together to produce the best aviation mechanics in the world.

The USAALS team is never satisfied and continues working hard to once again achieve accreditation as an Institution of Excellence as they progress to fully implement the Army Learning Concept 2015.

LTC William R. Cristy is the Director of the Department of Aviation Systems Training, US Army Aviation Logistics School at Fort Eustis, VA

Welcome! *Continued from page 16*

spouses and other close loved ones a great line of defense in keeping Soldiers safe.

Tools for All

Our mission here at the USACR/Safety Center is to help our Total Army Family—Leaders, Soldiers, Family members and Civilians—stay safe in all they do.

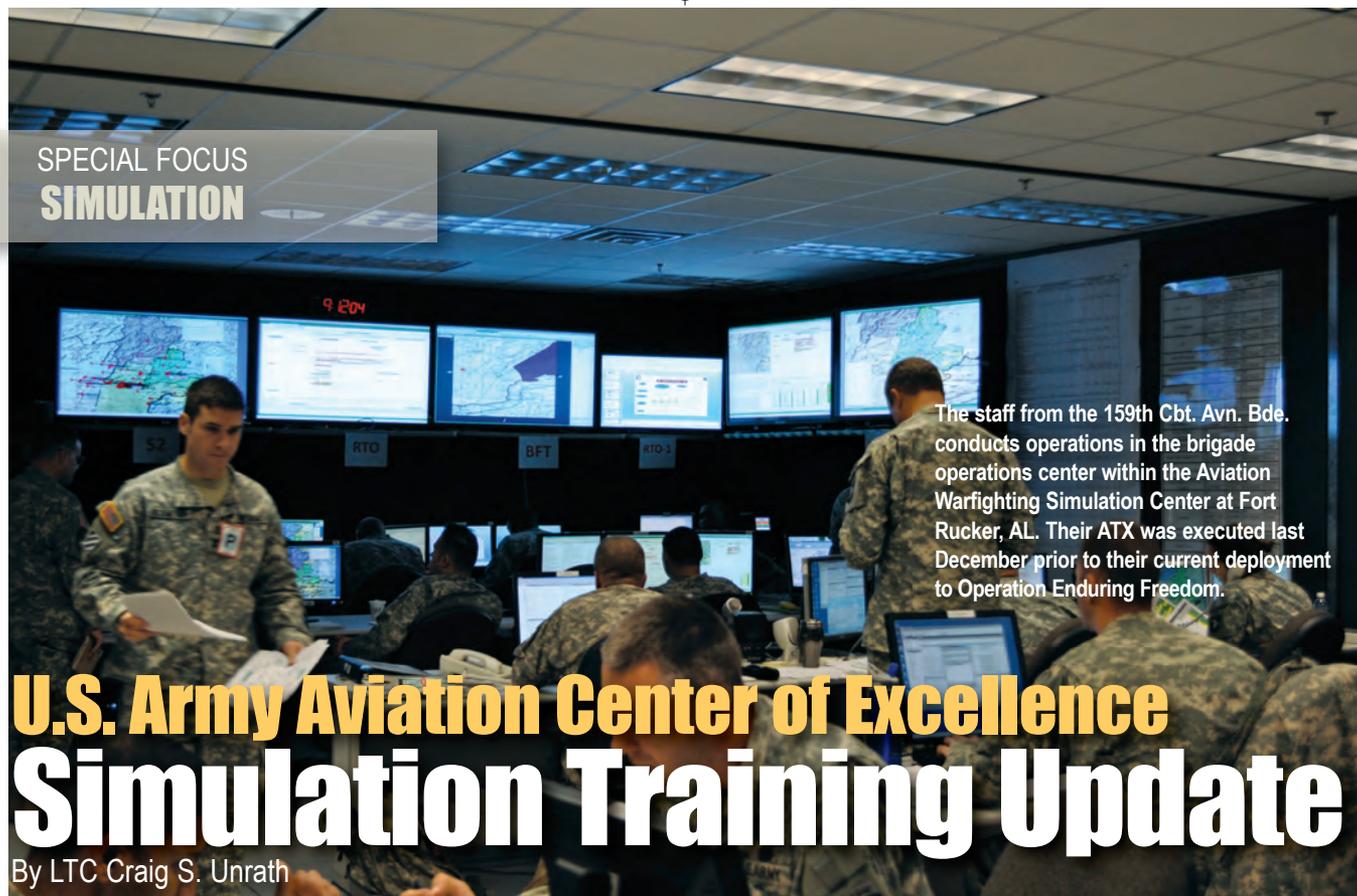
POV safety is obviously a primary concern and we have many driving tools available on our website, <https://safety.army.mil>, but that’s not all we have to offer. Be sure to check out our other products and let us know what else you need to make your safety program a success. You can start with our Safe Spring/Summer Campaign, which contains ready-made posters, videos and feature articles covering a wide range of topics related to warm weather activities.

Thank you all again for what you do every day. As you celebrate our nation’s birthday, I ask that you take a moment to think about what more you can do to keep our Soldiers safe. Protecting our Band of Brothers and Sisters is the greatest birthday gift America could receive!

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.

SPECIAL FOCUS
SIMULATION



The staff from the 159th Cbt. Avn. Bde. conducts operations in the brigade operations center within the Aviation Warfighting Simulation Center at Fort Rucker, AL. Their ATX was executed last December prior to their current deployment to Operation Enduring Freedom.

U.S. Army Aviation Center of Excellence Simulation Training Update

By LTC Craig S. Unrath

US ARMY PHOTO BY MR. OTIS WHITE

The use of simulation in aviation training continues to grow in relevancy and criticality in a time of decreasing resources and precious training time. At the U.S. Army Aviation Center of Excellence (USAACE), we continue to push the envelope on where we believe simulation can enhance aviation training individually and collectively, and in the live, virtual, and constructive environments.

With today's emerging innovations in wireless technologies, image generation, and integrated architectures we will expect more from our aircraft simulators, better integration of combined-arms training, and exploitation of wireless devices and applications in our training capabilities.

The US Army Learning Concept (ALC) for 2015, combined with the USAACE commanding general's imperatives, serve as the pillars for the Directorate of Simulation (DOS) objectives and vision statement: *DOS will be the vanguard for the development and integration of innovative simulation solutions to meet the complex training challenges of the Aviation Enterprise and Warfighter.* This serves as our charter in doing our part to build a healthy Aviation Branch, postured for

full-spectrum operations.

Three major areas DOS is focused on in striving towards that vision are: doing more with our aviation simulators in an era of diminishing resources, supporting ALC 2015 via technology and simulation solutions, and continuing to set the conditions for an aviation training exercise (ATX) environment that is capable of supporting the future aviation formations and operating environments.

Increased Emphasis on Aviation Simulators

With the elimination of extended wait times by student aviators prior to their advanced aircraft tracks, we are now onto our next challenge of sustaining the development of highly qualified aviators in an era of constrained resources and "cost-culture" mindset. Those limitations include not only financial resources, but also aircraft, instructors, and training time due to increased student throughput and an aging live-training fleet.

During this process we cannot break what already works or compromise the quality of aviator that is provided to the operating force.

A team composed of DOS, 110th

Aviation Brigade, Army Research Institute (ARI), and Computer Sciences Corporation (CSC – Flight School XXI (FSXXI) simulations prime contractor) recently completed preliminary experiments to determine if today's aviation simulators are capable of supporting more training, and is taking a fresh look at the structure of the current FSXXI model and advanced aircraft follow-on courses.

Future experiments will document the optimal mix of simulator and aircraft hours, degree of time that could be allocated to simulation, and the effects of this allocation on performance of student pilots in the aircraft.

In two recent tests with the majority of flight instruction for a CH-47D Maintenance Test Pilot Course (MTPC) and approximately 75% of a CH-47D FSXXI class conducted in simulators, we were able to get an initial evaluation on what may be possible in the future using today's simulators.

Both tests were extremely successful with initial results showing that more tasks can be successfully trained in simulators, partial task training with simulators can enhance programs of instruction (POI), and a need for increased scrutiny of task



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US ARMY PHOTO BY MR. RUSSELL SELLERS

Two SOAR project officers work together on one of the simulator flight scenarios at Warrior Hall as part of the SOAR program.

suitability during simulator accreditation testing. USAACE plans to continue further investigation into what is possible with simulators.

This summer we will conduct another test with an increased percentage of the curriculum in simulation, this time with one of the larger UH-60 classes. Additionally, as we reassess the FSXXI model and explore options for overcoming our aging training helicopter and increased student load, we are taking a look at courses of action that could place more of our instrument training in simulation, possibly even within the advanced aircraft tracks.

The continued fielding of full-motion OH-58D, CH-47F, and UH-60M simulators over the next two years will enable us to implement our lessons learned within our most modernized aircraft programs.

Simulation Support of Army Learning Concept 2015

With the release of the TRADOC Pamphlet 525-8-2, the centers of excellence (CoE) were charged with relooking how we leverage technology to train today's digital generation of Soldiers and leaders. USAACE has embraced this challenge and is emphasizing rapid and responsive development and integration of these ALC 2015 ideas within our individual and collective training. It is vital that we develop the correct aviation force. Virtual and constructive simulation, gaming, and wireless tech-

nologies are the means by which we are attacking those objectives.

One of our major efforts over the past six months has been building a strong relationship with our sister CoEs through the development of long-haul, distributed combined-arms training with simulation. This past winter we reconnected our training networks between Forts Rucker, Benning, and Sill to test distributed gaming vignettes using the Army's virtual gaming program, Virtual Battlespace 2 (VBS2).

Following successful testing and scenario development with the Maneuver Captains Career Course and Joint Training Counter-IED Operations Integration Center (JTCOIC), we demonstrated our capability and future training vision at this year's annual Army Aviation Association of America (AAAA) Professional Forum and Exposition.

The commitment by the CoEs to this initiative has led to continued efforts to distribute training amongst the CoEs and jointly develop the next VBS2 scenario and common terrain database. We were also able to showcase our ALC 2015 vision of using wireless technologies in support of professional military education (PME).

At the AAAA Exposition, we demonstrated our ability to operate Blue Force Tracker, Command Post of the Future, and Electronic Data Managers with iPads®. The devices served as the battle command systems

in support of the VBS2 combined-arms, stability operation that we demonstrated on the exposition floor. Today's generation of leaders readily adapts to these concepts and is often the biggest asset in identifying innovative ideas.

DOS, in coordination with the USAACE G-6, is working with the Aviation Captains Career Course (AVC3) to explore additional feasible solutions to learning concepts using wireless devices. We believe wireless devices and applications are the future, whether it is in the classroom or the tactical operations center.

At USAACE, the 2015 learner-centric environment is not limited to the PME classroom. During our charge to eliminate the aviation student wait time before starting their advanced aircraft phases, we explored different options to sustain their flying skills.

One solution was to implement self-structured learning by having newly qualified TH-67 aviators develop scenarios that they could plan and execute utilizing open simulator periods at the FSXXI Warrior Hall simulator complex. This peer-based learning program, coined Sustainment of Aviator Readiness (SOAR), has been an overwhelming success.

To date, SOAR has sustained the flying skills of over 300 new aviators, utilizing over 600 simulator hours. With the elimination of the backlog, we are now exploring similar concepts using TH-67 and other simulators to enhance aviator proficiency.

Full-Spectrum Aviation Training Exercise

From the collective training perspective, there has been no let up in USAACE support to U.S. Army Forces Command (FORSCOM) in providing deploying Combat Aviation Brigades (CAB) with a full spectrum ATX prior to deployment to Operations Enduring Freedom, New Dawn, or Kosovo Force.

Although limited to unclassified execution, significant staff analysis was recently conducted to determine the feasibility of supporting classified execution. Regardless of that decision, USAACE continues to work with TRADOC and FORSCOM in

determining the best integration point and frequency of the ATX during ARFORGEN, and deployment certification criteria for Active, Reserve, and National Guard aviation formations. On the technical side, the ATX continues to evolve and adapt to future aviation organizational and operational advances in support of future full spectrum combat aviation brigade rotations.

DOS is working closely with program managers and TRADOC capability managers for ATX integration of unmanned aircraft system manned-unmanned-teaming (UAS MUM-T), more air traffic services (ATS), and cockpit concurrency within the aircraft simulator reconfigurable collective training devices (RCTDs).

Conclusion

For the USAACE Team, technology advancements and a constant push to achieve more training efficiencies will drive our pursuit of better solutions, more utilization, and increased integration of simulation.



US ARMY PHOTO BY MR. WADE BECKEL

A USAACE aviator flies a Longbow Apache in VBS2 with a Blue Force Tracker running on an iPad next to him during the combined-arms USAACE-DOS demonstration at the AAAA Exposition this past April.

Simulation and simulators are key enablers for implementing the concepts defined in ALC 2015, whether it be in the PME classroom, flight school cockpits, or a CAB’s culminating ATX prior to deployment.

In an era of “cost-culture” we cannot and will not lose our focus on professionally developing our aviation force. In order to maintain that focus,

simulation has played, and will continue to play an integral role in sustaining a healthy Aviation Branch postured for full-spectrum operations.



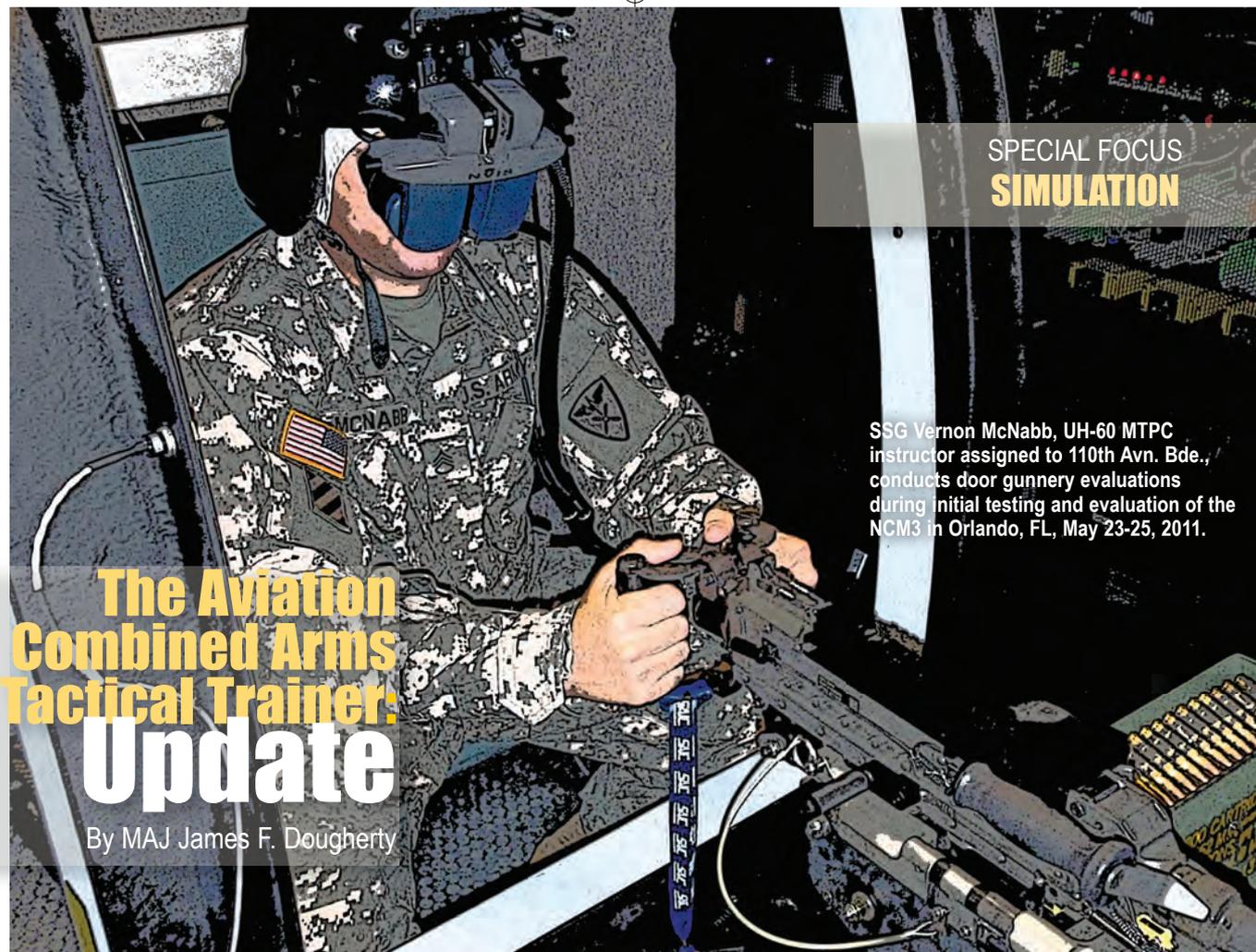
LTC Craig Unrath is the Acting Director of Simulation for the US Army Aviation Center of Excellence at Fort Rucker, AL.

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SSG Vernon McNabb, UH-60 MTPC instructor assigned to 110th Avn. Bde., conducts door gunnery evaluations during initial testing and evaluation of the NCM3 in Orlando, FL, May 23-25, 2011.

The Aviation Combined Arms Tactical Trainer: Update

By MAJ James F. Dougherty

It has been a busy year for the aviation virtual collective trainer – AVCATT. In 2010, all twenty-three suites received a combined retrofit, essentially applying several much needed engineering change proposals (ECP) which greatly enhanced the overall system performance.

Some highlights of the retrofit include new helmet mounted displays (HMD), faster host computers, and improved image generators. If it has been awhile since you have been in and around an AVCATT, we encourage you to stop by your local suite and rate the improvements for yourself.

2011 continues to be an enhancement year for the program. As budget constraints tighten, we are encouraged and thankful to our airframe program managers (PM) for ensuring that necessary funding is identified and allocated towards keeping the AVCATT cockpit configurations usable and relevant to the aviation community.

As you know, these last couple of years have seen an accelerated fielding of live aircraft platforms (UH-60M, CH-47F, AH-64D BLK II 13, etc.) across the aviation fleet. What you may not know is that behind the

scenes system and non-system training aids, devices, simulators, & simulations (TADSS) try to play catch-up with the live systems, often times unable to begin development until post fielding and software contractual issues are resolved.

As of right now, the AVCATT OH-58D BLK II configuration is complete and awaiting accreditation in August 2011. In addition, preliminary work has begun on the AVCATT UH-60M, CH-47F and AH-64D BLK II Lot 13 configurations with expected suite fieldings in FY13.

NCM3

The Nonrated Crewmember Manned Module (NCM3) is a mobile, transportable, multi-station virtual simulation device designed to support training of nonrated crewmembers (NCM) in crew coordination, flight, aerial gunnery, hoist and slingload related tasks.

Essentially a third AVCATT trailer, the NCM3 is reconfigurable to either a UH or CH backend, which enables two complete lift crews (RCM and NCM) to train in the virtual environment. Unique to the NCM3 system is the ability to oper-

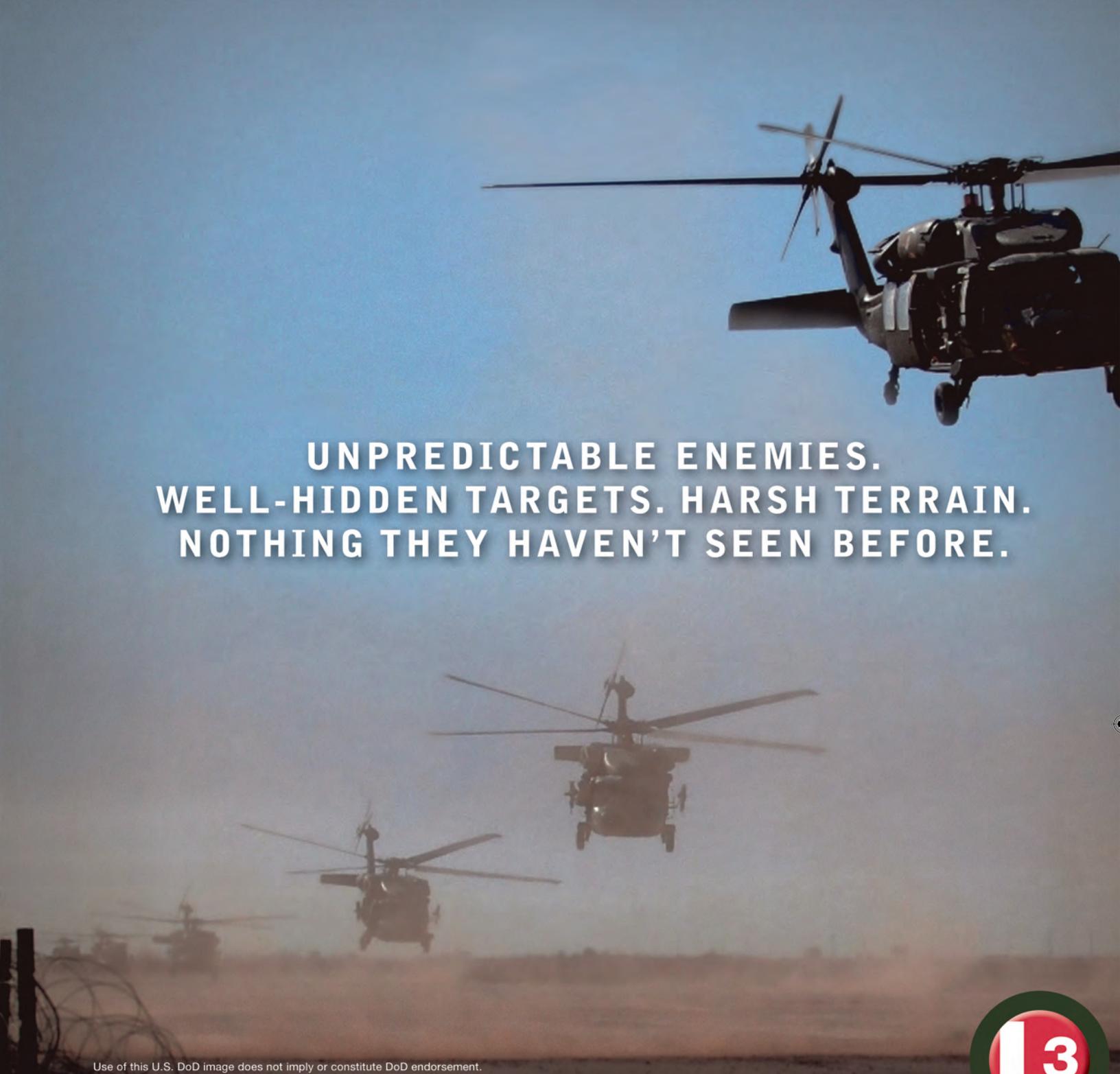
ate in three separate modes.

In the first mode, the NCM3 is tethered to an AVCATT suite with correlated visual and audio cues. All crewmembers utilize their HMD and fly and fight their platform as they would in a live environment.

The second mode, allows the NCM3 to operate in a standalone mode where the instructor/operator (I/O) is able to perform the role of the pilot(s).

The third mode, enables the NCM3 to operate under a 'white-light'. Crewmembers are not submersed in the virtual world, but rather are able to work through weapon and hoist tasks with actual demilitarized weapons and an operational hoist. This mode is compatible to sitting in an actual aircraft on the ramp and working through weapon and hoist procedures in the crawl phase of learning.

The first NCM3 is currently scheduled to arrive at Fort Campbell, KY in September 2011, with the second arriving on station at Ft. Campbell in December 2011. As a mobile trainer, the NCM3 will be able to be scheduled by aviation brigades for crewmember training in support of training requirements.



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SSG Vernon McNabb conducts an evaluation of the NCM3 UH-60 hoist capability. The NCM3 will be able to train individual and collective tasks associated with door gunnery, sling and hoist operations. As part of the simulator developmental process, USAACE Directorate of Simulation (DoS) provides subject matter experts (SME) in order to provide critical feedback during all phases of design and construction.

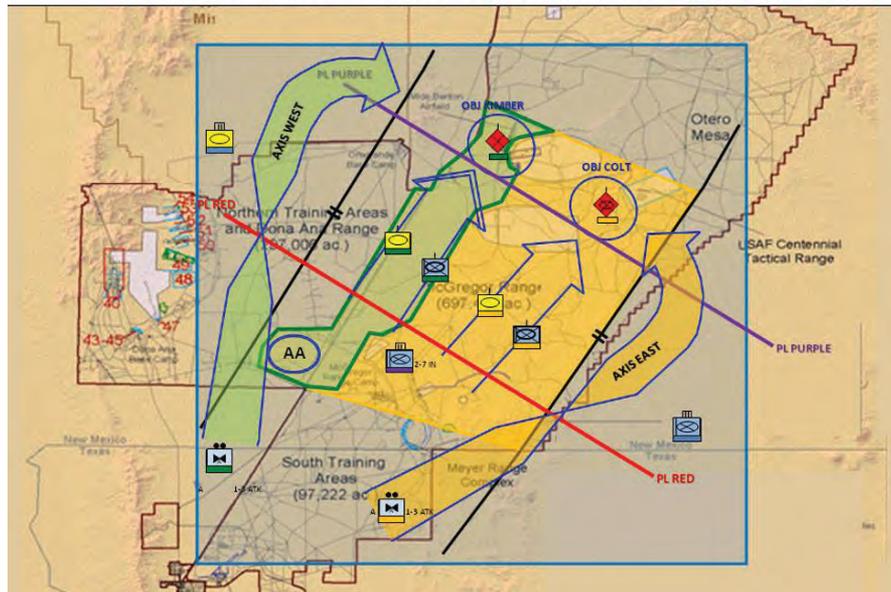
AVCATT and the LVC-ITE

AVCATT is Army Aviation’s only virtual collective training asset participating in the Army’s Live-Virtual-Constructive Integrated Training Environment (LVC-ITE) Increment 1.

Key to AVCATT’s success in the LVC-ITE is integration of Synthetic Environment Core (SE Core) products. These products include terrain databases (TDB), common moving models (CM2), and One Semi-automated Force (OneSAF). The AVCATT/SE Core integration effort is in progress with software fielding scheduled to begin 1st quarter FY12. The AVCATT currently operates on Iraq, Korea and Afghanistan East TDBs.

The LVC-ITE requires the capability to train on home station terrain databases which will start to become available for AVCATT use this year. The SE Core databases, CM2, and OneSAF will ease interoperability issues with other SE Core compliant

LVC Expanded Battlefield in Training



This illustration highlights a use case of the LVC-ITE. Shown in green are units training in the LIVE environment. Amber represents units in the VIRTUAL domain and blue, the CONSTRUCTIVE environment. In this case an Infantry BN TF is directly supported by aviation elements in both the LIVE and VIRTUAL training domains. As with every training exercise, the commander’s training objectives will define the extent of the exercise. Although the INF BN TF has only two companies maneuvering in the LIVE environment, the LVC-ITE enables a larger, more realistic training audience thus incorporating the principle of training found in FM 7-0.

virtual simulators and between the virtual and constructive training domains.

The use of common SE Core databases and OneSAF yields a user-friendly commonality allowing for a persistent connectivity capability at the home stations. For example, commanders of both air and ground units, through their local Battle Command Training Centers (BCTC), will be able to link the Close Combat Tactical Trainer (CCTT) and Reconfigurable Vehicle Tactical Trainer (RVTT), our supported maneuver units virtual collective trainers, with the AVCATT.

Once an installation is fielded with the LVC-ITE capability, commanders can then expand this interoperability across all three domains.

Figure 1 depicts a Fort Bliss LVC-ITE use case where an infantry battalion task force is trained employing units across multiple training domains. From an aviation perspective, this scenario could yield one company supporting a live battalion in the exercise with actual aircraft; while a second company supports the ground commander through the use of virtual simulation.

The ‘so-what factor’ is gained from the ability to generate one common

operating picture (COP) at all levels of command and to train in accordance with several FM 7-0 key principles to include, training as a combined arms team, training utilizing multi-echelon techniques and training to develop leaders.

In closing, the AVCATT team (PEO STRI, USAACE DOS and TCM Virtual) look forward to another productive year for the program and remain committed to supporting the commander’s aviation virtual training requirements.

We again encourage commanders and trainers alike to get out and see the improvements for themselves. In addition, the AVCATT and NCM3 will be showcased at both the 2011 Interservice/Industry Training, Education Conference (I/ITSEC) in Orlando, FL, November 28 – December 1, 2011 and the 2012 AAAA Annual Professional Forum & Exposition, in Nashville, TN, April 1-4, 2012.



MAJ Jim Dougherty is an Army aviator and simulation officer (FA57) currently assigned to TRADOC Capability Manager-Virtual at Fort Leavenworth, KS.





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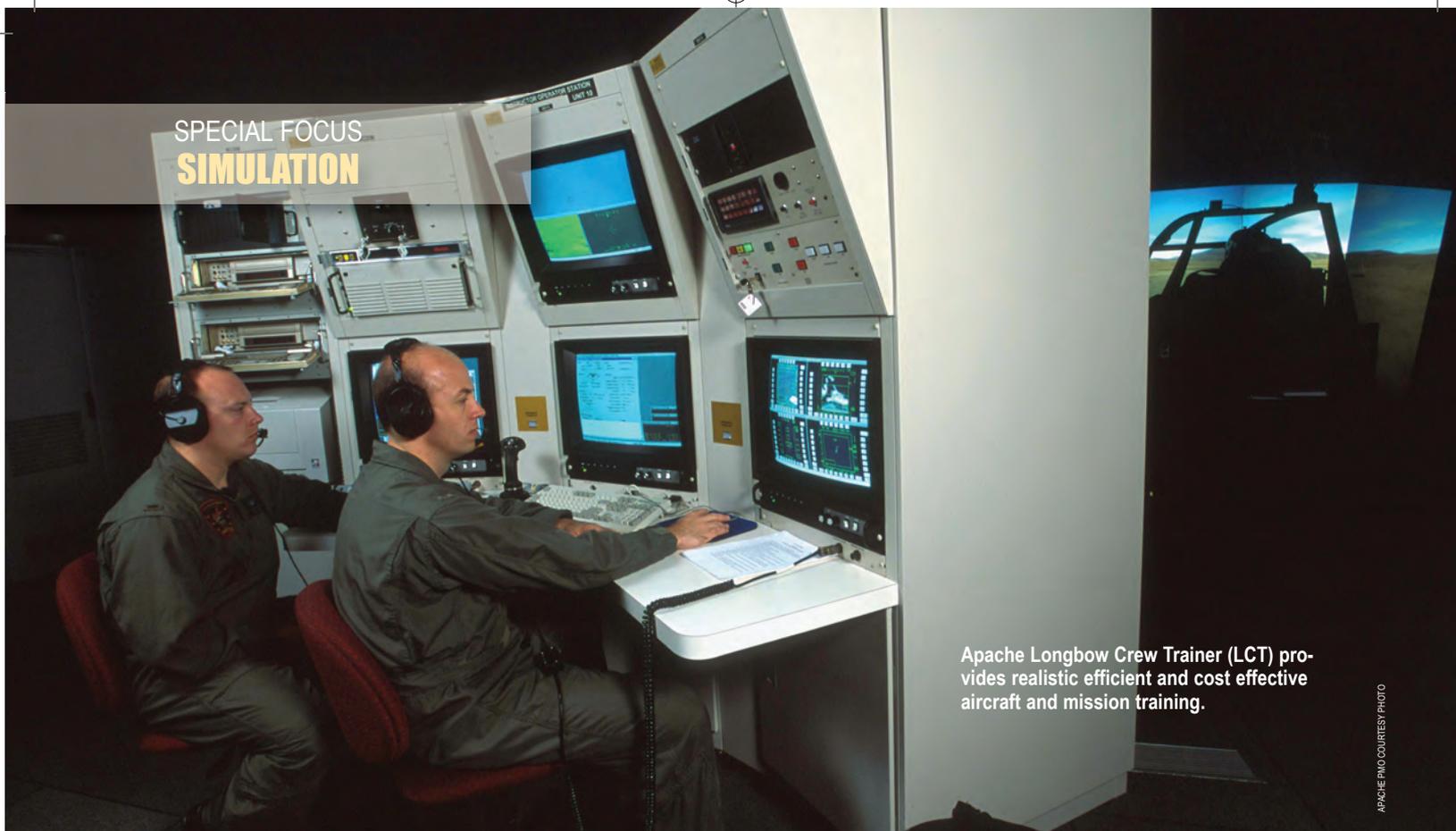
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SPECIAL FOCUS
SIMULATION



Apache Longbow Crew Trainer (LCT) provides realistic efficient and cost effective aircraft and mission training.

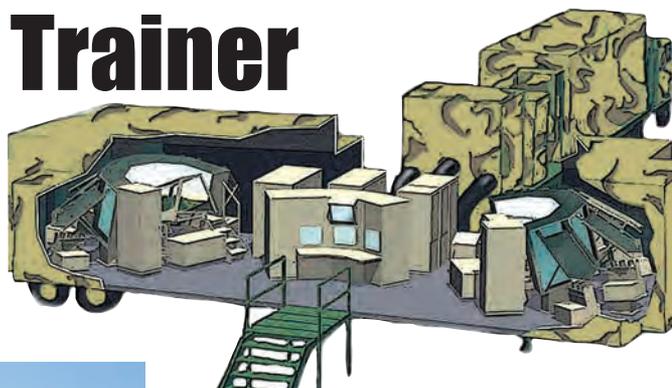
APACHE PHOTO COURTESY PHOTO

The Longbow Crew Trainer

By CW5 (Ret.) Randy L. Nielson

December 2010 marked the realization of several significant AH-64D Operator Training Device achievements. The Longbow Crew Trainer (LCT) has now exceeded 10

years of service providing over 350,000 hours of accredited flight simulation training to the US Army.



Apache Longbow Crew Trainer Block III



Apache Longbow Crew Trainer (LCT) with heat deflection canopy at Forward Operating Base Q-West (Qayyarah Airfield West) Mosul, Iraq, March 2010.

Initially fielded in December 2000 to Ft. Rucker, AL, to date a total of 27 U.S. Army and 3 foreign military sales (FMS) LCTs are providing aircraft qualification and sustainment training support at garrison and deployed locations worldwide.

On contract for delivery in CY 11 are 3 U.S. Army and 2 FMS LCTs. An additional 3 U.S. Army and 2 FMS LCTs are being contracted which will realize the U.S. Army LCT fleet of 33 AH-64D Longbow Operator Training Devices within the current LCT Basis Of Issue Plan (BOIP) and 7 FMS LCTs.

The current US Army LCT BOIP is required to be transportable, by ground, rail, sea and strategic airlift

WPA PHOTO BY DAVID WINTERS

(STRATAIR), to date, LCTs have completed 5 shipboard and 29 STRATAIR sorties. (See graphic this page)

Twelve LCTs have served in both Operation New Dawn and Operation Enduring Freedom theaters with deployed units since April 2005 in both single and multiple deployments.

Deployed LCTs have remained in theater as stay-behind-equipment for up to 3 unit rotations prior to returning for RESET and garrison reassignment. To date 13 RESETs have successfully been completed with all devices returned to fully operational service within a 90 day window.

Keeping Current

344 hardware (HW) and software (SW) upgrades have successfully been applied to LCT maintaining concurrency with the Block I and Block II AH-64D.

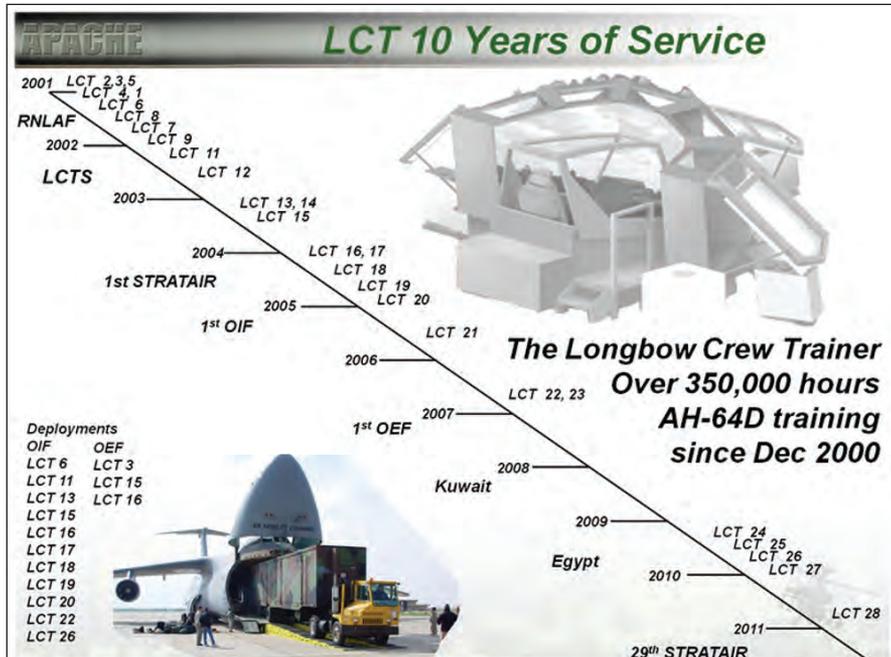
Since the initial fielding of the LCT, the most significant improvement in fidelity and relevance to the LCT was realized in calendar year 2010 with the fielding of the EPX5000 Image Generator (IG) and improved software modeling addressing obsolescence, performance, and fidelity limitations in previous Modernized Target Acquisition Designation System (MTADS), Multi-Target Tracker (MTT)/Linear Motion Compensation (LMC) and Thumb Force Controller (TFC) models in the 10 multi-year 1 LCT (9 USG, 1 FMS). Accredited for training, this HW and SW solution is being proliferated through the LCT fleet.

Fielded in conjunction with the EPX5000 IGs and MTADS improvements to the MYI fleet, an updated EPX5000 compliant Flight School XXI (FSXXI) Database has been incorporated complimenting the virtual environment to support AH-64D aviator qualification training in basic and emergency flight skills and all required gunnery and systems tasks trained in the FSXXI program.

The FSXXI Database shall provide the instrument training environment for the Apache Block III Aircraft.

In the SW Version 6.2 and 13 upgrades, the LCT weapons portfolio expands to include Hellfire AGM-114M, N, K2A and R missiles, and flechettes, smoke and illumination rockets.

In the V13 upgrade, additional HW



# of LCT	Organization	Installation/Unit
6 LCT	USAACE	Ft. Rucker AL
1 LCT	WAATS	SBAH, ARNG
25 LCT	ARB	1 per TO&E Battalion
1 LCT	APACHE PMO	Developmental Integration Facility

improvements use PC computers replacing obsolete hosts and the Aircraft Multi-Display Processors incorporating improved modular operating systems and updated flight models.

The Block II LCT fleet will receive integrated aircraft survivability equipment improvements, an upgraded fire control radar model, and manned-unmanned (MUM) training capability with the V13.1 upgrades scheduled for initial fielding June 2012.

The obsolete ESIG 5530 image generators will be replaced with EP8000 IGs advantaging the new host computer interface fielded during the V13 upgrade.

The EP8000 IGs provide a 600% improvement in channel processing load capability as well as significantly more realistic virtual environment.

Apache Block III LCT conversion is in process with 3 LCTs receiving the ABIII conversion during the limited rate initial production effort.

During the ABIII conversion, the LCT will replace the Instructor Operator Station, incorporate MUM capability, and refurbish the device and service trailer ensuring that the LCT continues to provide relevant,

concurrent and accredited training.

Unlike initial LCT fielding to the 21st CAV where the devices were delivered after the unit finished collective training, the ABIII LCT shall be delivered before the unit draws their aircraft beginning with the second unit equipped.

Future improvements to the LCT fleet will include V6.3 and V13.2 upgrades to the Block I and Block II fleet; Image Generator obsolescence and standardization; MTADS improvements; incorporation of the OneSAF threat server, SECORE databases, and avionics and weapons systems improvements to ensure concurrency with aircraft enhancements enabling the attack helicopter warfighter to continue to experience and benefit from timely and relevant training.



CW5 (Ret.) Randy L. Nielson is the Operator and Training Devices lead in the Logistics Division Training and Training Devices Branch of the Apache Project Management Office, Redstone Arsenal, AL.

Aviation's Learning Concept for 2015

SPECIAL FOCUS TRAINING

By COL (Ret.) Robert D. Carter

One of our many challenges is adapting the Generating Force to meeting our Nation's needs. We must anticipate the future contemporary operating environment. With the numerous technological advancements in our world, we have to ensure that we outpace our adversaries.

Training and Doctrine Command (TRADOC) has published "The U.S. Army Learning Concept for 2015," TRADOC Pam 525-8-2. Its focus is to establish a vision and course that will produce a change in the learning environment for our Soldiers and Army.

The Army Learning Concept (ALC) 2015 is nested in the Army framework of concepts which include the Army Capstone Concept, the Army Operating Concept, the U.S. Army Training Concept, and the Army Leader Development Strategy. General Dempsey, Chief of Staff, Army, states, "The Army Learning Concept recognizes and addresses the arrival of a new generation of Soldiers in our ranks who have grown up in a digital world."



PHOTO BY CPT OZIE SANTIAGO SMITH III, 25TH CAB PUBLIC AFFAIRS

Ground Safety Officer Course instructor Ka'i Laborte, teaches 25th Cbt. Avn. Bde. (CAB) Soldiers about pre-accident planning at the Digital Training Facility on Wheeler Army Airfield, Hawaii, May 6.

Aviation's efforts must include advancing its learning models to gain efficiency and effectiveness during our limited institutional time and producing capabilities that allow lifelong learning opportunities.

Learner-Centric Environment

The Army Capstone Concept portrays the next decade as an era of persistent conflict, uncertainty, increasing complexity, and adaptive adversaries. To ensure our Soldiers are fully prepared to meet the future environment, there are nine 21st Century Soldier Competencies that become the learning outcomes of the 2015 learning model.

The central figure in the future model is the learner. It must be a continuous, adaptive learning model focused on the individual's needs and abilities. Learning will move from an instructor-centered, lecture-based method to one that is learner-centered

and experiential based.

Collaborative interaction in small groups allows discussion, identification of problems, and solving of potential scenarios.

An increase in blended learning enables the learner to advance at his or her own pace through online or technology-delivered instruction but still interface with a facilitator that provides direction and experience to the situation. This learning environment can provide pre-tests, employ video and game-based scenarios, such as Virtual Battlespace 2 (VBS2), and provide immediate feedback on learning.

The shift from a learning model centered around the "sage on the stage" to one that provides a "guide on the side" enriches the quality of the learning experience.

Regional learning centers will be developed to extend the learning environment to meet the Soldiers' needs throughout their career. It will also allow a cross-branch interface that is relatively limited in today's environment.

TRADOC will conduct a proof of principle in the fall of 2011 for the Captains Career Course. It will be conducted at Fort Bliss, TX and provide the common core instruction of the curriculum prior to students attending the Branch specific training.

Intelligent tutors, assessments, career tracking and feedback, expanding the virtual training, evaluations, and others are all part of the considerations and possible solutions that will enable this future learning environment.

21st Century Soldier Competencies

- Character and Accountability
- Comprehensive Fitness
- Adaptability & Initiative
- Lifelong Learner (includes digital literacy)
- Teamwork and Collaboration
- Communication and Engagement (oral, written, negotiation)
- Critical Thinking and Problem Solving
- Cultural and JIIM Competence
- Tactical and Technical Competence (Full Spectrum Capable)

Thinking Soldiers - Learning Army!

Adapting Aviation Training

The U.S. Army Aviation Center of Excellence (USAACE) is undergoing a comprehensive review of all training that is conducted under Aviation's oversight. No matter where it is trained, Ft. Eustis, VA, Ft. Huachuca, AZ, Ft. Rucker, AL or one of the National Guard training sites, we are reviewing the training and how it needs to be adapted to meet the intent of the ALC 2015.

Our first effort was the review of all initial military training. This included all of the enlisted advanced individual training (AIT) courses, the Basic Officer Leader Course (BOLC), and the Warrant Officer Basic Course (WOBC).

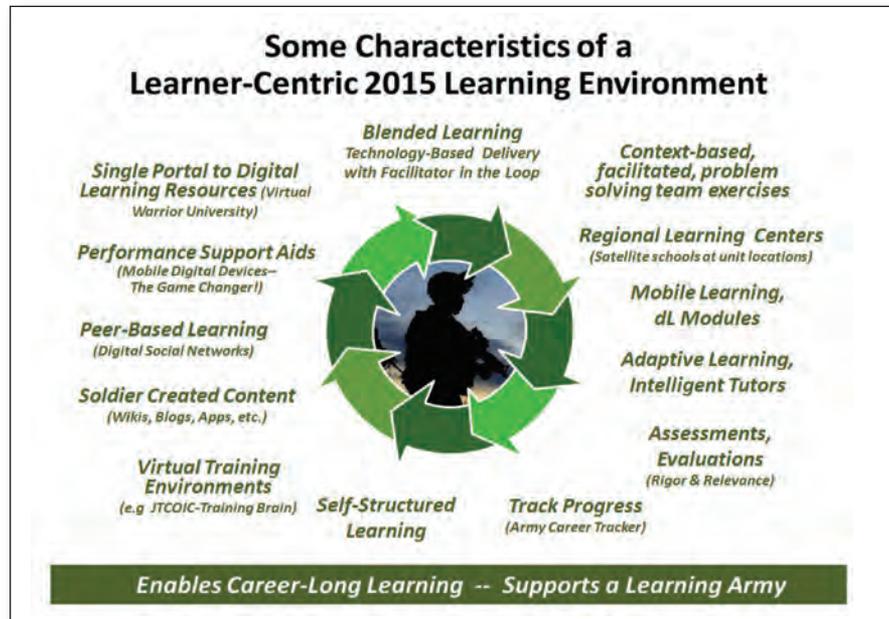
Each course was reviewed for its content, appropriate method of instruction, and emphasis on the 21st Century Soldier Competencies. Adjusted programs of instruction (POI) are currently being submitted to reflect changes. Future reviews will include all professional military education and functional training.

A significant amount of Aviation training is already conducted within the tenets of the ALC 2015. All of our flight training is conducted in a learner-centric environment with one-on-two instruction in both live and virtual training environments, and produces outcome based results. Our maintenance training is conducted in small groups and utilizes virtual training devices to achieve desired outcomes. Our Air Traffic Control training is focused around the virtual training of the Enhanced Tower Operating System (ETOS) and the Army Aviation Radar Training Simulator (AARTS).

We also use VBS2 and other simulations within our professional military education course to enhance the learning experience. While we may have achieved the goal in some perspectives, we have a ways to go in others.

Our academic training environment is one that must be looked at specifically. The use of advanced methods of instruction can enhance learning and possibly make learning more effective and efficient.

We must also consider the continuation training that is conducted at home station. The article "The Coming Home Station Training Revolution; Securing a Wedge for Army Aviation," included in this issue of ARMY AVIATION, is also an example of how we must change our methods on training



in our combat formations.

Providing the training enablers to our commanders also allows enhanced fidelity and results to the unit's learning environment.

Setting the Conditions for Success

There are many aspects of ALC 2015 that must be addressed to set the conditions for its success. The first is one of a Human Capital Strategy. What do we have to invest in our personnel to achieve success? We must ensure that a plan for the development of our trainers and training developers is considered.

The advancement of our training development force is crucial to ensuring that the appropriate instructional methods are applied and outcomes are achievable using those methods. We also have to ensure that our training cadre is trained to be that "guide on the side." Facilitation is considerably different than instruction and we must adjust our selection and development process for providing those critical elements of our learning environment.

The second aspect that must be addressed is the Technology Strategy.

What technologies are available in our "toolbox" to select from? There many facets of technology and how learning is delivered in today's educational world, almost too many for us to consider. These need to be narrowed down to a workable number and then made available for the Centers and Schools to utilize.

This strategy must also include the adjustment to current information assurance procedures that allow a per-

missible entry into the training domain. With the advent of digital applications, wireless capability, and other technology, we have to ensure the learner has the ability to access these assets.

The last aspect is the Resource Strategy. How do we adjust the models for development of this learning environment? The current models for resourcing of institutional courses must be amended to achieve the level of assets required.

There is no model for development and maintenance of distributed learning software and instruction. We must fix these and others to allow us to move forward in this critical venture.

Summary

The development and implementation of ALC 2015 is an investment in our Aviation Soldiers and the Army's future. We cannot fail them.

Our efforts to advance our training concepts must continue and cannot rest on our past. Developing a learning experience that is conducive to the Soldier, effective and efficient in the process, and produces the desired learning outcomes is the legacy we must leave for the future. Army Aviation is committed to that end.



COL (Ret.) Bob Carter is the deputy director, Directorate of Training and Doctrine, U.S. Army Aviation Center of Excellence, Fort Rucker, AL; he is also the president of the Aviation Center Chapter of AAAA and the AAAA National Vice President, Chapters.

SPECIAL FOCUS
TRAINING

Insight to Future Aviation Training

By CW5 James M. Oliphant

Man-Portable Aircraft Survivability Trainer (MAST) demonstration at Fort Hood, TX, Feb. 2011.

ARMY PHOTO BY CW5 JIM OLIPHANT

Training realism and positive reinforcement through after-action-review (AAR) represents the hallmark of any qualification range. This statement is also true for force-on-force venues such as the National Training Center (NTC) at Fort Irwin, CA.

The synergy and integration of various systems provide range officers and trainers the ability to ensure aircrews are afforded the most realistic training possible.

Relevant flight profiles, realistic engagement ranges, targets, and a challenging opposing force (OPFOR) are capabilities that must be provided to challenge aviators with what they will find in actual combat. Additionally, crews must be provided the tools to learn from what went right or wrong.

A System of Systems

In February 2011, the TRADOC Capability Manager-Live sponsored a visit to Fort Hood, TX and the 21st Cavalry hosted an aerial gunnery viewing for engineers from the Program Executive Office for Simulation, Training and Instrumentation (PEO STRI) to analyze systems to be integrated into a full AAR capability.

Initially, the intent was to enable the engineers to observe system operation, and view live-fire gunnery with current AAR capabilities.

The systems demonstrated and analyzed were the Aviation Weapon Scoring System (AWSS), Target Engagement Simulation System (TESS), DIGITAC, Smart On-Board Data Interface Module (SMODIM) Tracking-Analysis-Recording (SMOTAR), FalconView™, AMPGUI™, and the PCIDM®.

Additionally, digital and analog video source systems were to be viewed. It became apparent that this event would provide the perfect venue to demonstrate new and emerging systems.

It was decided to demonstrate the Man-portable Aircraft Survivability Trainer (MAST), and utilize Vehicle Combat Identification (VCID) targets. The MAST is a soon-to-be fielded program of record that replicates a man-portable

air-defense system (MANPAD) missile threat.

VCID targets are the current generation identification friend or foe (IFF) targets. They present realistic 2-D daytime and recognition of combat vehicles (ROC-V) standard infrared (IR) images. Ft. Hood was the first installation fielded with these targets, so it provided Range Control the perfect utilization opportunity. What started out as a simple test bed grew into a look at what future aviation capable ranges and training venues will provide to commanders and Soldiers.

The Players

The initial intent was to provide a live demonstration of systems and resources that can provide the solution for the lack of aviation live-fire AAR. The engineers were provided briefings covering AWSS, TESS, DIGITAC, MAST, and aircraft video.

AWSS is a scoring system for air-to-ground engagements; its purpose is to provide accurate, objective, day



A side-by-side comparison of a vehicle combat identification (VCID) target next to an actual vehicle on the multipurpose range complex (CMPRC) at Ft. Hood, TX.

ARMY PHOTO BY CW5 JIM OLIPHANT

and night scoring support to attack helicopter units when conducting live-fire gunnery training and qualification exercises in accordance with Army Field Manual 3-04.140 (Helicopter Gunnery). It provides a standardized means of scoring live-fire qualification gunnery tables, eliminating subjective engagement scoring.

TESS is a system of components that simulate combat weapon systems actions and effects in a “live” training environment. It provides force-on-force/force-on-target weapon engagement training without firing live ammunition.

Utilizing SMOTAR, TESS provides real time mapping capability. DIGITAC is a mapping, messaging and communication software application that brings together the capabilities of FalconView™, AMPGUI™, the PCIDM® and the Apache Longbow AFAPD messaging format into one system and allows Improved Data Modem (IDM) transmissions between the aircraft and a computer via radio. As the agenda was refined, the engineers were provided demonstrations and briefings covering other systems.

MAST can accurately replicate the visual effects of an IR threat-based weapon. As a result, MAST can stimulate U.S. Army, Navy and Air Force aircraft survivability equipment (ASE) systems for more realistic training events. The MAST is a generic MANPAD simulator replicating multiple systems such as SA-7, 16, 18, and 24, providing rotary wing helicopter pilots the training to evade such threats.

The MAST is capable of stimulating the AN/AAR-47 Missile Warning System and AN/AAR-57 Common Missile Warning System (CMWS) resulting in a threat declaration in the aircraft cockpit. It simulates a surface to air (SAM) engagement sequence including seeker lock and break lock capability based on environmental and situational conditions programmed by the operator. Additionally, MAST provides video recording capability of MANPAD engagements during live training exercises. These visual or infrared recorded engagements are used to conduct after-action reviews and crew debriefs.

The MAST system is interoperable with instrumented systems such as the Multiple Integrated Laser System (MILES) and AVTESS. This enables force-on-force and force-on-target training at combat training centers (CTCs) and unit home stations.

Emerging global threats and the growth of imaging and detection technology on Army land-based and airborne vehicles dictate higher fidelity targets for home-station gunnery. VCID targets are realistic live fire vehicle target overlays that support military ranges worldwide.

VCID overlays are attached to range-provided plywood vehicle silhouettes to create VCID targets which convey a realistic 3-D image of enemy and allied/coalition vehicular entities when viewed with the naked eye. VCID targets also convey accurate signatures in the image intensification (I2) and thermal spectrums.

These targets are intended to replicate vehicle entities in the field, eliciting a proper shoot/don't shoot decision by Soldiers in various training scenarios.

Possible Integrated Solutions

The data that is available for aviation AAR is a complex array of software systems that are not necessarily compatible. It is necessary to develop software that can pull data from multiple sources as described above and combine it into a



Aviation Target Engagement Systems (TESS)

usable format that crews can use in a constructive manner.

Fortunately, these systems have GPS time-stamping, so efficient synchronization of the data is possible.

Crews will be able to see their position on the map, the video of what they were observing or engaging, determine sensor position relative to targets, receive instantaneous AWSS engagement scoring and weapon trigger pull, and feedback from the OPFOR perspective (how flight profile enabled OPFOR to engage, or prevented an engagement).

Digital data sent between aircraft will also be displayed, providing a complete operating picture.

All data will be synchronized, thereby simultaneously providing aviation commanders and crews the feedback they need to improve their performance, per an unfulfilled requirement from 1999.

Path Ahead

The path ahead is clear. The requirements and systems have been identified. An Aviation Data Capture implementation/coordination team (ICT) is working to develop, integrate, and refine the data used for the aviation AAR package.

Relevant live-fire AAR capability for aviation is long overdue. An effective AAR makes use of graphical visual tools like 2D maps, graphs and charts, as well as replay or playback of exercise data.

Integration of field video, aircraft thru-sight video, audio, 2D map display, playback of tactical screens (with 1553 data bus information), AWSS, and PowerPoint slides showing doctrinal, objective and general data is critical to provide adequate AAR to aviation forces.

That capability is already provided to other platforms; the technology to gather the required information for aviation exists now.

Force-on-target and force-on-force training events will substantially benefit from an integrated AAR solution.

The systems exist now; the technology needs to be integrated into one usable product.



CW5 Jim Oliphant is the master gunner of the TRADOC Capability Manager – Live, Army Training Support Center at Joint Base Langley-Eustis, VA.



SPECIAL FOCUS
TRAINING

An OH-58D Kiowa Warrior from 4th Squadron, 6th Air Cavalry Regiment stationed at Joint Base Lewis-McChord, WA fires during annual gunnery qualification in May, 2011 at the Yakima Training Center, WA live fire range.

The Coming Homestation Training Revolution: Securing a Wedge for Army Aviation

By COL Jimmy L. Meacham, CW5 Robert S. Jackson, and CW5 (Ret.) Ronald C. Moring

ARMY PHOTO BY SPC RYAN HALLOCK, 28TH PUBLIC AFFAIRS DETACHMENT

“The next revolution in training our Army must be built around home station.”

GEN Martin E. Dempsey

Simply put, Aviation gunnery has changed but many homestation ranges have not. Ranges that adequately supported gunnery prior to September 2001, now face challenges providing rudimentary contemporary operating environment (COE) venues. Air-ground integration (A-GI) has become a key training focus for brigade combat team (BCT) commanders.

Combat aviation brigade commanders synchronously focus on the A-GI support role with their gunnery training focus on dynamic tactics, such as running and diving fire for their Apache and Kiowa Warrior crews. Door gunnery has significantly gained importance due to lessons learned during combat operations as well.

The newest members of the attack team are unmanned aircraft systems (UAS), which present a unique set of gunnery training requirements.

The primary range footprint will require three dimensional targetry, laser scoring, and urban target arrays.

Furthermore, advanced, or collective gunnery, will require at a minimum, a three-prong capability for ground, attack rotary wing and UAS cooperative engagements.

Unfortunately, many home station ranges have not grown to support the challenge. The Army is just now building its first Digital Air Ground Integration Range (DAGIR) at Fort Bliss, TX. The Ft. Knox, KY and Ft. Hood, TX DAGIRs are still several years away.

The result is most Aviation master gunners face significant challenges in coordinating the required assets to effect a viable gunnery qualification venue.

Usually, range managers work tirelessly to support the commander's intent. After the gunnery, most after action reports highlight the excellent efforts by installation range personnel to make it work. While that is appropriate, these reports rarely address the core reason for all the effort – the primary range was inadequate.

While problems clearly exist, many are working to rectify Army-wide challenges affecting homestation Aviation gunnery training and qualification. The USAACE Gunnery Branch and the TRADOC Capability Manager for Live training (TCM-LIVE) have effectively teamed since 2005 to define and articulate Aviation gunnery requirements.

TCM-LIVE instigated the fielding of 3D steel targets to support diving fire, 3D A-GI villages to provide urban ter-





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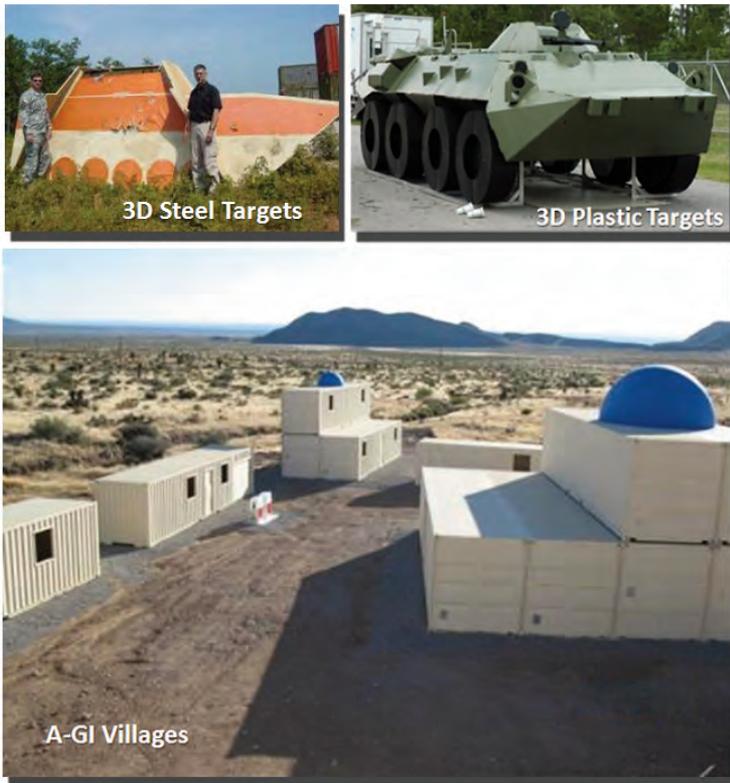
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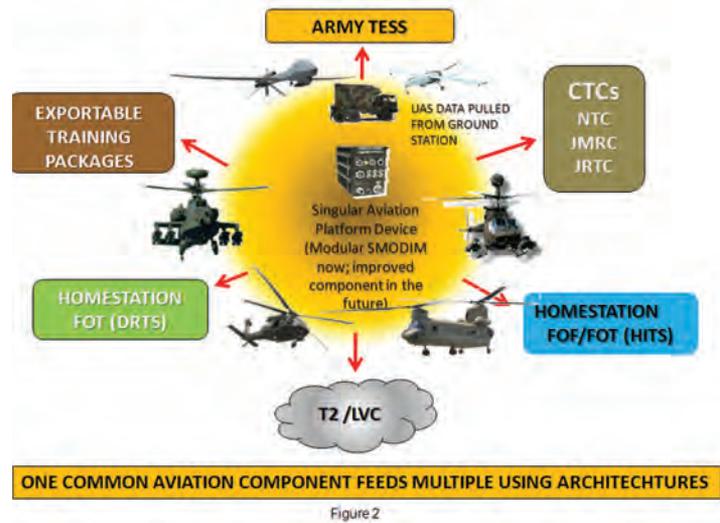
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Aviation Data Capture ICT Objective



rain, and is working to provide full scale plastic targets to support Apache/Kiowa Warrior (hover, running, diving), and UAS captive semi active laser (SAL) Hellfire engagement tasks.

The USAACE Master Gunner successfully briefed requirements at the September 2010 Sustainable Range Program (SRP) Program Manager Review (PMR).

Multiple courses of action (COAs) are developed to support homestation gunnery. They include the DAGIR, the Aviation Add-On Package (for existing digital ranges), the Aerial Gunnery Range (a scaled down version of the DAGIR) and the Aviation Homestation Interim Package (AHIP). All of these COAs include a method to provide requisite targetry, urban terrain and importantly, a viable After Action Review (AAR) product for crew debrief.

The few precious rounds afforded for qualification and collective training dictate extracting the maximum training value for each round expended. Much can be accomplished with a viable and robust AAR that includes through-sight video, scoring, and aircraft data all integrated into one product.

Unfortunately, Aviation continues to be relegated to tape review of recorded aircraft media. Enter the Aviation Data Capture Integrated Concept Team (ICT).

The Path

“We’re working to blur and blend the learning experiences of deployments, education in the schoolhouse, training at home station and training at combat training centers.”

GEN Martin E. Dempsey

The Data Capture ICT authorized in April 2010 in a commanding general, TRADOC memorandum provides the following guidance:

- Improve helicopter scoring capability by leveraging the Aviation Tactical Engagement Simulation System (AV TESS) output.
- Develop an interim solution that exploits AV TESS, the Aerial Weapon Scoring System, and recorded through-sight aircraft video to provide a modular homestation live fire AAR capability.
- Develop a future system that, using the interim facility as a baseline, provides a modular solution that is common for combat training centers and homestation force-on-force (FOF) and force-on-target (FOT) training.

The good news is that the first bullet is accomplished, the second bullet is in the works, and the final bullet is in development. A review of multiple program documents confirmed requirements are in place to support the last bullet. The critical task is ensuring multiple agencies posture their programs to be compatible.

Multiple system architectures (i.e., Army TESS, the Digital Range Training System, the Home Station Instrumentation Training System, and CTC instrumentation) must be compatible with the common future platform data collection/transmission device that follows the currently fielded SMart Onboard Data Interface Module (SMODIM).

Compatibility and interdependence is the key focus of the Aviation Data Capture ICT. Stakeholder agencies are active participants in this effort and include: Program Executive Office, Aviation; Project Managers Apache Attack Helicopter (PM Apache), Armed Scout Helicopter (PM ASH), and Instrumentation, Targets, and Threat Simulators (PM ITTS); Product Managers Digitized Training (PM DT), and Live Training Systems (PM LTS); TRADOC Capability Managers Live (TCM-LIVE), Reconnaissance/Attack (TCM-R/A), and Unmanned Aircraft Systems (TCM-UAS); and U.S. Army Aviation Center of Excellence (USAACE) directorates of Simulation (DOS) and Training and Doctrine (DOTD)-Gunnery Branch.

Again, all agree that the requirements are in place and the key is coordination between agencies. A memorandum

of agreement (MOA) is being staffed that defines the responsibilities of each agency to ensure future training architectures are compatible with a single future platform data collection/transmission device.

Further, a key objective is to avoid any component addition on UAS platforms by receiving data directly from the Common Ground Control Stations thereby avoiding Airworthiness Release and space/weight/power challenges.

The Crossroads.

The next twenty four months are critical. Those curious about how far Aviation gunnery AAR capabilities trail the rest of the Army should visit an Abrams AAR at any new Digital Multipurpose Range Complex (DMPRC). Be assured, those that witness a Digital Range Training System (DRTS) AAR for an Abrams crew will come away with the sober realization that much work remains to bring Apache, Kiowa, and UAS platforms into the fold.

The Data Capture ICT will continue coordination and integration efforts. Work will continue on the stand alone interim modular AAR package. Instrumentation of the Ft. Bliss DAGIR will begin in FY12 to include integration of Army aerial manned and unmanned aerial platform data and scoring.

Additionally, TCM-LIVE and the DOTD Gunnery Branch are evaluating a regional training concept to maximize the use of currently programmed DAGIRs at the direction of the commanding general, USAACE.

How You Can Help

While this work falls to the Gunnery Branch, TCM-LIVE and the Data Capture ICT, unit master gunners, S3s, and commanders can significantly assist with developmental efforts by becoming familiar with The Sustainable Range Program (AR 350-19) and Army Ranges (TC 25-8).

Additionally, articulate your range deficiencies to your chain of command, range managers, DPTM POCs and the DOTD Gunnery Branch.

This includes targetry, urban terrain, and AAR challenges.

This will do much to elevate homestation gunnery facility challenges to Army Command (ACOM) and ultimately Department of the Army level.

Ultimately, until range constraints, deficiencies and significant training challenges are elevated to senior leadership and programmers, efforts to improve your ranges and Aviation's place in the Homestation Training Revolution continue to hang in the balance.



COL Jimmy L. Meacham is the director of the USAACE DOTD and CW5 Scott Jackson is the proponent master gunner in the DOTD Gunnery Branch at Ft. Rucker, AL; CW5 (Ret.) Ron Moring is chief of the Range Development Branch with the Training and Doctrine Command's Capability Management Office-Live Training at Fort Eustis, VA.

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A C-26E Fairchild with chase monitor aircraft flies overhead a seeker test van (STV) during Seeker Bowl testing at Redstone Arsenal, AL in March, 20

Fixed Wing Aircraft Go to the Seeker Bowl

By Barry Solomon and John Minjares

From November of 2010 to April of 2011, the Fixed Wing Product Management Office (FW PMO) participated in "Seeker Bowl" test events at Redstone Arsenal, AL. These tests were conducted to quantify and optimize flare solution effectiveness for the Army's fixed wing fleet.

They also provided an opportunity to test alternate flare solutions to determine the optimal go-to-war solution for each aircraft. The aircraft participating in this Seeker Bowl included the C-12, RC-12, UC-35, C-26 and C-23.

In a highly choreographed test effort, sponsored by the Project Manager Close Combat Systems (PM CCS), eleven DoD organizations participated in the first of three phases planned to optimize survivability for the Army's fixed wing aircraft fleet.

During this test event, over ninety-one hours of combined aircraft flight time were executed in the night skies over Redstone Arsenal.

The test utilized Seeker Test Vans (STVs) that housed the various Man-Portable Air Defense (MANPAD) devices. The aircraft flew over the STVs at specific points in space to ensure test repeatability and to accumulate data with statistical confidence.

The test method was to "lock" on the aircraft and as the aircraft flew over

these points, flares were manually dispensed. If the MANPADS broke lock, the flare pattern for that sortie was deemed successful. All devices collected data simultaneously at each point and the aircraft were flown at various headings to obtain data around the major cardinal angles of the aircraft.

Preliminary test results are providing useful insight as to which flare patterns are most effective.

Completion of the data reduction and planned hardware-in-the-loop (HWIL) modeling and simulations (M&S) will satisfy the Phase I requirement to "baseline" each aircraft with their existing aircraft survivability equipment (ASE) flare solutions. This effort will be followed by a Phase II with a goal of optimizing the current flare solutions with existing flares and ASE.

Since multiple flare solutions were tested during the Seeker Bowl, this data will also support Phase II in that various flare solutions were tested and the final test results are expected to identify the best solution.

During Phase II, the use of HWIL M&S will allow the FW PMO to evaluate not only the best flare patterns, but also the best locations for optimal flare performance.

Phase III will assess new flares that

are being developed and assess aircraft infrared (IR) signature reduction. Typically, combinations of flare solutions and IR signature reduction effectively increase aircraft survivability.

Ongoing Efforts

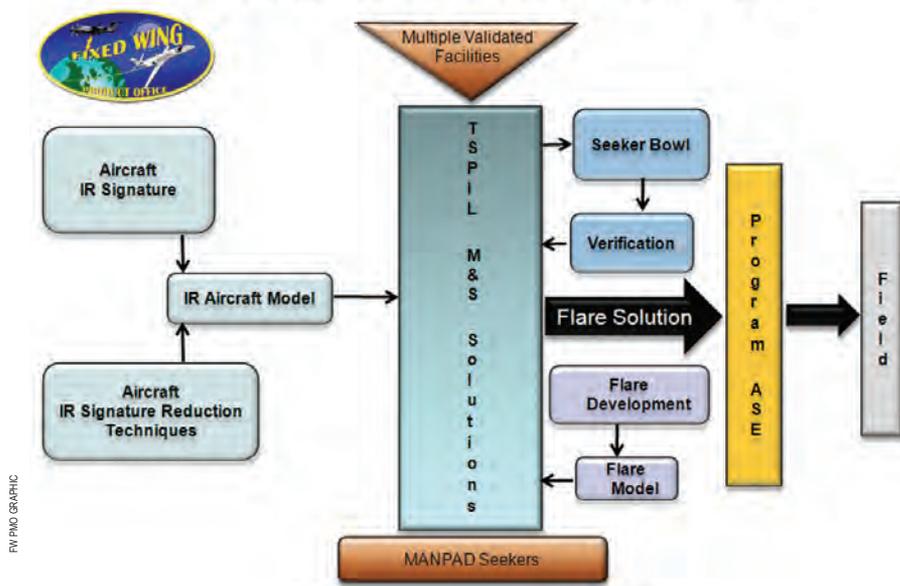
As part of the efforts to improve aircraft survivability, the FW PMO is taking on a survivability initiative that involves teaming with various aviation research and development, ASE developer, HWIL M&S, test, and flare developer communities.

This initiative will establish a continuous effort to evaluate improvements to flare patterns for fielded aircraft and new aircraft through an efficient, streamlined process. This is necessary to ensure optimum aircraft survivability during sustainment.

The typical process for developing flare patterns will involve:

- Measuring Aircraft IR signature
- Developing a 3D wireframe aircraft model
- Generating an IR aircraft model for use in the HWIL M&S facilities
- Conducting M&S to develop flare patterns
- Assess Optimal ASE locations/positions
- Verifying flare patterns through a Seeker Bowl event

Aircraft Infrared Survivability Process



FW PMO GRAPHIC

- Signature Reduction Requirements
- Programming ASE and field flare patterns

The key advantages of this strategy are that all flare solutions are developed in verified and validated HWIL facilities at a fraction of the cost of live testing.

HWIL M&S affords a robust flare solution characterization to include all aircraft aspect angles, various aircraft altitudes, speeds and mission profiles. An additional benefit to these M&S activities is they don't require removing an aircraft from a unit for extended

periods of time to complete live testing. Using M&S requires less than a week of live testing to verify the solutions identified. Any need for achieved data would be readily available in the repository.

Part of this strategy has already been accomplished through three-phased effort to optimize FW aircraft survivability discussed above. The remainder will be natural fallout from teaming during the FW PMO survivability improvements efforts.

The FW fleet and mission are relevant and required for today's Army. FW PMO support to the war fight and the Warfighter is recognized by both commanders and troops on the ground and the FW PMO is committed to providing the Warfighter the best survivability solutions possible and will continue to improve on those solutions as technology evolves.



Barry Solomon is the fixed wing tech chief and John Minjares is the lead of the fixed wing mission equipment package integrated planning team (MEP IPT) at Redstone Arsenal, AL.



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The Society of U.S. Army Flight Surgeons Presents Annual Awards

By COL Stephen A. Bernstein

The Society of US Army Flight Surgeons honored 12 Army aeromedical professionals during the 82nd Aerospace Medicine Association Annual Assembly held in Anchorage, AK, 9-12 May 2011.

For over 40 years, the Society has served to advance the science and art of Aerospace Medicine and its allied sciences, and its application to Army Aviation and the mission of the United States Army, to include promotion of aeromedical education through technical and scientific interchange.

The annual awards which recognize achievement and dedication to Army Aviation were presented during the US Army Aviation Medicine Association's luncheon on Monday, May 9.

The *2010 Spurgeon H. Neel US Army Distinguished Flight Surgeon* is **MAJ Matthew Hoefler** from Fort Hood, TX where he is currently the 4th Combat Aviation Brigade (CAB) Surgeon. This award is presented to a flight surgeon who has personified the traits and characteristics of the ideal Army Flight Surgeon or Aeromedical Physician Assistant as determined by the awards board and is normally awarded for outstanding accomplishment as an operational unit level flight surgeon or aeromedical physician assistant.

Hoefler was nominated by COL Daniel Williams, commander, 4th CAB.

MAJ Jeffrey Morgan was recognized as the *2010 Theodore Lyster Flight Surgeon of the Year*. Morgan is



LTC Richard Roller (right), accepts the 2010 Theodore Lyster Flight Surgeon of the Year Award on behalf of MAJ Jeffrey Morgan, 2nd Bn., 3rd CAB, Ft. Stewart, GA, from SoUSAFS president, COL Stephen A. Bernstein. Morgan was unable to attend; Roller is his battalion surgeon.

the Aeromedical Physician Assistant for 2nd Bn., 3rd CAB, Ft. Stewart, GA.

The Lyster award is presented annually to the flight surgeon or aeromedical physician assistant in the Active or Reserve Component who has made the most significant contribution to Army Aviation Medicine during the year as observed by his or her fellow flight surgeons, aviators, or chain of command. LTC Richard Roller, his battalion surgeon, nominated his outstanding APA.

The *2010 Army Aerospace Medicine Specialist of the Year* was presented to **LTC Luis Rivero** from the 25th Combat Aviation Brigade, Schofield

Barracks, HI, where he is currently the brigade surgeon.

This award is presented annually to the aerospace medicine specialist who has been selected by the Awards Committee from among all those currently serving in the U.S. Army, as having made the most significant contribution to Army Aviation Medicine during the year.

The award winner may be assigned to any command within the Army, but must be residency trained in the specialty of Aerospace Medicine.

COL Stephen A. Bernstein, U.S. Army Aeromedical Research Laboratory, Fort Rucker, AL was pre-



LTC Luis Rivero, 2010 Aerospace Medicine Specialist of the Year, (right) and COL Stephen A. Bernstein (left), 2010 recipient of the Army Aeromedical Order of Merit and President of the Society of US Army Flight Surgeons.

sented the *Army Aeromedical Order of Merit*.

While more than one presentation may be made during any year to any individual who has, in the opinion of the Awards Committee, met the purpose of the award, Bernstein was the sole awardee for 2010.

This award recognizes individuals who have selflessly contributed to the advancement, growth, or maintenance of U.S. Army Aviation Medicine over a length of time.

The Society's *Outstanding Achievement Award* is presented to any Army Flight Surgeon, Aeromedical Physician Assistant, and/or Associate Member who the Awards Committee feels warrants recognition for a specific action or achievement during the year.

Eight aeromedical professionals were given this award for 2010.

CPT Phillip Bernston, APA, Task Force Comanche, 3rd Bn., 4th CAB, FOB Shindand, Afghanistan

MAJ Scott Bier, Flight Surgeon, Texas Army National Guard, deployed to Camp Marmal, Afghanistan

CPT Todd Heins, Flight Surgeon, 404th Avn. Spt. Bn., 4th CAB, Ft. Hood, TX deployed to Camp Marmal, Afghanistan

CPT Robert Olivi, APA, 4th Bn., 4th CAB, Ft. Hood, TX deployed to Camp Marmal, Afghanistan

CPT Brian Panganiban, APA, 2nd Sqdn., 6th Cav. Regt., 25th CAB, FOB Warrior, Iraq

MAJ Michael Way, APA, 2nd Bn., 160th Special Operations Aviation Regiment (SOAR), Ft. Campbell, KY, deployed to Afghanistan

CPT(P) David Zeller, APA, 2nd Bn., 25th CAB, FOB Marez, Iraq

MAJ Ryan Deboard, Flight Surgeon, 2nd Bn., 25th CAB, Iraq

Congratulations to all award recipients and we look forward to an even tougher time in reviewing and selecting next year's awardees.

A formal announcement will be made during the 1st quarter of FY12 soliciting nominations for flight surgeons, aeromedical physician assistants and aeromedical family nurse practitioners.

More information is available on the Society's website – <http://www.trueresearch.org/sousafs/>.



COL Stephen A. Bernstein, MC, MFS was the director of Warfighter Protection Division, U.S. Army Aeromedical Research Laboratory at Fort Rucker, AL at the time of this writing and outgoing president of the Society of U.S. Army Flight Surgeons.

Joseph L. Haley Writing Award

The US Army Aviation Medicine Association Chapter of the Aerospace Medicine Association presented this year's Joseph L. Haley Writing Award during the Association's luncheon on Monday, May 9, to **Dr. Eric Hermes** from Yale University School of Medicine.

His article, *Aircraft Type And Other Risk Factors For Spinal Disorders: Data From 19,673 Military Cockpit Aircrew*, published in the September 2010 edition of *Aviation, Space, and Environmental Medicine*, was selected as the most outstanding among the many published aeromedical articles over the past calendar year involving rotary wing aviation.

AAAA AWARDS OPEN FOR NOMINATIONS



UAS Awards

Suspense: August 15, 2011

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

Donald F. Luce Depot Maintenance Artisan Award

Suspense: August 15, 2011

AAAA Functional Awards

Suspense: Oct 15, 2011

- Air/Sea Rescue
- ATC Facility of the Year
- ATC Company of the Year
- ATC Technician of the Year
- ATC Controller of the Year
- ATC Manager of the Year
- DUSTOFF Medic of the Year
- Fixed Wing Unit of the Year
- Medicine Award
- Trainer of the Year

Suspense: Nov 1, 2011

- AAAA Logistics Unit of the Year Award
- AAAA Materiel Readiness Award for a Contribution by a Small Business or Organization
- AAAA Materiel Readiness Award for a Contribution by an Individual Member of Industry
- AAAA Materiel Readiness Award for a Contribution by a Major Contractor
- AAAA Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit

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



Part I – Anniversary Series

Corpus Christi Army Depot Celebrates Golden Anniversary

By Nicole Plascencia



A view of the original art-deco design ARADMAC headquarters and initial hangar in the early 1960s.

Over the last 50 years, CCAD has had an enduring legacy of support to the Warfighter. This series will look at the Depot's history of continuous support to the Warfighter and how the facility continues to change and progress forward.

In the early 1960s, Jim Welch and a team of 10 were instrumental in bringing an overhaul and repair facility to Corpus Christi after the Navy's overhaul and repair facility aboard the Naval Air Station closed.

"Our Corpus Christi group was trying to find a way to get back home so we put together a 'pitch' on establishing an Army overhaul facility in the facility that had been vacated by the Navy at Corpus Christi," said Welch.

When the U.S. Army Transportation Aeronautical Depot Maintenance

Center, or ARADMAC was activated in 1961, Army aviation finally had its own aircraft maintenance facility for the first time in its 20-year history. Before then, all complete overhaul and repair of Army aircraft was done at Navy and Air Force installations or through contracts with private industry.

The depot's first crash-damaged aircraft was not a helicopter; it was an L-20 Beaver, a U.S. Army fixed-wing utility-type airplane, which had suffered a major crash and required a complete structural repair and overhaul.

The damaged airframe required extensive metal repair to the wings and control surfaces. ARADMAC's first full production aircraft unit rolled off the assembly line in August 1961.

The depot would not specialize in

rotary wing aircraft until the mid 1960s.

By the end of its first year of operation, ARADMAC's workforce totaled 1,249 civilians and 14 military. In one year's time, the depot had hired a workforce, set up shop, laid out a production plan and overhauled 28 Army aircraft and 153 engines.

"My grandfather worked here when it was the Navy Overhaul and Repair Facility, and was lucky to be picked up when ARADMAC opened; my dad was picked up in 1963 as an avionics/electrical technician then moved up into Quality," said Charlie Herschbach who now works as the safety program manager in the Directorate of Quality, following his father's footsteps. "I started in 1980 working in Hangar 43 as a WG5 helper in Structures."

In 1974, ARADMAC was officially redesignated as the Corpus Christi Army Depot. As part of the change CCAD was to report directly to the U.S. Army Materiel Command (AMC) in Washington, D.C. instead of the U.S. Army Aviation Systems Command in St. Louis, Missouri.

"CCAD is a national treasure, a one of a kind facility, and has seen its share of war time operations and missions of peace," said Herschbach.



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Nicole Plascencia is a member of the public affairs office staff at Corpus Christi Army Depot, TX.



Ask The Flight Surgeon



Sleep – Key to Fighting Fatigue

By Dr. (MAJ) Joseph Puskar

Q: *I have just deployed to Afghanistan, and am working in a new time zone on a noisy FOB. I switched to flying the night shift right after arriving here. I'm having a hard time sleeping, and wonder what effects this will have on my ability to fly safely, and what can be done to help me sleep better?*

FS: Fatigue is a serious and all too common condition in your situation that develops rapidly, and can have a dramatically negative impact on your ability to fly safely. When Class A, B, and C mishaps, and near misses or hazard reports are taken together fatigue is the number one causal factor in these events ahead of spatial disorientation, medical, and other human factors.

The human brain is a digital, electrochemical computer that cannot run continuously in “awake” mode; it requires scheduled recharge and maintenance intervals also known as sleep. Fatigue is a physiologic state that develops from lack of adequate sleep.

While there is no simple measurement of fatigue it can be modeled and predicted by considering hours of continuous wakefulness, circadian rhythm effects, sleep debt (ideal – actual sleep) x days, and sleep disorders, for example: sleep apnea, restless leg syndrome, narcolepsy, etc.

Complex psychomotor tasks degrade first, and well-learned and simple intellectual and physical tasks go last, but all decline without proper sleep.

No Substitute

Sleep is the single most important thing you can do to prevent decline in functional performance. It takes at least one and a half to two weeks to adjust to a major time zone shift, and can take some people months to fully adjust.

If working day shift, bright sunlight exposure early in the morning can help suppress melatonin (a circadian rhythm or “sleep hormone” released by the pineal gland at the base of the

brain), and thus help you reset your “internal clock,” but this is often not practical for night shift workers, so it is usually tougher to adapt to the new time zone if working nights.

Other factors affected by the circadian rhythm are core body temperature, activity level, cortisol (a stress hormone) levels, urine volume, thyroid stimulating hormone (TSH), prolactin, parathyroid hormone (PTH), and growth hormone levels among many others. These factors illustrate the complexity of the interactions at play, and can help us begin to understand how sleep deprivation can have such negative impacts on our ability to perform complex tasks such as flying, and our overall health.

Most people need 8-9 hours of sleep per 24-hour period to maintain peak efficiency, so try for that amount. A quiet, dark, familiar place to sleep is best. Earplugs can help filter out noise, and blacked-out windows, and dim or no light helps also.

Limit caffeine intake the first few weeks in the new time zone, and remember caffeine has a 12-hour half-life, so use it only the first few hours of your work shift. Exercise, especially aerobics, helps and again should be done as early in your workday as practical.

Napping also helps. More naps are better than less, longer naps are better than shorter, but do expect some grogginess or “sleep inertia” for a half-hour to an hour after your nap.

Help Is Available

If you're still having trouble getting enough sleep we can try a short course of Ambien (usually 10 milligrams at hour of sleep), or another similar agent if you don't tolerate Ambien well, or have adverse side effects.

You should ideally have “ground tested” these types of medications to be sure you don't have any adverse effects from them, but you can fly eight hours after taking them, so long

as you have no adverse effects. These medications are not approved for long-term use in aviators. We should be using them to help with time zone and work shift adjustments and for short-term operational use only.

A useful computer program that can help us predict performance level degradation is the Fatigue Avoidance Scheduling Tool (FAST). It considers such factors as time zone changes (local, night time zone based on latitude/longitude), sleep intervals per 24-hour period, and night shift and shift changes. It displays graphically a performance curve with the x-axis plotting repetitive 24-hour intervals, and the y-axis predicting percentage of 100% baseline performance after filling in the sleep periods, and work shifts on the x-axis. It also has a dotted, horizontally superimposed 70% performance line, or “legally drunk” line that is surprisingly easy to achieve with shift changes and just a few nights of inadequate sleep!

You can live approximately 2-3 weeks without sleep; that's less time than you can live without eating food. Sleep-deprived animals die from insulin resistance, immune system failure, and sepsis. Sleep is a physiologic requirement for survival. Sleep is a fundamental drive, powerful enough to interrupt any waking activity – it is not optional!

(Thanks to CAPT Nick Davenport, the command flight surgeon at the Naval Safety Center, Norfolk, VA, for much of the above information.)

Safe flying and see you at the flight line! Push It Up! *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.



AAAA Membership Update



On Tree Houses and Thank-You Notes

By CW5 Mark W. Grapin



The new Army Aviation Support Facility in Aurora, CO, reflects the culmination of effort from countless offices and individuals to fulfill the needs of our Army Aviation community.

PHOTO BY MR. ROBERT FLEMING, ARNG-AV STAFF

I've never struck an appearance, never had blonde touselles fall to my shoulders when doffing my flight helmet, and never uncoiled from the pilot's seat; my voice doesn't boom, my eyes are not piercing, and the height on my driver's license reflects the very best that my Nike sneakers could offer that day in the DMV.

It is easy for me to navigate the Exhibit Hall floor, collecting flashing trinkets for my sons, in relative anonymity. You can very well imagine, then, my surprise when someone stops me on the Exhibit Hall floor – accosting me, I fear, for that really cool baseball cap I just scored – to offer a comment about these magazine articles.

Including Mom and those trapped in the men's room stall, I had only counted single-digit readership. But I take pleasure in learning that there are many in our professional association who take more than a passing interest in our membership programs.

It seems that readers enjoy the journey in not being sure where their author is taking them, and delighting in having things all tied into a nice bow in the closing lines. I will admit



On a microscopic scale, the author gained a huge appreciation for the brick-and-mortar effort while building his sons' tree house, then navigating the zoning variance process. Eric and Sean Grapin pause to enjoy their own local support facility in Falls Church, VA.

PHOTO BY CW5 MARK GRAPIN

to striving to deliver such bows each month and am deeply grateful for your kind words and thoughts.

So much of my off-campus composition effort in recent weeks has been sunk in submissions to the great county of Fairfax, Virginia, in the prose required to court the favor of the Zoning Board to grant a Variance for my having violated the ordinance prohibiting support structures in a front yard.

Before my last deployment, my sons, Eric and Sean, asked that I build

them a tree house upon my return. Of course, I agreed and then lost sleep nearly every night since pondering how to deliver. I have never put a roof on anything larger than a doghouse, dryness being merely a suggested quality for such domiciles.

I started early on a Saturday morning, having spent my entire allowance at the local Home Depot on screws, plywood, and all sorts of special metal do-dads that promised perpendicularity to walls and floors.

Past the point where a small fire would have dispatched my mistakes with some plausibility of deniability, the darned thing actually took shape by the end of the weekend.

I learned what those little white lines are for on the roofing tar paper, before climbing down the ladder to celebrate my discovery with a glass of lemonade. Sometime during my roofing Eureka moment, an agent of our beloved County Zoning Enforcement Office had left a neon green notice on my doorknob, inviting me to either raze the tree house, or make application for a Variance.

You see, I live on a corner lot, and fear I slept through the Real Estate



Agent's comment a decade earlier that such properties have two front yards – one facing each street. The guy in the Building Code office had laughed me off the phone, and I had no idea there was a whole other office that managed zoning enforcement.

In the coming weeks and months, Eric and Sean will earn their Scouting Citizenship Merit Badges and Pins as we navigate the appeal process, and our odds look better than average that we won't have to take a Sawz-all to the project.

Freshly charged with my very novice experience in building challenges, zoning requirements, durability in structure, occupancy and cosmetic considerations, I have gained an immediate head-smack-quality appreciation for our Army Aviation brick-and-mortar.

Where do we find the smart people to provide the quadzillion little inputs necessary to successfully translate a first sergeant's dream of a real, live aircraft hangar and office space that doesn't leak in the rain, into reality?

While a 105-square-foot tree house hardly equates to the complexity of a hangar and administrative space sufficient for a battalion-plus, the funding alone for such projects makes my head spin. Environmental considerations at every level from city through Federal, consistency with local community appearance, noise, OSHA, and figuring out whether the little "oh" on the wall socket faces are supposed to be on the top or bottom, don't even scratch the surface of the efforts required. Yet it happens.

We make do with what we have, until it no longer meets the mail. Then the first sergeant dispatches a half-dozen floor mechanics to go get some trash cans and mop buckets to catch the roof leaks, and blot-up what spilled over; and to duct-tape shut the gaps through which those darned Starlings and wasps keep finding their way in.

A red flag from the safety officer will increase the visibility, and get you some duct tape a little faster; but the projection of our Aviation brick-and-mortar needs directly benefits from the chorus of voices funneled through an effective professional association to those who control the purse strings and tug them in the right directions.

The aviation platforms from which we dispatch the enemy in our global persistent conflicts must be staffed by

professionals, and must be sheltered and protected just as we would for any investment purchased for use spanning decades.

Quad-A serves as an important conduit to directly connect the first sergeant's concerns to that far-away office upon which the facilities maintenance and construction budgets are forged for the next fiscal cycles.

There are no architects on the AAAA staff; no OSHA officers on the payroll; and no construction bosses in the Rolodex. But there are several professional forums hosted each year by Quad-A, and attended by the first sergeant and the general, congressional staffer, and Senior Executive Service member, in which problems are often directly connected to solution sets, and the wheels set in motion for remedy that might never have been even put on the same playing field.

When we deal in Army Aviation well beyond the scope of Dad dropping the Visa card at Home Depot for tree house planks, it is the connectivity of our professional association that is often proven as a key component in placing the right aircraft, right support packages, right personnel, right training, and right facilities in the right place, at the right time.

Thanks for Signing-Up – But Who Put Their Arm Around You?

Open any recent issue of our national magazine to the New Members roster, and you'll find tons of money just left on the table in the Members Without Affiliation column.

In summoning my most diplomatic tone, this reflects a huge ambivalence on the part of each of our 69 chapters.

Every one of these members reflects a reimbursement of membership dollars directly back to your chapter – and someone in at least 69 places dropped the ball in sweeping them into their chapter by simply making a phone call to effect that change.

A thank-you note welcomes each member to the national rolls, but nothing beats a personal welcome to the local chapter.

The 50-mile ring drawn around the hub of each chapter on the map is drawn with a #2 Ticonderoga pencil. If CW3 Schmedlap lives outside the gate of Ft. Campbell by coincidence of assignment, but is a multi-generational Roll-Tide fan who demands

affiliation with the Aviation Center Chapter, then his individual desire is the order of the day.

Conversely, it takes nothing more than a phone call from a chapter secretary, VP membership, or president to pick up the phone, welcome the Chief to the AO, and ask if they'd like to attend a local meeting and to be affiliated with the local chapter – a telephonic arm around the shoulder of the new guy.

If you are in a leadership position in your local chapter, please hear this personal invitation to grab that membership reimbursement money off the national table, and drop it in your chapter coffers!

The software program we use at the National office to assign members to chapters is a default only, and your personal chapter affiliation desire will always be abided.

Even better, your participation in a local chapter is always welcomed, regardless of which chapter with which you've affiliated.

Continued Progress in Major Membership Initiatives

Your Membership Committee worked hard to bring the dual Life Membership program with the US Army Warrant Officers Association (USAWOA) into reality, and I'm happy to report the agreement has been ratified and signed by both associations.

The details of this program are extensive, and posted on the website for each association, including availability of an installment plan for the membership dues that might otherwise be cost-prohibitive if not spaced-out over ten monthly installments.

With several other initiatives on the table, we're working hard between our semiannual face-to-face meetings through conference calls and virtual forums. Next month, we'll report on further progress in each of our major initiatives.

Details on each of the Membership programs are further described in the AAAA InfoFile, and I welcome your questions at mark.grapin@quad-a.org.



CW5 Mark W. Grapin
AAAA Vice President for Membership
mark.grapin@quad-a.org

AAAA Spouses' Corner

Southern Hospitality for our 3rd CAB Soldiers and Families

By Judy Konitzer

The AAAA Annual Professional Forum this year afforded me the privilege of meeting with COL Donald Galli and his lovely wife Patti. As this article goes to press, the Gallis will have passed the guidon to another command team after having served with the 3rd Combat Aviation Brigade (CAB), Task Force Falcon, Hunter Army Airfield, GA for 34 months. 3rd CAB and its Soldiers received AAAA's Outstanding Aviation Unit of the Year, Aviation Soldier of the Year, Rodney J.T. Yano Noncommissioned Officer for the Year, and Active Army Aviation Unit of the Year awards.

I admit that I am excited about sharing a story of how a successful unit in Afghanistan undoubtedly had a very successful family network on the home front. This allowed 3rd CAB Soldiers to focus on what they do best, secure in the knowledge that their families were being cared for.

Patti and I have corresponded since April, and she acknowledged that "we had a fantastic family, Rear D(etachment), FRSA (family readiness support assistant), and community network that contributed to making us a success." She felt that after 10 years of back to back deployments, all family readiness groups (FRG) have had plenty of practice, but it might be nice to share how blessed they were to have such great support from the Savannah community.

I know after hearing from our other Aviation units, all are very happy with the support they receive from their local communities, but the following programs "Operation Cocktail Dress," "The Landings," and "Operation R&R" show genuine and unique southern concern and hospitality and are worthy of mention.

Operation Cocktail Dress

During the deployment, a group of five 3rd CAB ladies attended a Savannah Tour of Homes where they met Gay Stevens "dressed in full southern Belle costume, so how could we not stop to chat with her," said Patti. "Gay expressed her happiness at meeting spouses of deployed soldiers and thanked us for our husband's service to our nation. She asked if she could stay in touch with us and the next thing we knew we had an invitation to lunch in a beautiful century old town home on one of the prettiest historic streets in Savannah."

Hearing about Gay from Patti, I decided to call her. Gay told me that she knows ladies love to come to the historic district, but feels they come as tourists. Her "fantasy" is to have military spouses come and always know that they have a support system in the local community.

A few years ago, Gay adopted a small group (Gay's Girls) from the 3rd Infantry Division, because she wanted to have more one-on-one sponsored relationships with mil-



Family members of deployed 3rd Cbt. Avn. Bde. Soldiers pose for a photo at the Walk to Afghanistan and Back held at Hunter Army Airfield, GA, June 2010.

itary wives. The group went on to organize "Operation Cocktail Dress" to collect formal wear and provide spouses with dresses they might not be able to afford if attending Welcome Home balls.

As enthusiasm in the community grew, dresses were donated by Gay's friends, the Junior League, the Rotary Club, etc. and stored at Sotheby's International Realty Company when space at Gay's home was overcome by the outpouring of generosity by local women. In all, over 750 dresses were donated, some valued over several thousand dollars. In addition, jewelry, shoes, and evening bags, some with notes in them, were also donated.

The unit wives decided to ask for a voluntary donation (\$20 max) from spouses wishing to receive a dress and then used the money to help support other Welcome Home events, such as picnics, etc.

Gay was passionate about her project and her relationships with military spouses and is trying to expand the "Gay's Girls" concept, so others can become connected with local women willing to help fill the void during periods of deployment and long after.

"It would be my dream to have people, especially women, from all over the country, showing their support. It doesn't just have to be with dresses," said Gay. "There are all kinds of ways people can show their support, but you have to open the door." You can contact her at gaystevens@gmail.com.

The Landings

The program began in April 2007 at *The Landings*, an island community of approximately 9,000 people located on Skidaway Island twenty minutes south of downtown

Savannah. A few motivated military wives articulated to the residents that if funds were raised, they could be used to complement and provide a broader ban of support for our troops.

Basic living often reflects too much month left at the end of the money. Covering situations like food, clothing, rent, utilities, gasoline, childcare, and emergency travel often requires a rapid response sometimes not covered by the legal avenues within the military coffers. Residents of *The Landings* community supported this project and have generated more than \$627,700 since its inception.

The organization also receives local media support which has proven crucial for fund raising and award ceremonies. Policy guidelines were established with Army Emergency Relief (AER), the Staff Judge Advocate, and the administrative partner for *The Landings*, the Savannah Chapter of the American Red Cross, which provides a restricted fund for Coastal Georgia active duty military only.

The Red Cross partners provide 501(c)(3) exemption, 24/7 support, case worker expertise, monthly accounting, and equal passion for this purpose with minimum administrative expense. As a result, donors can be confident that their dollars are going to help Soldiers and their families. Only grants (on average approximately \$570) have been processed, with emergency travel and basic living expenses comprising the majority.

LTG Rick Lynch, commanding general, U.S. Army Installation Management Command, during the first year of *The Landings* said, "So many folks say, 'we support the troops,' but do nothing. You all, not only said the words, but do the deeds. Inspirational!"

The residents of *The Landings* community have much to be proud of.

Operation R&R

What would you say if you were offered a virtually free vacation at Hilton Head Island, SC or Amelia Island, FL upon return from a deployment? Well, in Hilton Head alone, 700 families from Ft. Stewart, Hunter Army Airfield and Marine Corps Air Station in Beaufort have been afforded this much needed rest and relaxation (R&R) after returning from deployments.

50-100% discounts from some 60 restaurant owners, free to heavily discounted opportunities at many recreational, entertainment venues, and spas, vouchers for groceries and use of over 400 free oceanfront homes and condos are provided.

Our daughter, Christy, a massage therapist, had never mentioned her involvement with the program before I shared my discovery. She said, "Yes, I have personally given half priced massages to more than 15 spouses over the past few months, who loved being pampered and were genuinely grateful."

The program runs annually from September thru May making it perfect to apply now and plan for this genuinely guaranteed respite from the stress of combat, single parenting, loneliness, and separation.

Requirements are for the recipient to be on active duty, deployed in Iraq or Afghanistan within the last 12 months, a first time participant, married with spouse and children eligible to come with you, willingness to stay in the free vacation home a minimum of 4 nights, maximum 7 nights, agree to a cancellation policy and sign a rental agreement.



PHOTO BY GLENYORNA FOSTER, 3RD CAB FRSA

Annaliza Rogers (left), HHC, 3rd Cbt. Avn. Bde. FRG Leader, Patti Galli, 3rd CAB FRG Senior Advisor, and FRG volunteer, Ashley Weatherly, at a Family Readiness Group luncheon at Panera Bread, March 2010.

Apply at www.operationrestandrelax.org.

I want to personally thank Patti for bringing these programs to my attention, and I hope they provide inspiration to other communities.

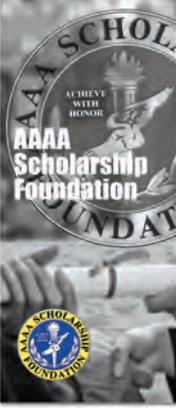
It is thru our sharing successful programs that we can bring the best of all worlds to each other.



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

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Please help the one Association that provides annual scholarship support to hundreds of students seeking higher education.



The AAA Scholarship Foundation, Inc. provides a variety of scholarships and no-interest loans to the Soldiers, NCOs, warrant and commissioned officers and to their family members. Your tax-deductible donation helps make a difference to those looking to further their educational opportunities and experiences. Please contribute to the AAAASF through the Combined Federal Campaign program.

Contribute to #10516.

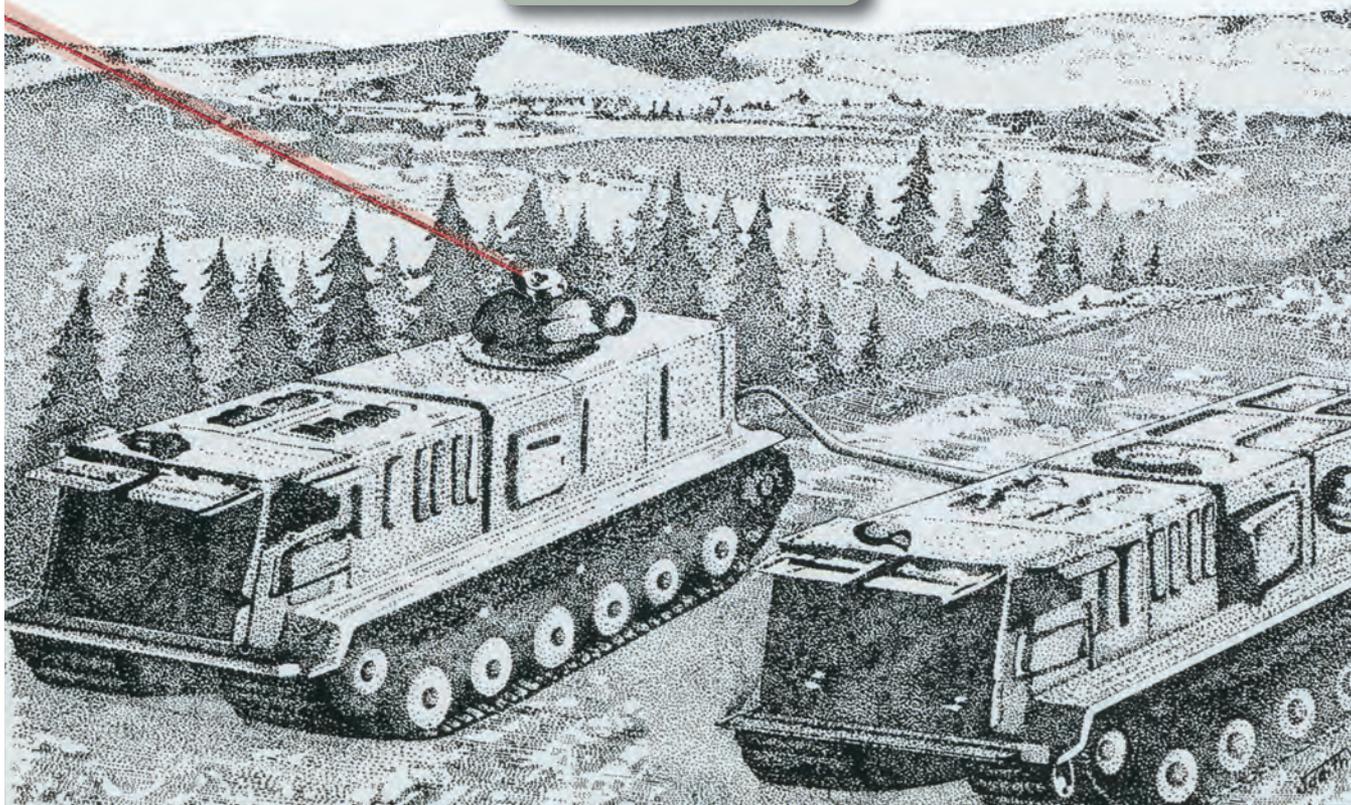
Please see your unit CFC representative for details on participating in the 2012 CFC Program.

The AAA Scholarship Foundation, Inc.
 755 Main Street, Suite 4D
 Monroe, CT 06468-2830
 Email: aaa@quad-a.org
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FROM THE ARCHIVES

Article from the May 31, 1988
ARMY AVIATION Magazine



Research & Development:

Directed Energy Warfare: The Modern Battlefield

By Dr. Elizabeth G. Plumb

When you're asked about Directed Energy Warfare (DEW), your first thoughts are probably Star Wars or lasers that vaporize personnel. DEW, however, is a current threat to Army Aviation. Emerging DEW technologies provide a wide variety of applications, some of which have revolutionary tactical impacts and implications.

Army Aviation is not currently prepared to cope with directed energy warfare.

DEW on the Battlefield

Directed energy refers to all aspects of employing directed energy technology and defending against the directed energy threat in combat. This

technology uses electromagnetic waves or a stream of sub-atomic particles to accomplish a variety of military tasks in combat. These tasks typically include target detection, illumination, ranging, and identification and electro-optical jamming, disruption, damage, and destruction.

Directed energy technologies include lasers, radio frequencies (microwave, millimeter wave, and non-nuclear electromagnetic pulse), and particle beams. Particle beam and radio frequency are in their infancy in development for combat applications, but potential applications would degrade electronics and may be used in an antipersonnel role.

Lasers, however, are currently field-

ed worldwide. While not necessarily designed to perform weapons functions, lasers can be used accidentally or deliberately to produce weapons type effects against personnel in combat.

The Laser

Lasers are different from other more conventional weapons. When light leaves a laser its beam can spread from about three or four inches to only 12 inches at 5,000 meters, resulting in less energy loss than conventional ballistics.

Laser energy travels at the speed of light and human evasion is impossible, causing various degrees of damage to the eyes and reduced vision acuity. Damage may be slight and

temporary in one instance or may cause permanent blinding by destroying the optic nerve in another instance.

The distance at which lasers cause damage is significantly increased when laser light is viewed through magnifying optics such as binoculars. Some of the effects of laser light on the eye dramatically affects the ability of aviators to perform tasks.

Among these effects are: flash blindness (Temporary loss of vision that lasts from a few seconds to several minutes), hemorrhagic lesions (severe retinal burns with bleeding and immediate vision loss) and minimal lesions (minor retinal burns and dark spots in the field of vision). Along with physiological damage, the aviator may also experience psychological effects.

Laser radiation is also reflected off highly polished surfaces, such as glass lenses, windows and unpainted aluminum. The reflected laser light not only poses a threat to the aviator's eyes, but reflected light can reveal enemy or friendly locations; which can be ranged for conventional weapons.

Optical devices are also affected by laser radiation. Damage can range from spots or lines on displays to crazed, cracked and shattered lenses or windows. Lasers can cause the night vision goggles to shut down and burn out the display on the Forward Looking Infrared system.

When an optical device becomes useless during combat, the aviator automatically uses direct viewing, placing his eyes in danger from laser light.

High power lasers, currently being developed, can glaze canopies, disrupt missile guidance systems and ignite clothing. Thus, countermeasures need to be developed to protect personnel and equipment on the battlefield.

Countermeasures

The best countermeasure is to avoid DEW environments. However, avoidance cannot be accomplished in a combat situation and encountering directed energy threats, especially lasers, are a certainty.

Equipment and personnel need to be hardened against these threats, doctrine and tactics developed, training programs implemented and countermeasures for the battlefield developed.

Detection of a laser environment is difficult. Even with visible light, it is not easy to tell if you are being lased. By the

time one feels the symptoms of being lased, damage has already occurred.

Detection must be made in order to employ countermeasures. Detectors are currently being developed that will tell the aviator if the aircraft is being lased and from what direction. The aviator will be able to avoid direct laser light viewing and still complete the mission with the use of detectors and tactics.

Protective devices for aviators and optical systems are available. These devices make use of laser light's monochromaticity and allow access to the visible light spectrum other than the laser wavelengths. Current goggles and filters are able to protect against several laser wavelengths.

However, a possible battlefield problem may arise if threat laser wavelengths are not known and tunable lasers are employed. Despite this, aviator goggles and optical filters offer the best protection for both friendly and threat lasers without interfering with the combat mission.

Other Countermeasures

There are many battlefield expedient countermeasures that protect the aviator in a laser environment. Countermeasures such as using smoke to disrupt the laser beam, tapping visors and optical viewers so only a narrow field of view is exposed, and flying with a patch over one eye will reduce laser damage enough so that the mission can be completed.

Night vision goggles that are fitted with "daytime" filters or pinhole lenses caps can protect the aviator's eyes from severe laser damage.

Tactics & Doctrine

Along with protective devices and countermeasures, tactics and doctrine need to be developed for combat missions in directed energy environments. Safe target engagement distances must be identified and tactical countermeasures and counter-countermeasures need to be determined.

Tactical countermeasure grids and models also need to be developed. Currently, tactical countermeasures are designed for conventional "hard kill" devices.

As more nations are fielding lasers, the employment of tactical countermeasures for "soft kill" devices is needed for combat survivability and mission completion.

Training

The final countermeasure for directed energy warfare is training. Current unit and institutional training is limited to DEW awareness training, and specific aviation topics are not addressed. Programs of instruction should be modified to include directed energy subjects such as bio-effects, hazards, threats, employment, countermeasures/counter-countermeasures, safety, first aid, surface reflection effects, and smoke effects.

Countermeasures/counter-countermeasures using protective devices need to be practiced in flight training during tactics and in simulators during mission scenarios. Force-on-force exercises, also, need to include directed energy warfare scenarios in order to increase combat readiness.

The future use of directed energy will require the use of new procedures and devices, some of which remain to be developed. The introduction of these weapons will require the development of mission-oriented equipment and personnel protection.

The directed energy warfare challenge is here, and Army Aviation must act now to meet this challenge.

Dr. Plumb was the Directed Energy Warfare Coordinator, Dir. of Training & Doctrine, USAAVNC, Ft. Rucker, AL at the time this article was published in ARMY AVIATION Magazine.



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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.

Bell Helicopter Delivers the First "A2D" Wartime Replacement Cabin to the Army

Bell Helicopter, a Textron Inc. company and the U.S. Army Armed Scout Helicopter program office announced on June 30 the delivery of the first OH-58 "A2D" wartime replacement cabin for OH-58 "Kiowa Warrior"



BELL HELICOPTER COURTESY PHOTO

platform to the Army 30 days ahead of the contract schedule. This conversion program takes an existing "A" model OH-58 and upgrades it to "D" model. The Cabin will now be shipped to Corpus Christi Army Depot to repopulate it with avionics and dynamic components so it can be returned to the fleet to support the Warfighter. The A2D contract calls for an additional 18 cabin conversions. The remaining A2D conversions will take place at Bell's Military Assembly Center in Amarillo, TX. With more than 750,000 fleet combat hours, the OH-58D Kiowa Warrior is a combat-proven aircraft that is maintaining the highest operational tempo and readiness rate of any Army helicopter operating in Afghanistan and Iraq.

Letterkenny Army Depot Names AAI Logistics & Technical Services Production Partner of the Year

AAI Logistics & Technical Services (LTS), an operating unit of Textron Systems, a Textron Inc. company, announced on June 13, 2011 it has been named Production Partner of the Year by Letterkenny Army Depot in Chambersburg, PA. AAI LTS and Letterkenny Army Depot work together on reset and refurbishment activities for the ground equipment associated with the Shadow[®] Tactical Unmanned Aircraft System. Reset and refurbishment activities include scheduled and unscheduled maintenance, disassembling, repainting, cleaning, inspecting, repairing, reassembling and testing. Each Shadow system incorporates several pieces of ground equipment including high mobility multi-purpose wheeled vehicles (HMMWV), generators and the shelters that house the system's ground control station equipment.

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

Sikorsky Aircraft Corp., Stratford, CT, was awarded an \$8,273,219 firm-fixed-price contract to provide for the procurement of 5,100 UH-60 Black Hawk helicopter support structures. Work will be performed in Stratford, CT, with an estimated completion date of Oct. 31, 2015.

The Boeing Co., Ridley Park, PA, was awarded a \$174,104,000 firm-fixed-price contract modification to award the CH-47F multiyear contract for the fourth year production lot nine option of eight CH-47F new build cargo helicopters. Work will be performed in Ridley Park, PA, with an estimated completion date of Dec. 30, 2013.

The Protective Group, Inc., Miami Lakes, FL, was awarded on June 15 a \$38,409,232 firm-fixed-price contract for 515 UH-60 A/L/M Ballistic Protection System (BPS) kits; 265 HH-60 L/M BPS kits; 305 installation cockpit doors (Crew A); 305 installation cockpit doors (Crew B); and 135 UH-60 MEDEVAC BPS kits. Work will be performed in Miami Lakes, FL, with an estimated completion date of April 30, 2015.

EADS North American Defense, Arlington, VA, was awarded on June 14 a \$74,390,932 firm-fixed-price contract to provide for 14 light utility helicopters and 14 airborne radio communication systems. Work will be performed in Columbus, MS, with an estimated completion date of Aug. 31, 2012.

Hawker Beechcraft Corp., Wichita, KS, was awarded on June 14 a \$15,371,206 firm-fixed-price contract to provide for two King Air 350ER aircraft with extended range package. Work will be performed in Wichita, KS,

with an expected completion date of Dec. 29, 2011.

Battelle Memorial Institute, Columbus, OH, was awarded on June 9 a \$12,765,268 cost-plus-fixed-fee contract to provide for the procurement of a helicopter icing spray system. Work will be performed in Columbus, OH, with an estimated completion date of Jan. 10, 2016.

AeroVironment, Inc., Monrovia, CA, was awarded on June 6 a \$13,113,191 cost-plus-fixed-fee contract to provide for the modification of an existing contract to confirm Puma unmanned aircraft systems training and contractor logistics support. Work will be performed in Simi Valley, CA, and Kandahar, Afghanistan, with an estimated completion date of Oct. 14, 2011.

Camber Corp., Huntsville, AL, was awarded on June 6 an \$11,734,706 time-and-materials contract to provide for the various support services necessary to replace obsolete systems in the Apache risk and cost reduction system. Work will be performed in Huntsville, AL, with an estimated completion date of Dec. 31, 2012.

Lockheed Martin Corp., Orlando, FL, was awarded on June 1 a \$48,766,679 firm-fixed-price contract to provide for the six-month extension of logistical support for the AH-64 Apache modernized and legacy target acquisition designation sight assembly and Pilot Night Vision Sensor Assembly System. Work will be performed in Orlando, FL, with an estimated completion date of Dec. 31, 2011.

Raytheon Co., Marlborough, Mass., was awarded on June 1 an \$11,978,820 firm-fixed-price and cost-plus-fixed-fee contract to provide for the development of Airport Surveillance Radar (ASR) and Precision Approach Radar (PAR) cabinets, including required boards to replace the existing ASR and PAR signal date processor cabinets, which have many hardware components that are obsolete for the Air Traffic Navigation Integration Coordination System. Work will be performed in Marlborough, MA, and Waterloo, Ontario, Canada, with an estimated completion date of March 31, 2013.

QinetiQ North America, Inc., Systems Engineering Group, Huntsville, AL, was awarded on May 25 a \$39,862,743 cost-plus-fixed-fee contract to provide for the procurement of services to design, assess and mature an integrated architecture characterization capability through system analysis, trade studies, battle studio experimentation and field test demonstration. Work performance location will be determined with each task order, with an estimated completion date of May 25, 2016.

L-3 Communications EO/IR, Inc., Santa Rosa, CA, was awarded on May 27 a \$21,211,282 firm-fixed-price contract. The award will provide for the procurement of 22 MX-15Di forward looking infrared radar sensors with laser designator for installation on Iraqi Armed 407 helicopters. Work will be performed in Santa Rosa, CA, and Burlington, Ontario, Canada, with an estimated completion date of Dec. 31, 2011.

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POTM

PEOPLE ON THE MOVE

CHANGE OF COMMAND

"Wings of Destiny" Gets a New Set of Commanders

Bontrager Assumes Destiny 6 Duties



U.S. ARMY PHOTO BY SGT TRACY R. WEEDEN, 101ST CAB PAO

MG John F. Campbell, 101st Airborne Division (Air Assault) commander, passes the 101st Combat Aviation Brigade Colors to **COL Paul Bontrager**, 101st CAB incoming commander, during a change of command ceremony at Fort Campbell, Ky., June 24, 2011. Bontrager is the former commander of the Flight Concepts Division at Fort Eustis, VA and assumes command from COL William K. Gayler who will be the new 101st Airborne Division (Air Assault) chief of staff.

Ryan Takes Over Expect No Mercy Battalion



U.S. ARMY PHOTO BY SGT TRACY R. WEEDEN, 101ST CAB PAO

COL William K. Gayler, 101st Cbt. Avn. Bde. commander, passes the 1st Battalion Colors to **LTC William Ryan**, incoming commander, during a change of command ceremony at Fort Campbell, KY, June 23, 2011. Ryan is replacing LTC Scott A. Hasken.

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Eagle Assault Welcomes Waters



U.S. ARMY PHOTO BY SFC SADE BLEISEIN, 101ST CAB PAO

LTC John D. Kline, 5th Battalion, 101st Cbt. Avn. Bde. outgoing commander, passes the battalion colors to COL William K. Gayler, 101st Cbt. Avn. Bde. commander, during a change of command ceremony at Fort Campbell, KY, June 22, 2011. Taking over from Kline is **LTC Christopher Waters** (left).

Aoki Assumes Command



U.S. ARMY PHOTO BY SGT TRACY R. WEEDEN, 101ST CAB PAO

6th Battalion, 101st Cbt. Avn. Bde., incoming commander, **LTC Joel K. Aoki**, receives the battalion colors from 101st CAB commander, COL William K. Gayler, during a change of command ceremony June 20, 2011 at Fort Campbell, KY. Aoki replaces LTC T. Bradley Ninness who commanded the Shadow of the Eagle Soldiers through two deployments.

Harvey Takes Over the Out Front Squadron



U.S. ARMY PHOTO BY SGT TRACY R. WEEDEN, 101ST CAB PAO

Incoming commander, **LTC Michael D. Harvey**, receives the 2nd Squadron, 17th Cavalry Regiment colors from 101st Cbt. Avn. Bde. com-

mander, COL William K. Gayler, during a change of command ceremony June 21, 2011 at Fort Campbell, KY. Harvey is taking over from LTC William D. "Hank" Taylor.

Troubleshooters Welcome Bahoque



U.S. ARMY PHOTO BY SGT TRACY R. WEEDEN, 101ST CAB PAO

COL William K. Gayler, 101st Cbt. Avn. Bde. commander, passes the 96th Aviation Support Battalion Colors to incoming commander, **LTC Benjamin S. Bahoque**, during a change of command ceremony June 20, 2011 at Fort Campbell, KY. Bahoque replaces LTC William W. Ferguson (second from right).

Bennett Assumes Command of Golden Hawks



PHOTO BY RUSSELL SELLERS, ARMY FILER

COL Brian D. Bennett, 1st Avn. Bde. commander, COL Kenneth J. Biland, outgoing commander, LTC Edward F. Mandril, 1st Avn. Bde. commander of troops, and MG Anthony G. Crutchfield, U.S. Army Aviation Center of Excellence and Fort Rucker commanding general, troop the line during a change of command ceremony at Howze Field June 24. Bennett assumed command from Biland.

Old Warriors Battalion Welcomes Ward



U.S. ARMY PHOTO, FT. RUCKER PAO

LTC James E. Ward, incoming 1st Bn., 145th Avn. Regt. commander; LTC Mikael R. Ash, outgoing commander; MAJ Scott Capehart, executive officer; and COL Kenneth J. Biland, 1st Avn. Bde.

POTM

PEOPLE ON THE MOVE

commander, render salutes as they march past the colors during the "Old Warriors" change of command ceremony June 17 at Howze Field, Ft. Rucker, AL.

Christensen Takes Over 110th AB



U.S. ARMY PHOTO BY FT. RUCKER PAO

COL Russell Stinger, outgoing commander, passes the 110th Aviation Brigade colors to MG Anthony G. Crutchfield (left), commanding general of the U.S. Army Aviation Center of Excellence and Ft. Rucker, during a change of command ceremony on June 30 at Howze Field, Ft. Rucker, AL. **COL Kevin J. Christensen** (center) assumed command of the brigade which conducts all flight training at Ft. Rucker and consists of a headquarters and headquarters company, academics section, night vision devices section and four subordinate battalions. Brigade CSM John Chandler (right) provided the colors to the commander for the ceremony.

Cravey Takes the Reins at 1-6 CAV



U.S. ARMY PHOTO BY SGT ROLAND HALE, 1ST CAB PAO

LTC Paul A. Cravey, incoming commander of the 1st Squadron, 6th Cavalry Regiment, receives the squadron colors from COL Frank M. Muth, 1st Combat Aviation Brigade commander, June 2 in a change of command ceremony on Fort Riley, KS. Cravey replaced LTC Kenneth D. Chase, far right, who recently led the squadron through a year-long tour to Iraq. Chase and his wife, Ann Marie, are headed to Fort Polk, LA.

Golden Assumes the Helm at 3-160



160TH SOAR COURTESY PHOTO

LTC William T. Golden, IV (left) accepts the 3rd Battalion, 160th Special Operations Aviation Regiment Colors from COL John W. Thompson, commander, 160th SOAR (A), as he assumes command from LTC Kirk E. Keepers during a ceremony at Hunter Army Airfield, GA, June 16, 2011. Golden, a long time Night Stalker, becomes only the twelfth commander of the battalion. Keepers assumed command of the battalion in June 2009, where he has overseen continuous deployments supporting operations Iraqi Freedom and New Dawn in Iraq, Enduring Freedom-Afghanistan and regular overseas training events supporting Special Operations Command South.

TRANSFER OF RESPONSIBILITY

Chambers Takes Over as Night Stalker Command Sergeant Major



160TH SOAR COURTESY PHOTO

CSM Gregory Chambers (left) accepts the 160th Special Operations Aviation Regiment (Airborne) colors from regimental commander, COL John T. Thompson, as he assumed responsibility from CSM David Leamon, right, during a ceremony at Fort Campbell, KY, on June 8, 2011. Chambers, a long-time Night Stalker, most recently served as command sergeant major for 1st Battalion, 160th SOAR. Leamon has been selected to serve as the first command sergeant major for the new Army Special Operations Aviation

Command (Provisional) at Fort Bragg, NC. Chambers is the 10th command sergeant major of the regiment.

CHANGE OF CHARTER

Rutkowski Heads ATC Systems PMO



PHOTO BY THOMAS VOIGHT

COL Anthony Potts (right), project manager for Aviation Systems, passes the colors to **LTC Mike Rutkowski** (left), incoming product manager for Air Traffic Control Systems, during the ATC Change of Charter ceremony June 27 at the Bob Jones Auditorium, Redstone Arsenal, AL. Rutkowski is assuming leadership from LTC Kevin Mobley, outgoing product manager. The ATC product office's portfolio, which includes 14 different programs, rivals that of many program executive offices, according to Potts, with hundreds of millions of dollars in its annual budget. Rutkowski's previous assignment was as the Department of the Army Systems Coordinator for the Armed Scout Helicopter program.

Kennedy New Common Systems Integration PM



PHOTO BY SOPHIE BLEDSOE, PEO ANN PAO

MG William T. Crosby (left), Program Executive Officer for Aviation, gives **LTC James Kennedy** (right) the charter, officially making him the new product manager during the Common Systems Integration Change of Charter June 28 at the Bob Jones Auditorium, Redstone Arsenal, AL. Kennedy was previously the assistant product manager for Aviation Interoperability and the Improved Data Modem in PEO Aviation and was the deputy director of the TRADOC Capability Management office for Lift helicopters prior to returning to Redstone Arsenal. The outgoing product manager for CSI was LTC Jennifer Jensen who has retired.



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POA™ PEOPLE ON THE MOVE

Utility Helicopter PM Switches to Todd



PHOTO BY SOFIA BLEDSOE, PEO AVIATION

MG William T. Crosby (middle), Program Executive Officer for Aviation, passes the colors to **COL Thomas Todd, III** (left) symbolizing the passing of authority and responsibility from COL Neil Thurgood (right), outgoing project manager for Utility Helicopters to Todd during a Change of Charter ceremony June 29 in the Bob Jones Auditorium, Redstone Arsenal, AL. Todd's previous positions included the CH-47F Chinook helicopter product manager and director for Aviation, Intelligence and Electronic Warfare Systems. Thurgood leaves PEO Aviation to be the Chief of Staff for Assistant Secretary of the Army for Acquisition, Logistics and Technology. He and his team are credited with the development and fielding of the Light Utility Helicopter and the UH-60M Black Hawk.

RELOCATIONS

FORSCOM Initiates Move to Bragg



ARMY PHOTO BY SSG ALEXANDRA HAYS, 300TH MOBILE PUBLIC AFFAIRS DET.

U.S. Army Forces Command cased its colors on June 24, 2011 in advance of its permanent relocation to Fort Bragg, NC. GEN James D. Thurman (right), FORSCOM commanding general, led the casing ceremony and was assisted in rolling the command's dark blue by CSM Ronald T. Riling, FORSCOM command sergeant major. Headquartered at Fort McPherson since 1973, FORSCOM was directed to relocate under the 2005 Base Realignment and Closure legislation. Other Fort McPherson units were also directed to relocate and Fort McPherson will close by Sept. 15, 2011.

16th CAB Prepares for Split Basing



DVIDS PHOTO BY SPC REESE WOLFGANG

COL Robert Werthman (left), commander, 16th Combat Aviation Brigade and CSM Niko Vandevoorde case the brigade colors in preparation for brigade headquarters movement to Joint Base Lewis-McChord, WA, in a June 15 ceremony held at Hangar 1 on historic Ladd Army Airfield at Fort Wainwright, Alaska. In support of the Army's transformation requirements, the 16th CAB will be split-based and established at JBLM and Fort Wainwright using existing aviation units not currently assigned to a combat aviation brigade. The split-based concept is not new; however, what is new is that the brigade's subordinate battalion-sized units will fall under two distinct commands, U.S. Army Pacific and FORSCOM.



ARMY AVIATION MAILBOX

Standards

6 July 2011

Dear ARMY AVIATION:

The June 2011 of Army Aviation magazine has an article by an aviation CSM who somehow compelled our branch CSM aboard a self-maligning and overstated issue that is nonetheless of importance to most CSMs, aviation or not: uniform appearance infractions...

The author, CSM James Campbell, set the pace for his sustained overstatements in his opening sentence, "Have you noticed that the Army tends to not take the Aviation branch seriously?"

No, Sergeant Major, I have not. My experience, without exception, is that Army Aviation is taken seriously; deadly seriously.

He then goes on to address what he feels are impracticalities in the A2CU... the left thigh knife pocket or the hook and pile tabs at the waist band of the blouse.

Please let me help, Sergeant Major.

The pocket is routinely used today for flashlights and the tabs are a critical component of fire protection designed to keep the blouse in place; an issue that would not exist had we remained with a coverall whose legacy of exceptional fire protection was cast aside for "uniformity."

Now we have an admittedly issue-laden uniform that is three times the cost of a proven piece of aviation protective clothing; there's a real issue, Sergeant Major.

As to the DES authorized brassard, that directorate acquired that by sheer clout; there is certainly nothing compelling about members of that formation over any other.

The A2CU seized the wearing of the wings by our aviators; just flat out took them away during all flight duties; senseless.

While an aircrew is a team, it is the aviator, namely the pilot-in-command, who is the final authority and who has endured many times over more depth and competitiveness in sustaining his or her high skills.

In hierarchy, the aviator badge is right below the CIB and EIB, as it should be; but all should be allowed to display them.

If you don't want to wear your wings, Sergeant Major, don't; but at least have the institutional maturity to support those of us who have given the preponderance of our adult lives in sustaining high skill and the immovable justification to display that accomplishment.

Lastly, the Sergeant Major attempts the convenient but ridiculous association of small uniform infractions to the gross compromising of standards in the cockpit or hangar floor and back shops; such is not even worthy of a response; you're being ridiculous, Sergeant Major.

I am among the most privileged of Aviation Warrant Officers in that I have been given the privilege to command Aviation Soldiers; this experience will remain verily sacred to me.

Continued on page 60

POTM

PEOPLE ON THE MOVE

FLIGHT SCHOOL GRADUATES

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) courses at the U.S. Army Aviation Center of Excellence, Fort Rucker, Ala. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class.

28 Officers, June 16

AH-64D Track

WO1 John H. Naegele

OH-58D/R Track

WO1 Orin L. Cloninger – DG
 LT Eric Cornelius – DG
 WO1 Matthew Morrison – HG
 WO1 Keith W. Bowery
 WO1 Samuel N. Buskirk
 WO1 John D. Butler
 WO1 Todd Christopherson
 LT Stephen C. DiLorenzo
 WO1 Patrick L. Harris
 LT Blake Hawthorne
 WO1 Travis J. Pollard

UH-60 Track

WO1 Brent P. Freese * – DG
 LT Richard McCrea – HG
 LT Justin G. Winter – HG
 LT James C. Beard
 WO1 Travis Bramley
 LT Carl Carite
 LT Christopher M. Clemens
 LT Gregory R. Dearth
 WO1 Andrew T. Gray
 LT William R. Haselberger
 LT Amanda L. Homes
 LT Bryant Knef
 WO1 David A. Mack
 WO1 Justin R. Montes
 LT Wesley R. Pipkin *
 LT David M. Sullivan

58 Officers, June 30

IERW AH-64D Track

LT David J. Lilja * – DG
 WO1 Andrew Northam – DG
 LT David R. Brennan – HG
 WO1 HermannBautzmann – HG
 LT Philip S. Webb – HG
 LT Brian R. Bertoglio
 WO1 Thomas J. Bottini *
 WO1 Aaron J. Bowyer
 LT Joshua L. Coburn
 LT Preston B. Collich
 WO1 Jared V. Cresswell
 WO1 John H. D'Elia

WO1 Joshua R. Diel
 LT Brook J. Doll *
 LT Brandon S. Greene
 LT David B. Grove
 LT Anthony J. Healy
 WO1 Kevin D. Hillegas
 LT Jared M. Klajnbart
 LT Alex G. Koroll *
 LT Christopher J. Mazzola
 WO1 Anthony C. Phillips
 WO1 Richard H. Pickell

IERW OH-58D/R Track

LT Karl W. Heine – DG
 LT Charles H. Georgi – HG
 LT Kyle C. Davis
 LT William R. Fry
 LT Catherine M. McNair
 WO1 Cassidy C. Nelson
 LT Jessica K. Riley
 LT Matthew R. Rosebaugh *
 LT Charles D. Snyder

IERW UH-60 Track

LT Christopher L. Stump – DG
 LT Nicholas I. Kennedy – HG
 LT Joseph B. Wiley – HG
 WO1 Mario E. Patterson – HG
 WO1 James E. Tellen * – HG
 LT Eric T. Becker *
 LT Kyle W. Crom *
 LT Nicholas W. Dixon
 WO1 Warren B. Ezell

Army War College Graduates 12 Aviators



U.S. ARMY WAR COLLEGE PHOTO

Twelve Army Aviators recently graduated from the U.S. Army War College at Carlisle Barracks, Pennsylvania on June 11, 2011. The graduates included, from left to right, **COL Gary Stephens, COL Thomas H. Stauss, COL Mark A. Moser, COL Lonnie G. Hibbard, COL Clayton M. Hutmacher, LTC Robert Gaston, LTC Steven A. Matayoshi, COL Stuart McRae, LTC Jayson A. Altieri, and COL Matt Brady.** Not shown are **COL Joane K. Mathews** and **LTC Brian Tachias.** All the graduates will receive Masters Degrees of Strategic Studies.

LT Jonathon D. Ferber *
 WO1 Joshua E. Hageman *
 LT Jennifer L. Hardy *
 LT Kyle J. Hoffman *
 WO1 Jaime A. Jarrin *
 LT John J. Kealy *
 LT Jeffrey T. Klobucar *
 WO1 Daniel P. Lewis
 LT Steven P. Mooradian *
 LT Matthew D. Moyer *
 LT Kathryn J. Munera
 LT Juan C. Munera-Molina
 WO1 Brian R. Nuth *
 LT Bryce A. Roman *

LT Christopher J. Squire
 LT Jonathan V. Strayer
 LT Kevin Tippens *

DG = Distinguished Graduate

HG = Honor Graduate

* = AAAA Member

+ = Life Member

NEWS SPOTLIGHT



PHOTO BY SFC MATTHEW WRIGHT, 40TH CAB, ANN. BDE

Like Father, Like Daughter, Like Son: Flying Apaches Runs In the Family

By 1LT Jason Sweeney

CW2 Brendon McNamara (left), CPT Dennis B. McNamara and CPT Elizabeth C. McNamara, son, father and daughter, are AH-64 Apache helicopter pilots deployed to Camp Taji, Iraq with the 8-229th Atk. Recon. Bn. from Fort Knox, KY.

Having an AH-64 Apache attack helicopter pilot for your dad is pretty cool. Even cooler is being an Apache pilot and having two of your children follow in your footsteps to become pilots, too.

"Without a doubt, I'm the proudest man on earth," said CPT Dennis B. McNamara, an AH-64 Apache Longbow attack helicopter instructor pilot for the 8th Attack Reconnaissance Battalion, 229th Aviation Regiment, an Army Reserve unit based out of Fort Knox, KY and attached to the 40th Combat Aviation Brigade. McNamara is currently stationed at Camp Taji, Iraq where he flies Apaches alongside his daughter, CPT Elizabeth C. McNamara, 28, and his son, CW2 Brendon McNamara, 24.

Originally serving 12 years on active-duty as a warrant officer before taking a full-time position at Fort Knox with the 8-229th, he moved to California to take a job with the Boeing Corporation, while switching over to a Reserve unit based out of Los Alamitos.

McNamara has been flying Apaches for over 20 years now and served in Operation Desert Storm and in Operation Iraqi Freedom, but for his two kids, this deployment is their first. Elisabeth is a platoon leader and Brendon is a newly-minted AH-64 pilot on his first assignment. For Dad, nearing the end of his Army career and getting the chance to deploy with his children, he said it's been a great privilege. "I can't stop being a father, but I try to be a mentor and give advice. But sometimes as a father, you have to step back and it's hard. I'm definitely honored that they followed me into this..."

1LT Jason B. Sweeney is the public affairs officer for the 40th Combat Aviation Brigade, presently deployed to Iraq.

AFGAN WAR WITHDRAWAL ANNOUNCED

On June 22 President Obama said the U.S. forces withdrawal plan that he previously mentioned in Nov. 2009 will begin in July 2011. Ten thousand troops are to depart by the end of 2011, a total of 33,000 are to have departed by the end of Sept. 2012, and the rest are to return home at an unspecified pace until allied forces complete the transition to Afghan-led security by 2014.

The surge was touted as a success that had halted the Taliban's momentum and had gone a long way toward achieving the goal of disrupting, dismantling and defeating al Qaeda.

The president held three meetings with his national security team and chose an option from those presented by Gen. David Petraeus, current commander of the International Security Assistance Force-Afghanistan and incoming 20th director of the Central Intelligence Agency. White House officials are reported as saying the drawdown plans are from a position of strength.

Reports suggest once-solid proponents of maintaining a large presence in Afghanistan are now favoring a drawdown and a shift toward a counterterrorism strategy in response to waning public support for the war.

DEBT CEILING TALKS CONTINUE

Some believe Congress and the White House should agree to raise the U.S. debt ceiling for a few months so that an adequate and long-term budget deal can be reached. This approach is deemed necessary since the Treasury Secretary Timothy E. Geithner maintains the nation will run out of money to pay its bills if the \$14.3 trillion debt ceiling is not raised by Aug. 2.

Results of current negotiations, which have picked up tempo to three meetings a week between Vice President Joseph R. Biden, Jr. and House Majority Leader Eric Cantor (R-VA), are to be presented to the president at the end of June.

Common goals seem to include a down payment against the deficit and achieving \$4 T in deficit savings over 10 years.

WAR POWERS RESOLUTION RUMBLE

Congress disagrees with President Barack Obama's view that the U.S. forces' support role in the NATO Operation Odyssey Dawn/Unified Protector to protect Libyan citizens does not trip the congressional notification requirements in the War Powers Resolution.

After June 19th, the 90th day after the operations began and the troops should have been withdrawn if the WPR were being followed, the U.S. continues the military support role of NATO and has agreed to continue operations until Sept. 27, 2011.

The House is reported to be preparing proposals for votes to either authorize the combat mission or to restrict the funding for the mission in



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)
AAAA Representative to The Military Coalition (TMC)

a manner that will cause the president to respond. In this unclear situation, events will have to be followed to see what happens with our allies, with the Libyans and in our nation's capital.

DEFENSE BILLS MOVING

Each house must pass a National Defense Authorization Act that sets policy and specifies the budget and expenditures for DOD and a Defense Appropriation Act provides the actual funding for the programs in the NDAA. Both houses then participate in conference committees to reconcile differences and agree on the two bills for the president to sign into law by Oct. 1 to start fiscal year 2012. The House completed its NDAA (H.R. 1540) on May 26 and the Senate is expected to complete theirs by the end of Jun.

On June 14 the House Appropriations Committee approved the Defense Appropriations Bill that will be considered for approval by the full House and used as a basis for the Senate bill. In this unusual year with ongoing efforts to raise the debt ceiling, to lower the deficit and to reduce government spending it is hard to predict when the DOD bills will become law.

\$400 B DOD CUT LOOMS

In response to the White House target to cut \$400 B from Defense by 2023, Defense Secretary Robert Gates, who is to retire at the end of June, observed that Congress must decide how much power should be given up.

He went on to say, "A smaller military, no matter how superb, will be able to go fewer places and do fewer things."

Already, the DOD missions and capabilities review resulted in the transferring of the Army's fleet of ships to the Navy and its light transport to the Air Force.

VETERANS CRISIS LINE

This paragraph is presented to provide outreach to readers concerning the availability of the Veterans Crisis Line and chat service at (1-800-273-8255). The Crisis Line name, formerly known as the Veterans Suicide Prevention Hotline, was adopted in 2007 to encourage wider utilization in supporting veterans and families in crisis. This service of the Department of Veterans Affairs has been process-improved with three shifts of professional responders trained and dedicated to provide support on a 24/7/365 basis.

Confidential counseling and referrals are

available for all veterans, current service members, caregivers, family members calling about themselves or a veteran, and concerned friends. This service is available to all veterans regardless of their status and whether or not they are registered with the VA.

VET BILLS BEING CONSIDERED

On June 8 the Senate Veterans Affairs Committee held a comprehensive hearing on nearly three dozen bills covering veterans' health, compensation, employment, education, survivor and other issues. Included are:

S. 951 - Sen. Patty Murray (D-WA) would mandate transition counseling for all separating and retiring service men and women.

S. 874 - Sen. Daniel Akaka (D-HI) would pay a surviving spouse any applicable VA disability amount for the month of a veteran's death upon favorable completion of a disability claim pending at the time of death.

S. 815 - Sen. Olympia Snowe (R-ME) would increase the distance from military funeral-goers within which protests are prohibited at private and national cemeteries and impose penalties on violators.

S.491 - Mark Pryor (D-AK) would acknowledge Guard and Reserve retirees as veterans whether or not they had been called to active duty by the Defense Department, since many are disqualified now despite state-directed call ups to guard borders airports after 9/11 and remediate natural disasters such as Katrina.

TSGLI COVERAGE PERIOD EXPANDED

A 2010 law change (Public Law 11-275) removed being in Operation Iraqi Freedom and Operation Enduring Freedom as a requirement to qualify for the original Servicemembers' Group Life Insurance Traumatic Injury Protection Program.

As a result TSGLI coverage will be provided retroactively for servicemembers and veterans who incurred qualifying injuries or illnesses between Oct. 7, 2001, and Nov. 30, 2005, regardless of where the injury occurred and regardless of whether they had TSGLI coverage at the time.

Qualifying service members and veterans will be able to submit claims starting Oct. 2011.

For more information see <http://www.insurance.va.gov/sgliSite/TSGLI/TSGLI.htm>.

AAA News

Order Of St. Michael and Our Lady Of Loreto Awards

Air Assault Chapter



PHOTO BY SGM SAMUEL TYRE, JR., 101ST CAB

COL William K. Gayler, 101st Combat Aviation Brigade outgoing commander, is inducted into the Honorable Order of Saint Michael, Silver by LTC William Ryan, 101st CAB deputy commander, in the presence of his squadron and battalion commanders, command sergeants major, staff, family and friends at the Sportsman's Lodge, Ft. Campbell, KY June 18, 2011. Gayler was recognized for his outstanding support to Army Aviation throughout his career, especially during his command of the 101st CAB on its just completed deployment to Afghanistan. He will remain at Fort Campbell as the 101st Airborne Division (Air Assault) chief of staff.



PHOTO BY SSG CHUCK NORRIS

SGT Joseph J. Huggins, night shift Aviation Operations NCO, 3rd Brigade Combat Team (BCT), 101st Abn. Div. (AASLT), is inducted into the Honorable Order of St. Michael, Bronze by CSM Eric G. Crabtree (left), brigade CSM, 3rd BCT, and CW2 Zachary L. Harris (background), 3rd BCT Air Defense Command and Control Operations Officer. Huggins was recognized on May 20, 2011 at Ft. Campbell, KY on the occasion of his retirement with over 20 years of service as an aviation operations specialist, to include four deployments to Iraq and Afghanistan, the most recent in Regional Command-East from Jan 2010. He is planning on remaining in the Fort Campbell area.

Colonial Virginia Chapter



PHOTO BY MAJ STACEY CETIN

CW3 Patrick J. Brown, 5th Bn., 159th Avn. Regt., was inducted as a Knight of the Order of St. Michael by his battalion commander, LTC Thomas P. McLeary during a dining out on June 11, 2011 at the Marriott Town Center, in Newport News, VA. Brown was recognized on the occasion of his impending change of station for his outstanding service as the battalion maintenance officer and additional duty assignment as the battalion S-4.

Greater Atlanta Chapter

On 6 May 2011, the U.S. Army Forces Command (FORSCOM) Aviation Division, Fort McPherson, GA conducted a hail and farewell at College Park, GA during which four Avn. Div. individuals were inducted into the Order of St. Michael. COL Jessie O. Farrington, FORSCOM Aviation Division chief, inducted the following: **COL James A. MacMillan**, director of Force Management; **MAJ Brian D. Blake**, executive officer; and **CW5 Wayne M. Ray**, safety officer. MacMillan and Blake received the Bronze Order of St. Michael and will be moving to the new FORSCOM headquarters at Fort Bragg, NC; Ray, who is retiring after 42 years of total military service to Army Aviation, received the Silver award. Also inducted into the Bronze Order of St. Michael was **Mr. Duane J. Raymer**, a maintenance analyst with the Aviation Resources Management Survey team who is retiring after 33 years of military/government service.



PHOTO BY MR. MATTHEW FINN, FORSCOM AVN. DIV.

COL James A. MacMillan (right) receives OSM Bronze from COL Jessie O. Farrington.



PHOTO BY MR. MATTHEW FINN, FORSCOM AVN. DIV.

MAJ Brian D. Blake



PHOTO BY MR. MATTHEW FINN, FORSCOM AVN. DIV.

CW5 Wayne M. Ray



PHOTO BY CWS WAYNE RAY, FORSCOM AVN. DIV.

Duane J. Raymer (left) receives OSM Bronze from Mr. Stephen Perkins, chief of the aviation division maintenance section.

Jack H. Dibrell/Alamo Chapter



PHOTO BY MAJ RANDALL STELLINGER

CW4 Drew F. Segraves, standardization instructor pilot, 1st Bn., 108th Avn. Regt., Texas Army National Guard, Austin, TX, is inducted into the Honorable Order of St. Michael, Bronze, by COL Richard P. Adams, 36th Cbt. Avn. Bde. commander, TXARNG State Aviation Officer, and president of the Jack H. Dibrell/Alamo chapter on June 9, 2011 at the Army Aviation Support Facility, Austin. Segraves was recognized for outstanding contributions to TXARNG aviation for almost 20 years, to include previous deployments to Bosnia and Iraq, as he prepares to deploy to Operation New Dawn.

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

Rising Sun Chapter



PHOTO BY CW3 JESSY EISWANN, 78TH AVN REGT.

CW4 Christopher Sebastian, 78th Avn. Bn. (Provisional), was inducted into the Honorable Order of St. Michael, Bronze, by Rising Sun chapter president, CW4 David Draper, on the occasion of his retirement at a ceremony on June 3, 2011 at Camp Zama, Japan. He was recognized for 24 ½ years of Federal Service, over 3,000 hours of accident and incident free flying, numerous duty positions including Co. D commander, general officer pilot, maintenance test pilot and flight lead through numerous deployments and multiple assignments. He will be joining Science and Engineering Services Inc. in Huntsville, AL as a maintenance test pilot. Pictured are (from left) Draper, Sebastian, his wife, Chi Hyan Sebastian, and battalion commander, LTC Robert W. Brinson, Jr.

Chapter News

Mid-Atlantic Chapter

Multi-Organization Event Brings over \$300,000 for Wounded Warriors

The Mid-Atlantic Chapter joined forces with other local private organizations to stage the 7th annual Support Our Heroes Ball at Aberdeen Proving Grounds, MD on June 25, 2011. The dance and silent auction under a circus-sized tent at the Team C4ISR campus drew a sell-out crowd of over 500 and raised more than \$300,000 for the Fisher House foundation, a group of 54 residences that offer free lodging and more to the families of Wounded Warriors receiving care at military medical centers. LTC (Ret.) Ed Carnes, president of the Mid-Atlantic chapter, chaired the committee of volunteers for this year's perennial fundraiser for which he has been the driving force over the last six years. Featuring entertainment by the 82nd Airborne Division Chorus, many of those attending were newcomers to Aberdeen who have transferred as a result of the Base Realignment and Closure Act (BRAC) from Fort Monmouth, N.J. where the ball tradition began and has raised nearly \$1 million since its inception. In addition to donating to the Fisher House Foundation, donations were made directly to two Wounded Warriors during the evening's presentations.



PHOTOS COURTESY OF COMPUTER SCIENCES CORP.

Mid-Atlantic Chapter president, LTC (Ret.) Ed Carnes (3rd from left), joins other private organization representatives from the local community in presenting a check to Wounded Warrior, SPC Brendan Marrocco, during the Support Our Heroes Ball on June 25, 2011 at Aberdeen Proving Grounds, MD.



Members of the 82nd Airborne Division Chorus present Mid-Atlantic Chapter president, LTC (Ret.) Ed Carnes with a unit banner following their performance at the Support Our Heroes Ball, in recognition of his leadership and sustained efforts over the past seven years in support of Wounded Warriors.

North Texas Chapter



NORTH TEXAS CHAPTER PHOTO

North Texas Chapter officers pose with MG William T. "Tim" Crosby, Program Executive Officer, Aviation, following the chapter monthly luncheon where Crosby was the guest speaker, June 16, 2011. Pictured, from the left: Terry Reininger (DynCorp), VP Scholarship; Tom Russell (The Prime Connection), Treasurer; Crosby, Bill Gavora (L-3), VP Programs; Mike Miller (Bell Helicopter), President; and Clare McGarrey (InterConnect Wiring), Secretary.

Tennessee Valley Chapter



CHAPTER PHOTO BY MATT BOEKER

On April 2, 2011, the TVC held the annual Bob Vlasic's Classic Fall Bass Tournament on Lake Guntersville at Jackson County Park, Scottsboro, AL. 30 boats with 60 anglers brought in 44 keeper bass weighing 126.4 lbs. Overall in first place were Nathan Hutcheson (left) and John Frasier with 19.48 lbs. total weigh-in; they also won the Big Bass pot with a 6.3 lb. bass. TVC thanks all the participants and particularly the following sponsors: Aerodyne, Avion, DRC, Dynetics, Honeywell, QinetiQ, Russell Associates, SAIC, Triumph Group, VT Group, Westar and Yulista.



CHAPTER PHOTO BY DAVID KATHER

The Tennessee Valley Chapter held their annual AAAA Scholarship Golf Tournament on June 3rd at "The Links" at Redstone Arsenal, AL. TVC President, Gary Nennering (left), and tournament director, George China, welcomed over 240 members and friends of AAAA to the tournament which produced \$20,000 for the AAAA Scholarship Fund. The tournament was held on two separate courses this year. Warrior course 1st place winners were: Jim Myles, George China, Donna Lowen and Eddie Balwin. Patriot course 1st place winners were: Tom Dickinson, Mark Hand, Gary Hodge and Donnie Coper. 46 corporate sponsors including major sponsors Boeing, Sikorsky, Dyncorp Intl., EADS N.A., Tyonek, VT Group, West Wind Technologies, and Wyle-CAS helped to surpass last year's donations.

AAA News

NEW MEMBERS

Air Assault Chapter

CW4 MARCUS O. BIELAU
CPT Matthew Bowman
SSG Kenneth Hurd
1SG Shawn Masters

Aloha Chapter

CW3 Vince Everett
WO1 Rian A. Lockwood

Aviation Center Chapter

2LT Brittany M. Antonellis
WO1 Benjamin D. Baumann
2LT Michael J. Bender
WO1 Anthony J. Bergen
WO1 Adam J. Beville
WO1 Bruce C. Blanton Jr.

WO1 Marc A. Boeve
WO1 Nickolas J. Boyd
WO1 Trevor J. Burns
2LT Jeremy A. Burress

WO1 Clayton T. Cable
2LT Bradley R. Campbell
2LT Daniel P. Caron

WO1 Wesley C. Carter
WO1 Craig P. Caulder
WO1 Landon B. Cordell

WO1 Travis G. Cornelius
WO1 James D. Crawshaw
WO1 Craig J. Crovetto Jr.

2LT Ryan S. Cutcliffe
WO1 Kurtis J. Davis
WO1 Shane M. Dorion

WO1 Tyler K. Eisenhauer
WO1 Nicholas J. Esser
WO1 Adam M. Fadeler

WO1 Lester S. Fink
WO1 Ronald V. Fortner
2LT Richard R. Fox

CW5 Leann Fraka
WO1 Scott L. Francis
2LT Justin J. Gall

WO1 Cody M. Grave
WO1 Robert D. Greenwell
WO1 Michael T. Griest

2LT Justin W. Hagel
WO1 Kenzie M. Harding
WO1 Jason D. Harkey

WO1 Craig S. Harnois
2LT Daniel Wade Hubert
WO1 Christopher T. Inglehart

WO1 Thomas E. Jackson
WO1 Robert M. Jones
2LT Kevin S. Joyce

WO1 Wesley B. Justmann
WO1 Scott T. Karpinsky
WO1 Wayne W. Knight

WO1 Jonathan S. Kullander
WO1 Jamie L. Logan
2LT Andrew S. Mars

WO1 Gamaliel J. Martinez
2LT Justin M. Martini
WO1 Rob A. Mazur

WO1 Sean R. McClure
WO1 Daniel J. McDonough
WO1 Mindy S. McNeil

SSG Mathew A. McPartlin
WO1 Gary P. Merrill
CW3 Cameron R. Nowell

WO1 Phillip L. Ohlis
2LT Richard E. Recordon
WO1 Kyle R. Ritchie

WO1 Gilberto Rosado
WO1 Stephen P. Schmelzer

2LT Kevin B. Sklenicka

WO1 Reginal M. Smith

CW4 Darrin D. Swan

WO1 Zacharia J. Swedberg

WO1 Jackson R. Thatcher

2LT Shahn R. Trussell

1LT Daniel A. Vancil

WO1 Rory D. Voeks

WO1 Stephen J. Von Fange

2LT Nathan C. Wagner

WO1 Kevin M. Wheat

SGT Daniel M. Wilker

WO1 Zachary A. Wolfe

WO1 Clint K. Woodruff

WO1 Dwight C. Ziegler III

Bavarian Chapter

CW4 Kenneth D. Auten

CW3 Harold T. Eggleston Jr.

Big Red One Chapter

LTC Paul A. Cravey

CW4 Scott Wadeson

Cedar Rapids Chapter

David J. Davis

Central Florida Chapter

Edward D. Babiuch

Robert Barbour

Cyndi Burns

CAPT Javier Covelli

Liston B. Cribb

Mike Kaina

David P. Schuerer

Colonial Virginia Chapter

CPT Christopher Batchelor

Scott Engelmeyer

MSGT GW E Satterfield, USAF

Connecticut Chapter

Mrs. Barbara McCann

Mr. Alexander John

Penczynzyn

Corpus Christi Chapter

Adam Ayak

Caleb Edward Cole Sr.

Jonathan L. Damwyr

Maria F. Key

SPC Kenneth J. Larson

Charles S. Newsome

SSG John Peter Steingrubby

Ricardo Trevino

Naomi R. Turner

Eric Wilke

Martin Charles Zungia Jr.

Flying Tigers Chapter

CW4 Scott Wesley Bonner

LTC George Edward Chew

CPT Samantha Clark

CW5 Timothy James Feathers

CW4 JOHN KETCHAM

CW4 Sean McNulty

CW4 Charles D. Petrie

Greater Atlanta Chapter

CW4 Scott Amerson

Ms. Catharine Cernell

LTC Shean Eric Phelps

Griffin Chapter

SFC Jose V. Hernandez

CW4 Harry Manus Jr.

Jack H. Dibrell/Alamo Chapter

MAJ Bradford Leigh Hughes

Jimmy Doolittle Chapter

Timothy Nord

PFC Michael Snyder

Keystone Chapter

CPT Aaron J. Lippy

CW4 James G. McMahon

COL John Graham Melville

MacArthur Chapter

COL Raymond S. Doyle, Ret.

Brittany Gibson

Michigan Great Lakes Chapter

WO1 James C. Morehouse

Mid-Atlantic Chapter

SFC Eugene D. Blackman

SGT Derrick J. Burton

MSG Leon H. Carr, III

SPC Javier A. Castillo

SGT Charles O. Chambers

SGT Judy L. Coulbourne

SSG Jaiuan J. Cunningham

CW4 Keith G. Harris, Ret.

SGT Jeffrey A. Hooper, Sr.

CSM Robert L. Hooper III

Jeffrey Mack

SPC Anthony L. Miller

2LT Joshua M. Nelson

SSG Michael D. Phillips

SSG John F. Simpkins

Duane B. Tenfer

SPC Ian R. Thomas

SPC Jose Velazquez-Cruz Jr.

SSG James T. Wilkerson

SSG Eliot J. Wilson

Morning Calm Chapter

1SG John P. Blas, III

SPC Steven G. Blighton

MAJ Jason Cook

SSG Shon P. Crowley

PFC Julie K. Culp

CPT Benjamin Joseph Davis

SPC Nicholas R. Depoites

SPC Jeremy Freeman

CW2 Davin Gaskin

PFC Richard T. Grizzle

CPT Java Antonio Henderson

1LT Robert P. Holmes

CW3 Eric V. Holmgren

SGT Jose M. Honrado

CW2 Goff James

PFC Gustin L. Jesse

CW3 Ryan M.T. Jone

SPC Justin C. Kelley

SPC Randy V. Kemper

CPT James E. Langford

CPT Michael E. Little

SGT Eric J. Marcum

PFC Daniel L. McCullough

SPC Chris R. Medina

1LT Scott D. Moncrief

PFC Andrew M. Morgan

SPC Matthew R. Ogle

1LT Maria M. Orozco

CW3 Paul J. Reidy

CW2 John T. Roberts

CW3 Edward Lee Schell

PV2 Jonathan B. Sims

PFC Markeith Singleton

CW3 Ryan Cordell Stone

CW2 Spenser Strange

PFC Joshua Urekar

CW2 William C. Warren

SGT Jeffrey D. Williams

SGT Heejong Yoon

CPT Russell David Zayas

Mount Rainier Chapter

LTC James A. Faulkner

CPT David Matters

SPC Wilhelm L. Randall

Narragansett Bay Chapter

WO1 Jason P. Riemer

North Country Chapter

CW4 Brian Bentley

CW4 William J. Hamelin Jr. Ret.

North Texas Chapter

WO1 Christopher J. Alaniz

CW4 Scott A. Kinney

David Likes

Northern Lights Chapter

CPT Michael J. Donofrio

CPT Jared Jacobsen

SSG Drexel Uberto Miller, II

SFC Steven M. Singleton

SFC Ruby Luis Vega

Old Tucson Chapter

William J. Gallagher

Oregon Trail Chapter

CW2 Mark A. Braeme

Phantom Corps Chapter

CW2 Jose A. Castro

WO1 Ryan N. Hallett

CW5 Richard Miller

WO1 William R. Regert

Pikes Peak Chapter

SFC Darius Lazare

SPC Kyle J. Lodeserto

Rhine Valley Chapter

SFC Derek Jon Quackenbush

Savannah Chapter

SPC Cory S. Frazee

CW3 Kelvin Miller

CW4 Ronald L. Storey

Southern California Chapter

Michael R. Collingwood

Harold K. Seawright

WO1 Chad L. Shipley

Chris Sommers

Tennessee Valley Chapter

Rhonda R. Abello

Tracy J. Anderson

Derek Andrew Babcock

Douglas L. Baker

Christopher R. Barber

CW4 Joseph Carpenter Jr. Ret.

Amanda Glasgow

LTC Nickolas KioutasMrs.

Marcia Denise Kirkpatrick

Joseph Matis

Garrett P. Miller

Andrew Warren, USAR Ret.

Thunder Mountain Chapter

WO1 Shaun A. Manhollan

Utah Chapter

WO1 Marc N. Ballif

CPT David Jungheim

SSG Nathan G. Moore

Volunteer Chapter

SGT Gregory Todd Smith

Washington-Potomac Chapter

SFC Edward Blue

CW2 Richard E. Creagh

SSG Achieng Landy

MG Timothy P. McHale

LtCol Vernon N. Simmons

Dr. Ric Talley, PhD

Wright Brothers Chapter

Steve Patton

No Chapter Affiliation

WO1 Benjamin A. Adkins

WO1 Matthew D. Anderson

WO1 Logan K. Bass

WO1 Tod E. Browning

WO1 Joshua M. Burke

WO1 Erik A. Clark

CPT Douglas Denson

WO1 Shawn A. Diggs

MAJ Ryan A. Guthrie

WO1 Scott M. Hamilton

WO1 Seth C. Hamre

WO1 Brian A. Hanks

WO1 Jordan M. Hooge

WO1 Grant Hutcheson

CW2 Angeline C. Jepsen

Howard Jones III

CW5 Wesley A. Jones

SFC Shawn Keely

Joel Shawn Kyzer

WO1 Brian T. Lane

T.J. LaPointe

CSM Michael Rob Lawrence

SGT Tad Allen Nelson

WO1 Shawn F. O'Brien

SGT Louis W. Peterson

2LT Clarence J. Schreiber

SGT Anthony Brian Smith

CW2 Ellen L. Smith

LTC Richard Watson

WO1 Michael T. Watts

WO1 Kevin M. Weiss

WO1 Jason D. Wilcox

LOST MEMBERS

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

In Memoriam

AAAA Scholarship Foundation Past President and Former National Vice President Passes



ARPI FILE PHOTO

Descoteau

We are saddened to announce the passing of COL (Ret.) Rudolph D. "Deac" Descoteau, 83, May 25 at Capital Hospice in Arlington County, VA.

He served for two years in the Navy before joining the Army in 1952. Among his key assignments, he served as Aide-de-Camp to GEN Frank S. Besson, Jr., U.S. Army Chief of Transportation.

During that assignment, he played a supporting role in preparations for stand-up Corpus Christi Army Depot in 1961 at the Naval Air Station in Texas; in 1962, activation of the new Army Materiel Command (AMC), for which Besson became the first commanding general; and began his life-long relationship with the fledgling Army Aviation Association of America.

A Master Army Aviator, he served as the commander of the newly formed 1st Transportation Battalion (Depot) (Seaborne) in 1966, responsible for providing depot maintenance in the Floating Aircraft Maintenance Facility (FAMF) aboard the Navy ship, Corpus Christi Bay, anchored off the coast of Vietnam. He conducted a study "Project Depot Round Out for Army Aviation" which was approved in 1978 to reorganize the Army National Guard (ARNG) Transportation Aircraft Repair Shops (TARS) to form four Aviation Classification Repair Activity Depots (AVCRADs).

His last active-duty assignment, in 1981, was inspector general of AMC in Alexandria, VA.

After retiring from the Army, he ran Dakota Delaware, a consulting firm in Alexandria that provided contracting and logistics support to the military, from 1983 until 2009. He also continued serving Army aviation as an active board member of AAAA, and a national vice president and past president of the AAAA Scholarship Foundation.

The Lowell, MA native had a boat captain's license and was a relief captain on the Cherry Blossom paddle boat in Alexandria during the early 1990s.

May he rest in peace.

Fort Rucker Icon Passes



ARPI FILE PHOTO BY JIM BULLINGER

Rutkowski

We are saddened to announce the passing of AAAA life member, COL (Ret.) Joseph F. Rutkowski, 81, from cancer on June 3 at his home in Enterprise, AL.

He enlisted at age 17 and attended Army flight training at Gary Air Force Base, San Marcos, TX and Ft. Rucker, AL in 1956.

He served in numerous command and staff positions in aviation and infantry from company through joint command and Department of the Army levels, to include service in Japan, Korea, Germany, and Vietnam as well as numerous places in the U.S.

His key aviation assignments included the 11th Air Assault Division, Ft. Benning, GA, where he formed and commanded the 2nd CH-47 Company in the US Army and participated in the entire spectrum of testing the air assault concept.

He served two tours in Vietnam commanding a CH-47 company first and then the 14th Combat Aviation Battalion.

His final two years on active duty were as the Director of Training and Doctrine at Ft. Rucker, where he retired after 37 years, in Jan. 1983.

He continued to remain active in retirement, serving as the executive director of the Enterprise Chamber of Commerce for ten years and as the manager of the Combined Federal Campaign (CFC) thru April 2010.

He was president of the Fort Rucker chapter of the Military Officers Association of America, to include planning and executing the chapter's 50 anniversary. COL Rutkowski was also a life member of AAAA and long-time supporter of the Association of the U.S. Army.

May he rest in peace.

Fallen Heroes

AAAA is saddened to announce the loss of the following Soldiers with Aviation units serving in support of various overseas contingency operations.

Operation Enduring Freedom

The Department of Defense announced on June 7 the deaths of two soldiers who were supporting Operation Enduring Freedom. They died June 5, in Khost province, Afghanistan, of injuries suffered as the result of a helicopter crash. They were assigned to the 1st Battalion, 10th Aviation Regiment, 10th Combat Aviation Brigade, 10th Mountain Division, Fort Drum, NY.



PRARRG PHOTO

CW3 White



PRARRG PHOTO

CW2 Gaudet

Killed were:

CW3 Kenneth Ryan White, 35, of Fort Collins, CO, and
CW2 Brad Justin Gaudet, 31, of Gladewater, TX

The incident is presently under investigation.

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

AAA News

NEW ORDER OF ST. MICHAEL RECIPIENTS



GOLD

GEN James D. Thurman
William R. Harris
BG Rodney D. Wolfe, Ret.

SILVER

CW5 Kevin A. Etter
CW5 Donald D. Duncan
Martin B. Hammell
CSM Donald J. Everett
COL Robert J. Ulsee
LTC Robert F. Howe
COL Jessie O. Farrington
LTC Patrick Sullivan
Doug Madigan

BRONZE

LTC Phillip Hogue
MAJ Andrew R. March
CW4 Steven G. Brissette
CW4 Lamar V. Munson
CW4 Dale Mozczynski
SFC Pedro Hererra
CW3 Harold T. Eggleston
CW4 Michael P. Jackson
CW4 Daniel S. Wolin
CW3 Christopher S. Denning
CW4 Simon J. Buck
CW4 Manuel M. Kinsey
CW4 James E. Bennett
CW4 Michael A. Hambrecht
CW4 Adam B. Schrepfer
CW4 Brian E. Lynch, Ret.
LTC Kirk Keepers
CW4 Jim Crisafulli, Ret.
CW2 Matthew J. Smith
CW4 Drew F. Segraves

NEW KNIGHT OF ST. MICHAEL RECIPIENTS



CAPT Jeffrey Dunlap, US Navy
BG Peter N. Fuller
MAJ Matthew Fandre
Willie Stampfer
Mary Beth Weaver
MAJ Michael Devries
Andrea Bugar
CSM Michael P. Eyer
LTC Scott A. White
Patrick Joel Brown
William Wadlington

NEW CHAPTER OFFICERS High Desert Chapter

LTC Ralph J. Litscher, President

SOLDIER OF THE MONTH

SPC Brett D. Brazell
March 2011
Jimmy Doolittle Chapter

SSG Kevin A. Williams
April 2011
Jimmy Doolittle Chapter

SGT James C. Cunkelman
January 2011
Northern Lights Chapter

SPC Brittany N. Ortega
February 2011
Northern Lights Chapter

SPC Mercedes Cascante
March 2011
Northern Lights Chapter

NEW LIFETIME MEMBERS

CSM Thomas B. Beyard
William J. Gallager
David Likes
SSG Trevor L. Ohnstad
2LT Marisa C. Yarmie

IN MEMORIAM

LTC E.J. Balmos, Ret.
COL Rudolph D. Descoteau, Ret.
Royce Norman McNair
COL Joseph F. Rutkowski, Ret.

Family Matters



Last July 2010 Kimberly Ewing was sponsored by ARMY AVIATION Magazine to fly in the annual Women's Air Race Classic representing Embry Riddle Aeronautical University. (See July 2010 issue). Now an alumni of ERAU Kim works for Falcon Aviation Academy as a flight instructor at KPDK (DeKalb-Peachtree Airport) in Atlanta, Georgia and is pictured here with one of the the planes she currently flies, the Diamond DA-20. ARMY AVIATION Magazine stands ready to recognise ambitious pilots in their aviation careers. BTW- Anne Ewing, the Director of Design and Production of ARMY AVIATION Magazine, is a proud Mom!

ARMY AVIATION MAILBOX *continued from page 53*

But I will return to "manned aviation," to the UH-60 and OH-58C where I hold the credentials of Standardization Instructor Pilot and Instrument Examiner with nearly 10,000 accident-free flight hours. Therein, I will hold to Soldier standards as I do now.

Are there merits in this article? Certainly there are... standards must be enforced. All branches need the police of our superb NCOs; this one was just over the top.

Best regards,

CW5 Bryant Fontenot
SHADOW UAS Detachment
Special Operations Task Force – Central
Al Asad, Iraq
Commanding

29 June 2011

Dear Editor,

While I love your magazine, I don't love being lectured by a CSM about standards and uniforms in a magazine that should focus on large matters not these ridiculous standards issues.

If there is a standards problem, have the CSM talk to his commander about it in Command and Staff. I am frankly tired of CSMs stepping out of their lane.

On my last deployment our CSM concentrated on those issues while the enlisted ranks were abusing drugs and alcohol while deployed to include one overdose and death.

When you are asking men to fly, fight and in some cases die, a patch on a flight suit is such a trivial issue that it should not warrant an article in your magazine.

I just got back from an arduous tour in Afghanistan flying over 400 hrs in support of ODA, 10th Mountain, and coalition partners.

At no time did those units look into my AH-64D and think "Oh, Mike and his guys have loose standards" because of a unit patch.

They will tell you Co. B, 1-4 Avn. were awesome studs; we fought in spite of an endless stream of RPGs and AAA coming at our aircraft.

I have been doing this for some time with 6 combat tours, to include 5 in Iraqi and one in Afghanistan.

If we are wearing those patches it is solely because the brigade commander condones it and that CSM needs to talk to his commander, not publish an article because his feelings are hurt.

I was so pissed off I threw the magazine directly in the garbage after reading that article.

Very respectfully,

CW3 Michael Croslin
TACOPS, 4th CAB

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

UPCOMING EVENTS

AUGUST 2011

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

OCTOBER 2011

- Oct 10-12 **AUSA Annual Meeting**, Washington, DC
- Oct 10 **AAAA Scholarship Board of Governors Meeting**, Washington, DC
- Oct 10 **AAAA National Executive Board Meeting**, Washington, DC
- Oct 11 **AAAA Hall of Fame Trustee Meeting**, Washington, DC
- Oct 16-22 **USAAWOA, U.S. Army Warrant Officers Annual Conference**, Fayetteville, NC
- Oct 25-27 **9th Annual Luther G. Jones Aviation Summit**, Corpus Christi, TX

NOVEMBER 2011

- Nov 14-17 **AAAA Aircraft Survivability Professional Forum**, Huntsville, AL

DECEMBER 2011

- Dec 14-16 **AAAA UAS Professional Forum**, Arlington, VA

ARMYAVIATION

UPCOMING SPECIAL FOCUS:



AUGUST/SEPTEMBER

- Blue Book Directory
- AAAASFI Scholarship Recipients



OCTOBER

- Aircraft Survivability Equipment
- Aviation Maintenance Update

Contact: **Bob Lachowski**
Advertising Director
Tel: (203) 268-2450 x 131
E-mail: bob@quad-a.org



ARMY AVIATION ASSOCIATION OF AMERICA

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



UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION

SIMULTANEOUS MEMBERSHIP FORM

AAAA Membership Place "X" in appropriate box
 New Rejoin Renew Data Change Life

USAWOA Membership Place "X" in appropriate box
 New Rejoin Renew Data Change Life

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

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

First Name _____ MI _____ Last _____ Suf _____ PEBD(mmddyyyy) _____
 Address _____ Date Birth (mmddyyyy) _____
 City State ZIP+4 Home Tel _____
 Unit of Assignment Work Tel * (*DSN for OCONUS work phones otherwise commercial) _____
 Spouse (First Name) _____ FAX Tel: _____

E-Mail Addresses *
 (*AKO - us.army.mil preferred)(If both military and civilian are used, place preferred one first)

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 want the above information released if requested by other members and/or to be provided to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.

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

CERTIFICATIONS Place "X" in appropriate box
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 I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO check Associate above)
 I AM I AM NOT entitled to wear several National Defense Medals

TERM OF MEMBERSHIP Place "X" in appropriate box - only one dues category please
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 3 Yrs \$150 5 Yrs \$250
 RETIRED MEMBER DUES 1 Yr \$37 2 Yr s \$74
 3 Yr s \$111 5 Yrs \$185

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 Check or Money Order for dues is enclosed, made out to "AAAA".
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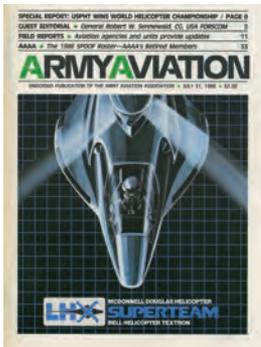
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 Affiliate me with the _____ Chapters
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Applicant's Signature and Date _____ Optional Sponsor or Recruiter (rank & name) _____
Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)

Art's Attic

By Mark Albertson

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



25 YEARS AGO

JULY 1986

Rotary Champs

The U.S. Precision Helicopter Team defeated all comers at the recent 1986 World Helicopter Championships. The tandem of Jon Iseminger and Jimmy Green turned back the challenge offered by the West German team of

Konrad Hanses and Ralph Goebel, 769 to 762 points. Both American and West German teams dominated the event, with each taking five of the top twelve spots. The Soviet Union took the remaining two spots to round out the leaders. The adjoining photo shows the crew chiefs of the victorious American contingent.



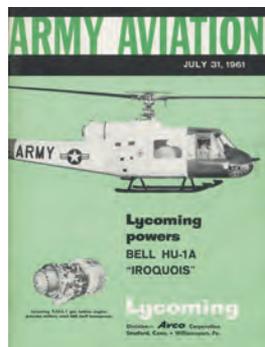
Accident Free

CW4 Louis A. Ceccoli was awarded an Army Commendation Medal (3rd Oak Leaf Cluster) and a flight safety award. The airman was honored for his more than 10,000 hours of accident-free flying. Ceccoli is attached to AVSCOM as a combat support fixed-wing pilot and instructor. Adjoining photo depicts CW4 Ceccoli at the controls of a C-12.



Clean Bill-of-Health

On April 29, the Army's Black Hawk fleet was cleared for service. The UH-60s had been grounded for the duration of an investigation into a Class A accident which had occurred back in March. The probe centered on the flight control and stabilizer systems. No material failure was found. The result was improvements in assuring the reliability and maintainability of the systems in question. Today more than 700 Black Hawks operate with 51 units worldwide.



50 YEARS AGO

JULY 1961

Record Donation

Last month, the Birmingham Red Cross Bloodmobile rolled into Ft. Rucker. Army Aviation Center personnel rolled up their sleeves to give 1,152 pints of blood. Ft.

McClellan, AL held the previous Birmingham Military District one-day record with 1,059 pints. A second record was set for the Red Cross's southeastern U.S. collection district. The old standard had been held by Ft. Campbell, KY at 1,124 pints, collected in a two-day drive.



High-Performance

Adjoining sketch depicts the proposed high-performance rotary design submitted by Sikorsky. Design features include twin-turbines and retractable landing gear. Prototype also boasts capabilities of 224 mph, 7,000-lb payload and a ferry range of 2,400 miles.



Hummingbird

The adjoining artist's conception is of the VTOL jet research aircraft under development at Lockheed's Georgia Division. AKA "Hummingbird" is slated for the Army's Transportation Research Command at Ft. Eustis, VA. The essence of Hummingbird's jet ejector lift system is the mixing chambers housed in the fuselage. The chambers are fed by high-velocity exhaust channeled from the dual jet engines mounted in pods traversing each side of the fuselage. Upon vertical takeoff, twin bomb bay-type doors that enclose the mixing chambers from atop and bottom of the fuselage swing open. At the same time, hot exhaust gases are funneled into the mixing chambers.



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.

CHIEF WARRANT OFFICER 5 ROBERT R. FLADRY (RETIRED)

ARMY AVIATION HALL OF FAME 2007 INDUCTION

Retired CW5 Robert Ray Fladry's career envelops the entire litany of Army combat operations from two tours in Vietnam, to Grenada, the Persian Gulf crisis, Panama, and then Operation Gothic Serpent in Somalia, the famed Black Hawk Down conflict in 1993.

Fladry's indisputable heroism as an Army aviator garnered awards of the Silver Star, the Distinguished Flying Cross, multiple Air Medals, and as a recipient of the prestigious singular accolade, the American Legion's National Valor Award in 1990.

Selected for promotion on the Army's first CW5 promotion board, Fladry's more than 38-year career of instructor pilot service to the Army spans more than 26 years of active duty and 12 years of retired involvement as a Special Operations Aviation (SOA) civilian mission instructor.

Since retirement, Fladry has trained and qualified 136 SOA pilots and 26 SOA instructor pilots.

Fladry accumulated 12,472 total flight hours, 806 hours in combat, 4,312 under night vision goggles, and 6,297 hours as an instructor pilot.

His singular efforts, leadership and valor have projected Army and Special Operations Aviation to the pinnacle of success and garnered him status as an "epitome standard" for other Army aviators to emulate.

Fladry's dedication, valor and leadership in pioneering the advent of current SOA principles, doctrine and execution are selfless accolades to the success of the Army and the Special Operations Aviation communities, and make him a worthy inductee.





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After-action review.

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Leaders in defense training, AAI and its team of electronic warfare (EW) experts have designed the most cost-effective and advanced next-generation aircraft survivability trainer. The team's MAST enables aircrews to develop defensive skills against surface-to-air missile threats and build confidence in combat environments.

The team is already operating MAST successfully, combining an economical COTS-based architecture with established technologies. The trainer consistently delivers precise stimulation of missile warning systems, replicates the visual effects of SAM missiles, and provides comprehensive after-action video for continuing skills development.

As a premier producer and integrator of EW test and training systems AAI, along with its strategic business ESL, is partnered with Inter-Coastal Electronics (ICE).

To learn more, e-mail us at AAI_EO_IR@aai.textron.com or scan this tag with your smartphone.



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