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Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Talley to Head Army Reserves



Secretary of Defense, Leon E. Panetta, announced on Mar. 20, that the President has nominated MG Jeffrey W. Talley for appointment to the rank of lieutenant general and for assignment as chief, Army Reserve/commanding

general, U.S. Army Reserve Command, Washington, D.C. Talley is currently serving as commanding general, 84th Training Command (Unit Readiness), Fort Knox, KY.

Richardson to Make History

The chief of staff of the Army announced *BG Laura J. Richardson*, commanding general, U.S. Army Operational Test Command, Fort Hood, TX, has been selected for assignment as the deputy commanding



general, 1st Cavalry Division, Fort Hood, TX. She will be the first woman to serve as a deputy commanding general for a maneuver division.

FAA Starts UAS Test Site Selection Process

On Mar. 7, the Federal Aviation Administration (FAA) released a request for public comment on the selection process for six unmanned aircraft systems (UAS) test sites (comments due by 9 May), following Congressional language in both a defense spending bill (passed Dec. 31, 2011), and the FAA reauthorization bill (passed Feb. 14, 2012), requiring the FAA to create six UAS test sites around the United States. However, before the FAA issues a request for proposals to select the actual test sites, the FAA first needs help developing the test site requirements, des-

ignation standards, and oversight activities. Along with creating UAS test sites, Congress also called for the full integration of UAS by 30 Sept. 2015. So, in addition to allowing for more UAS operations, including by commercial operators, the goal of the test sites is to help the FAA develop the regulatory framework to govern the widespread use of UAS in the national airspace.

Screaming Eagles Back at Home Base



(From left to right) Commanding general of the 101st Airborne Division (Air Assault), MG James C. McConville runs alongside SGT Felipe Pereira, a squad leader with Co. A, 1st Bn., 502nd Inf. Regt., 2nd Bde. Cbt. Tm., who recently earned a Distinguished Service Cross. Also accompanying Eagle 6 are SGM Anthony Perry, operations sergeant major for the 327th Inf. Regt., 1st Bde. Cbt. Tm., who was wounded during his last deployment to Afghanistan and 101st Airborne Division Command Sergeant Major Scott Schroeder. Friday, Feb. 24th, was the first time the entire 101st Airborne Division (Air Assault) has run together in two years due to staggered deployments.

16th CAB to Fall Under 7th Infantry Division

The secretary of the Army announced plans on Apr. 26 to reactivate the 7th Infantry Division and stand up its headquarters at Joint Base Lewis-McChord, WA. The two-star headquarters will oversee the training and readiness of five of the installation's 10 brigades, filling an administrative layer between those units and I Corps. It will encompass the 2nd, 3rd and 4th Brigades, 2nd Inf. Div.; 17th Fires Bde. and 16th Cbt. Avn. Bde., for a total of some 17,000 Soldiers. As a non-deployable headquarters, the estimated 250 personnel will primarily focus on making sure soldiers are properly trained and equipped, and that order and discipline is maintained in its subordinate brigades. The 7th ID is scheduled for activation on Oct. 1 of this year, and a commander is expected to be announced in a few weeks.

CORRECTIONS:

In the Jan. 31, 2012 issue, on page 60, the last name in the New Lady of Loreto Recipients list should be Fannie Leger. We apologize for the misspelling.





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AAAA President's Cockpit



Supporting the U.S. Army Aviation Soldier and Family

very once in a while something happens that brings into focus our mission in AAAA and especially Army Aviation's impact on the soldier. Please take a minute to read the following email we received after our 2012 AAAA Annual Professional Forum last month.

To Whom It May Concern:

This past week your organization had its annual meeting in Nashville.

My family and I were vacationing there and my son and I went to see the exhibits while my wife and my son's girlfriend went shopping.

After we registered, we walked around the exhibit hall and saw some interesting stuff.

We came across the Night Stalker exhibit and I explained to my son that this was the unit Mike Durant was in or at least I think it was. I got Mike Durant's book autographed for my son back in 2003.

We continued to walk around and came across the MEDEVAC chopper. This exhibit brought back some memories for me. The last time I saw one I was in one.

In March 2005, I was injured in Iraq and had to be medevac'd out. The interior was different but it made me think.

I explained to my son that the men who worked on and flew these saved my life. I explained to him you never forget the sound of a MEDEVAC!

A few feet from there was an Apache and I told him there were two of these there that day too. After the suicide bomber blew himself and my Hummer up which killed my gunner, two Apaches flew cover over the top of us until we were medevac'd out.

This might not mean much to who ever reads this or if this even ever gets read. But to me it helped me mend some from that day.

So, even if no one there was to sell anything or even if the Army did not buy anything, I would like y'all to know it helped me heal some.

I still have nightmares and flashbacks all the time but this did help me some.

I am proud to be an American and I am proud to have served in the Army.

SGT Chris Brunelle, Retired Military Police, Artillery, Infantry

The 2012 AAAA Annual Forum was a success by every metric with record attendance of 10,400, record exhibit area, record number of hotel rooms and outstanding professional briefings and award ceremonies.

Yet somehow all of this pales in comparison to SGT Brunelle's note. This is what we are all about. This is why we exist. The support Army Aviation gave to this ground forces soldier and to countless others is what exemplifies Army Aviation and AAAA.

During the banquet we recognized MG Ben Harrison, U.S. Army retired, by awarding him the AAAA President's award. There have only been eight of these presented.

I had several young soldiers come up and say they were glad we recognized MG Ben Harrison because they had no idea who he was and all that he had done to help grow Army Aviation. They said it gave them a good sense of what it took to be an early army aviation leader and that it added greatly to the AAAA Annual Professional Forum. It is quite an amazing list of accomplishments.

I ask you to read MG Ben Harrison's biography found on page 7 in this issue of ARMY AVIATION and share it with your troopers.

Warmest Regards,

LTG Dan Petrosky, U.S. Army, Retired

AAAA President

MG Ben Harrison Receives AAAA President's Award

The AAAA President's Award is only given occasionally for extraordinary service to our Nation, the Army, our Branch and especially AAAA. In fact, this award has only been presented 8 times in the 55 year history of the AAAA. MG (Ret.) Ben Harrison became the 8th recipient of this prestigious award at the AAAA Annual Professional Forum Banquet, Apr. 3 in Nashville, TN.

MG (Ret.) Benjamin L. Harrison is known as one of the foremost American military leaders of the 20th Century for his contributions to the tactics involving the integration of helicopters with infantry and armor forces for both rapid deployment and subsequent support.

He was an early advocate, theorist and practitioner of these tactics, commonly referred to as "air assault," which were so critical to modern military doctrine as practiced in Vietnam, Iraq, and Afghanistan. He was able to put these principles into practice in Vietnam, first as a combat aviation battalion commander and later as an infantry brigade commander in the 101st Airborne Division, one of the pioneer airmobile divisions.

He enlisted in the Army at 17 years of age, six months before his 18th birthday and rose rapidly through the ranks, becoming a Regular Army Sergeant First Class at age 19. He was commissioned a second lieutenant of Infantry as the Distinguished Military Graduate from "Old Miss" in 1951. He later achieved an MA in Counseling and Education Psychology from the University of Missouri at Kansas City in 1963; received an MBA from Auburn University in 1969 and the Advanced Management Program at Harvard Business School.

After a one-year tour in Office of the Secretary of Defense in the Pentagon, he returned to Vietnam in 1970, and took command of the 3rd Brigade, 101st Airborne Division on 23 Jun. During the first 69 days of his command, the 3rd Bde. con-



MG (Ret.) Ben Harrison receives the President's Award from AAAA President, LTG (Ret.) Dan Petrosky with his wife, Carolyn Harrison, at his side.

ducted 16 battalion-size combat air assaults to multiple landing zones.

The siege of Firebase Ripcord, 1-23 July 1970, was marked by truly extraordinary bravery in combat with the award of five Distinguished Service Crosses and three awards of the Medal of Honor to troopers and leaders of the 3rd Bde.

In his two combat tours in Vietnam, he flew hundreds of helicopter missions, personally accumulating a total of 1,842 combat flying hours out of his total time of over 5,000 military flight hours.

Following Vietnam from Aug 1976 to Aug 1977, he was the deputy commanding general of Fort Rucker, Alabama and then returned to Washington to design and conduct a review of officer education and professional development which resulted in the placement of branch proponency (including MOS specifications) with the commandants of the branch schools.

In 1982, the TRADOC commander asked Harrison, then retired, to be the senior aviator of a group of four officers tasked to review Army Aviation. This four-month study resulted in the creation of Aviation as a separate combat arms branch and the centralization of all aviation doctrine, materiel and training development at Fort Rucker.

After his retirement from the Army, he continued to consult on specialized command studies and leadership development. He was a certified trainer and adjunct staff member of the Center for Creative Leadership for 17 years and conducted 38 leader development programs for the Central Intelligence Agency at their Career Training Facility.

He is a prolific writer on military doctrine and management with dozens of articles. In 2004 he published a book on Ripcord from the North Vietnamese perspective entitled, "Hell On A Hill Top." This book was based both on documents from each side of the Vietnam War and on information received on several trips to Vietnam to meet with former North Vietnamese military leaders, including his opposite number in the Ripcord campaign.

He has been awarded the Distinguished Service Medal, two awards of the Silver Star, two awards of the Distinguished Flying Cross, two awards of the Legion of Merit, the Soldier's Medal, 40 awards of the Air Medal, the Combat Infantryman Badge and numerous other U.S. and foreign decorations.

He was selected as a member of the U.S. Army Aviation Hall of Fame in 1992, and chaired the Hall for 12 years until 2011. He is also a past president of AAAA and the Army Aviation Museum Foundation.

His ability to synthesize information, formulate effective tactics, lead in combat, teach succeeding generations and understand future operating environments is truly unique. He has brought all these talents to bear for AAAA over the last 20 years. His tireless dedication to the Nation and our Soldiers while he was in uniform and now in retirement leaves no doubt that this patriot is richly deserving of this recognition.

Still flying his own aircraft at the age of 83, MG Ben Harrison embodies the Army Aviation spirit.



Aviation Enterprise Teamwork –Laying the Groundwork for Future Success

By MG Anthony G. Crutchfield

s I reflect over our recent Aviation Center of Excellence Industry Day event and the Army Aviation Association of America (AAAA) Annual Professional Forum, I cannot help but to be impressed with the tremendous teamwork taking place to ensure the future of Army Aviation.

I want to thank everyone for their tireless dedication to ensure Army Aviation remains "Professional, Strong and Committed." I believe America is very proud of what their sons and daughters have accomplished in support of our country.

Over the past several months the Aviation Enterprise has collaborated to define, develop, synchronize, and establish a framework which will lay the groundwork for future success.

During my keynote address, I unveiled the Army Aviation 2030 Campaign Plan for the first time in a public forum. As would be expected, there was a flurry of discussions that ensued in both formal and informal settings.

While the overall feedback was very positive there were many new questions that emerged. It is exactly this type of critical thinking which will help us address the issues as we start the long journey to reach Aim Point 2030.



MG Crutchfield's keynote address unveiled the Army Aviation 2030 Campaign Plan at the AAAA Annual Professional Forum in Nashville. TN.



Army Aviation 2030 Campaign Plan

The intent of our Aviation Enterprise-centric campaign plan is to establish a method which articulates broad guidance, assists in the execution of our long term goals, and establishes priority of effort.

It is a structured and measurable information feedback tool to keep all members of the Aviation team informed and moving in the same direction. This campaign plan will evolve as our environment changes and our planning assumptions are challenged.

The Army Aviation 2030 Campaign Plan requires the Aviation Enterprise to coordinate and synchronize the domains of doctrine, organization, training, materiel, leadership and education, personnel, and facilities (DOTML-PF) in order to achieve the Army Aviation 2030 vision.

Each domain is inherently linked to the other, so a change to one potentially causes changes to the others.

The campaign plan will focus on six

major campaign objectives. We must achieve all of them to ensure we are postured for decisive action as an essential component of the Joint Force; trained, ready, and effective for ground force commanders.

New Collaboration Tool

While this is a complex initiative, we have invested in the creation of an Army Aviation 2030 Campaign Plan Tool to enable digital collaboration across the Enterprise.

This major knowledge management initiative is designed to help senior leaders "see" the current state of effort and for action officers to share what they know to facilitate progress. In essence – work smarter, not harder. This is a major culture change initiative to say the least.

We are attempting to link people, processes, and tools to exploit what we know as a community which will ensure we make the best, most informed decisions possible. We want to move

from an environment of "we don't know what we already know" to one of "one learns – everyone knows!"

The Army Aviation 2030 Campaign Plan Tool is still "a work in progress."

As a matter of fact, we just opened the tool to a small group of Enterprise members to allow them more freedom to refine the input. Right now we are working approximately 50 major objectives and 250 supporting tasks.

Keeping Industry in the Loop

While we acknowledge that we must sustain our Aviation Enterprises' culture of collaboration, somehow we must find appropriate ways to share our Campaign Plan output information with industry. We will need this help in order to be successful.

With our annual expenditures in the tens of thousands of dollars on contracts and orders for goods and services, we have an obligation to conduct our efforts in the most effective, responsible, and efficient manner possible.

Early, frequent, and constructive engagement with industry is especially important if we are to meet our nation's expectations, especially in a cost culture environment.

Targeting the End State

Without a doubt, there will be events in our world that may disrupt our efforts but our commitment to Aviation soldiers and their families will never change. We have lots of work to do and this is the first step in a long journey.

The end state of the Army Aviation 2030 Campaign Plan is the fielding of a highly capable, fully equipped, and organized Army Aviation force designed to execute future reconnaissance, security, and vertical maneuver missions as a key part of a combined arms, Joint, interagency, intergovernmental, and multinational team.

Our overall goal is to equip our future formations with next generation aircraft capable of increased speed, range, and endurance while seeking every opportunity to reduce our maintenance and logistics footprint.

The Army Aviation force of 2030 will be manned with adaptable, innovative, and well prepared professionals. They will be trained and educated in an improved interactive training environment that delivers required training to the point of need. By achieving our goal, we will be prepared to engage any adversary – fight and WIN!

Undoubtedly, the next two decades will present major challenges. The Aviation Branch will use our vision and plan in order to meet these challenges head on. We will welcome and embrace change.

We will continue to provide the combined arms teams, sustaining forces and Joint agencies with Army Aviation Soldiers who are professionally trained, mentally agile, and physically tough.

Most importantly, Army Aviation will continue to be "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.





Pilot in Command Programs

By CW5 Michael L. Reese

he last ten years have been difficult on the development of our warrant officers in regards to professional military education (PME). The Warrant Officer Advanced Course (AWOAC), Staff Course, and Senior Staff Course are only part of the process.

The most important ability the Aviation Warrant Officer possesses is the technical/tactical skills learned through experience and being awarded a Department of the Army skill qualification identifier (SQI-tracked).

The length of flight school, Army Force Generation models (ARFOR-GEN), and reductions of time in grade from 2006-2012 made it difficult for a CW2 to attain developmental requirements. Now that Flight School XXI is more efficient and times in grade have been restored, our junior officers will have adequate time to complete all developmental requirements prior to CW3, that is, attain pilot in command (PC) status, track, and complete AWOAC.

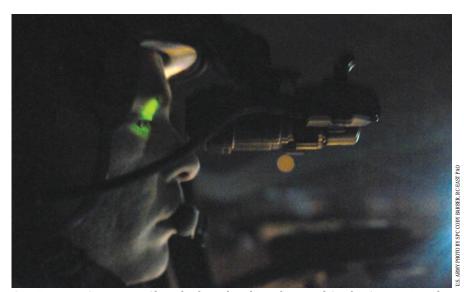
The foundation for the development of a warrant officer starts with PC designation and must occur early enough in his/her career to provide the opportunity to receive an SQI and attend PME. The responsibility for timely PC designation rests with the individual officer and the commander – this month I will focus on the roles and responsibilities of both.

Regulatory

A CW2 is an intermediate level technical and tactical expert who performs the primary duties of technical leader, trainer, operator, manager, maintainer, sustainer, and advisor. This is the definition of a CW2 in DA PAM 600-3.

Also included in this pamphlet is the Warrant Officer Developmental Model citing that PC status should occur between WO1-CW2, tracking, and AWOAC should be accomplished prior to CW3.

A PC is a first level trainer proficient in the aircraft and the units Mis-



CW2 Francisco Cervantes, a Chinook pilot with 2nd Battalion, 82nd Combat Aviation Brigade, Task Force Poseidon, flying a mission with night vision goggles March 1 in Nangarhar Province, Afghanistan.

sion Essential Task List (METL) who is responsible for safe operations of the aircraft, its occupants, and all operational and training aspects of a specific mission. This is the description of a PC in TC 3-04.11 (TC 1-210) Commander's Aircrew Training Program for Individual, Crew, and Collective Training.

Individual Responsibility

The three primary attributes essential for recognition as a PC candidate are proficiency, judgment, and maturity. It is easy to quantify flight aptitude since it is measured by tasks, conditions and standards in the appropriate aircrew training manual.

Harder to quantify are the individual's judgment and maturity. The commander often relies on advice from senior warrant officers, scrutinizes the junior officer's work performance through additional duties, and evaluates decision making both on and off duty.

It should be noted that all pc programs start the day the aviator signs into his/her unit and all elements critical for PC selection are monitored immediately.

The responsibilities of a PC are immense since the margin for error is small and often poor judgment or lack of maturity results in catastrophic consequences. Once a commander senses negative traits in a pilot it is often difficult to overcome and the effect may be elimination as a PC contender.

The bottom line for junior officers is that professionalism is weighted equally with proficiency, the developmental clock is ticking, and you must be prepared to impress your superiors on day one.

Command Responsibility

Only the Commander has the authority to designate a PC and the management of that program should be outlined in the unit's SOP. The program should not only describe the process it should detail the commander's intent for developing a pilot in command.

The ideal program is one that fosters a climate that 100% of the aviators should attain PC status and not one



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CW2 Maintenance Test Pilot Strengths						
AIRCRAFT	AUTHORIZATIONS	ON HAND	FILL	Δ		
OH-58D	64	26	41%	-38		
AH-64D	105	21	20%	-84		
UH-60L/M	180	67	37%	-113		
CH-47 D/F	37	13	35%	-24		

CW2 Instructor Pilot Strengths						
AIRCRAFT	AUTHORIZATIONS	ON HAND	FILL	Δ		
OH-58D	55	21	38%	-34		
AH-64D	102	28	27%	-74		
UH-60L/M	178	69	38%	-109		
CH-47 D/F	44	25	57%	-19		

where PC progressions stop when the unit has enough to meet mission.

As described in TC 3-04.11, a PC is proficient in all of the unit's METL and is proficient in all facets of operational and training aspects of the mission. Commanders should use this as a metric for initiating a PC evaluation.

For example (applicable to all airframes), an AH-64D pilot assigned to a unit scheduled to deploy must be proficient in all attack operations from individual/collective training during reset/preset and in combat operations once deployed.

The average AH-64D pilot should be able to attain PC status during the second ARFORGEN cycle or during his/her second deployment. By not achieving PC status beyond the second deployment, in this example, the individual officer is falling behind in his/her development.

So critical to the warrant officer's career for timely PC progression the commander must counsel officers during periodic face to face discussions utilizing DA Form 67-9-1 (OER Support Form) providing clear guidance for a path to PC.

Not all aviators progress at the same rate, some aviators have the misfortune of poor PCS timing in a CAB's ARFOR-GEN, and some officers will never have the ability to be a pilot in command. The onus is on the commander to counsel and develop his/her subordinates.

Another often over-looked com-

mand responsibility is that of the current pilots in command. As stated in TC 3-04.11, a PC is a first level trainer who should be defined as the primary trainer for developing PCs.

Commanders and standardization pilots should ensure this responsibility is conveyed, validate through the mission briefing process, and measure through productivity (producing PC candidates).

Negative Results

PC progression is the basis for the developmental process; the charts above highlight the effects of not producing PCs in a timely manner.

Creating PCs at the appropriate time in grade of an officer's career is an issue that is impacting Army Aviation in a non-constructive way through promotions, assignments process, as well as adversely affecting desired career models.

Commanders and senior warrant officers must make a focused effort to manage pilot in command programs for the health of their units and the long term health of the Branch.

"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.

**

ARMYAVATON AUGUST/SEPTEMBER ISSUE

BLUE BOOK

2012 DIRECTORY

Organizations, Commands and Individuals in the Army Aviation Community...



Your Listing in the Blue Book is Important!

ARMY AVIATION Magazine is in the process of preparing our annual Blue Book Directory for the August/September issue.

Look for information and forms on how to submit beginning 1 July on www.quad-a.org.

Deadline for submission is 22 July 2012.



Command Sergeant Major Update



Enlisted Training and NCO Development

By CSM James H. Thomson Jr.



By way of introduction for this my inaugural column in the Army Aviation magazine, I am CSM Jim Thomson and it is sincerely an honor and a privilege to serve as your Aviation Branch Command Sergeant Major joining a phenomenal team of professionals.

I want to take a moment and thank CSM Tod Glidewell for his superb leadership over the past three years.

Like his predecessors before him, CSM Glidewell's contributions to Army Aviation have made a lasting impact and our branch is certainly better for it. I endeavor to continue the hard work and collaborative efforts already underway as we move into the future.

This is an exciting time for our Army and Army Aviation and though the future holds many unknowns, we've learned some valuable lessons over the past ten years that we cannot afford to lose as we plan for those uncertain environments.

Some may say that there are many challenges before us; however, I would argue that we face many opportunities; opportunities to develop training models that are adaptive and flexible and meet the needs of our Soldiers today and tomorrow for example.

Lifelong Learning Model

As described in the Army Learning Concept 2015, we must establish a continuum of learning from the time a young man or woman joins our Army to the time he or she retires.

This lifelong learning is a shared responsibility among the institutional schoolhouses, tactical units and the individuals themselves.

Our learning models will have to

blend live, virtual and experiential training to develop the most talented, adaptive Soldiers capable of accomplishing their critical missions.

It is imperative that we create a learning environment that is credible, rigorous and relevant providing the Soldiers with the right skill sets for the operational force.

We are looking hard at not just what, but how we train in our institutions, as well as, what training should be conducted at the point of need at the organizational level.

Developing the NCO Corps

Likewise, we must invest in our noncommissioned officer corps developing adaptive leaders capable of solving complex problems while expertly conducting missions in an uncertain environment. Again, we must ensure we're providing the right instruction in both our Advanced and Senior Leader Courses, as well as assigning our NCOs to experience broadening positions both in the operational force and with assignments to the generating force.

The Aviation Branch has two NCO Academies; the Aviation Center of Excellence Academy at Fort Rucker, and the Aviation Logistics Academy at Fort Eustis. Both schools are currently reviewing Programs of Instruction for ALC and SLC to make sure we remain relevant and accurate in our professional military education.

Any input from the field on our NCOES programs of instruction is sought and valued so please let us know your thoughts.

The USAACE NCOA at Fort Rucker has gone paperless, issuing each student a tablet computer with wireless capability allowing students access to manuals and assignments on a cloud, and instructors access to the students' course work saving time and money each cycle.

Additionally, the academy's AKO website won the Army's Silver Award

and was named best NCOA in Training and Doctrine Command (TRADOC) when it went through the accreditation process earlier this year.

These are just a few examples of our investment in the Aviation NCO Corps.

Continuing the Legacy

There is something absolutely special about being a Soldier in our Army and Army Aviation today.

I personally have the highest respect for those serving in this honorable profession of ours. Indeed, as a profession we then have an obligation to develop Soldiers and leaders so the best and brightest continue to serve our nation long into the future.

A large part of that development is experiential based and there is tremendous value in sharing those experiences while broadening them at the same time.

We have some incredibly talented NCOs with multiple operational deployments under their belts that given the opportunity would bring a fresh perspective to key positions throughout TRADOC.

Whether as an instructor in our

schoolhouses or academies; a drill sergeant or AIT platoon sergeant; or as a detailed recruiter, a three year tour with the generating force is career enhancing and instrumental in the development of our junior Soldiers and leaders.

I ask that we encourage the right NCOs to do just that, and they'll return to the operational force a better, well rounded leader.

Again, this is an exciting time for Army Aviation and the opportunities that await us as we look to the future.

I look forward to visiting each of the units and listening to your thoughts and ideas as we shape tomorrow while ensuring Army Aviation remains relevant, credible and adaptive in our support to the ground commander.

"Above the Best!"

CSM Thomson jim.thomson@us.army.mil



CSM James H. Thomson Jr. is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.





Safety: A Top Priority Today and Tomorrow

By BG William T. Wolf

These late days of spring are a wonderful time of year: temperatures are hinting at the lazy days of summer just ahead, and Soldiers, families and civilians across the force are heading outdoors to soak up the sun.

This could be considered the most wonderful season of all for many reasons, and by now we're all hearing the sirens' song of perfect weather beckoning us to hit the highway for beaches, parks and other leisurely destinations.

And while our Army will observe two national safety campaigns this month, I ask you all to remember risk doesn't keep a calendar — safety should be a priority every minute of every day.

Motorcycle Safety

May is Motorcycle Safety Awareness Month, and I'm pleased to report that halfway through fiscal 2012, Army motorcycle fatalities were down from the same timeframe last year. That's great news on the surface, especially considering the mild winter that offered nearly year-round riding conditions for many Soldiers in the United States.

Engagement, whether among leaders and Soldiers or Soldiers and their peers, is working, and most riders are doing the right things to stay safe on the road. However, a closer look at our 10-year motorcycle trend shows this relative calm could be highly deceptive.

Since fiscal 2002, motorcycle fatalities have predictably risen every two to three years, followed by a dramatic decline and then an equally dramatic increase. Now, our most pressing question is how to keep fiscal 2012 from being just another lull in the storm.

Sustaining our current progress through the end of September and into the next few fiscal years won't be easy, especially when more and more Soldiers will be bringing their bikes out of winter hibernation or purchasing new rides altogether.

Training is obviously a very important part of the solution, and the Army has addressed the need for expanded, sequential motorcycle training through the Progressive Motorcycle Program. Yet, as in all aspects of safety, training by itself isn't enough. Engagement and standards enforcement specifically targeted to indiscipline are the most crucial elements of preventing future tragedies not only on motorcycles, but in all types of vehicles.

The current issue of *Knowledge* contains several excellent articles on motorcycle safety, including "Indiscipline—Beyond Risk Acceptance," written by LTC Scott Wile of the Driving Directorate here at the USACR/Safety Center. I encourage you to carefully read this story and take his conclusions to heart.

Risky behavior exists everywhere, but most alarmingly, it often exists just beneath the surface of day-to-day operations. Knowing which Soldiers are at risk, even those you'd



never expect to be indisciplined off duty, is the first step in preventing future fatalities. Talk to your Soldiers, then talk to them some more so you'll be "in the know" regarding who's at risk within your formations.

Other POV Safety

While much of our attention and efforts should be focused on motorcycle safety, we can't do so at the expense of other issues.

Although numbers have stabilized recently, sedans and other POVs were on the rise most of the first half of 2012. Since summer is historically the deadliest time of year for Soldiers in POVs, it's extremely important that you redouble your engagement efforts as we enter this season of long weekends and leisurely travel.

Drowning also remains a top concern; we've already lost two Soldiers this fiscal year in water-related accidents. The annual Army Safe Spring/Summer campaign is currently underway, so I encourage you to check out our website at https://safety.army.mil for media tools specifically designed to target these and other critical seasonal hazards.

Electrical Safety Awareness

Finally, May was recently recognized as Electrical Safety Awareness Month by the Department of Defense.

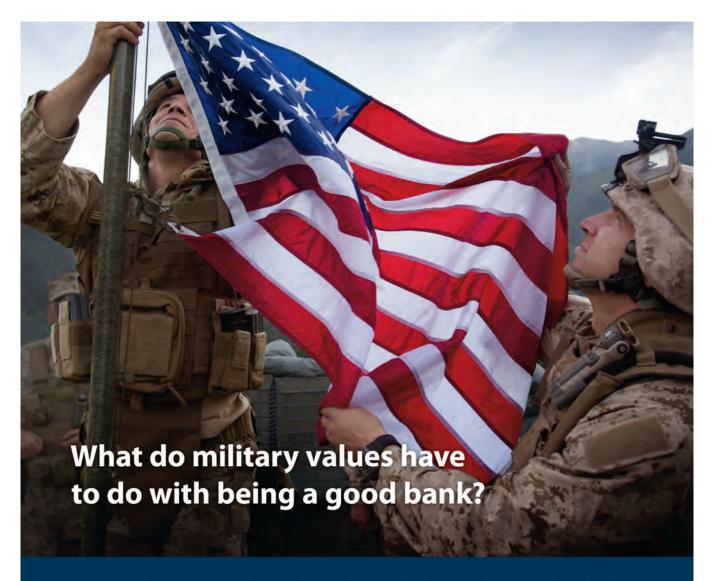
Electrical hazards are often unseen, and this program aims to educate Soldiers, family members, civilians and contractors on the hazards of electricity and the mitigation strategies that have proven effective in preventing injury and death. Visit our website often during the month for updates on this exciting new initiative.

Thank you all for everything you do for our Soldiers, family members and civilians. Play hard this summer, but remember to always play it safe!

Army Safe is Army Strong!



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



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Airframe & Powerplant (A&P) Certification Program – A Certificate to Learn

By Mr. Kevin O. Gasway

everal years ago, GEN Richard A. Cody, then Vice Chief of Staff of the Army, initiated an Army airframe and powerplant certification program which is managed by the 128th Aviation Brigade for the Aviation Branch.

The purpose of the program is to enable Aviation MOS-trained Soldiers to validate training and experience through a joint service program and accelerate the process of obtaining their Federal Aviation Administration (FAA) A&P certificate.

Why would a Soldier need an A&P certificate you might ask? Certainly it is not *required* to do your duties as an Army Aviation maintainer but it is a step in professional certification and, through the process alone, expands the candidate maintainer's skill set and broadens the knowledge of their profession.

This brief article will reintroduce the field to the program and enable those who have not heard of it to find out how to enroll.

What is an Airframe and Powerplant (A&P) Certificate?

The FAA requires that aviation mechanics possess an A&P Certificate before working on any commercial aircraft. The A&P Certificate signifies that the aviation mechanic has earned both the airframe and powerplant ratings. These ratings are issued by the FAA after an individual has completed the FAA mandated requirements.

The ratings allow the certificate holder to work on all aircraft from a vintage Piper Cub to a modern Boeing 747. The holder of both of these ratings will be allowed to make logbook entries to put non-flying aircraft back to an airworthy status.

Why should you join the Army A&P Program?

One of the most important benefits a Soldier can receive by joining the A&P Program is the opportunity to



PV2 Norman F. Thompson, from Amherst, VA, and SPC Edwin Gonzales, of Humacao, Puerto Rico, both power train mechanics with the 122nd Aviation Support Battalion, Task Force Corsair, 82nd Cbt. Avn. Bde., perform maintenance on a CH-47 Chinook rotor head assembly at Forward Operating Base Shank, Afghanistan April 13.

further his education. While skilled training in the Army is always a priority so is encouraging Soldiers to become more knowledgeable in their military career as aircraft technicians.

This type of training will provide the Soldier with more opportunities for advancement.

Other benefits include:

- Once you have your certificate as an A&P mechanic for three years, you can apply to the FAA for a certificate to inspect aircraft.
- You can receive 180 hours of military training credit valid for promotion points.
- Your evaluator can add this training as a bullet comment on your NCOER.
- You can start preparing yourself for your post Army career should you decide to stay in the aircraft maintenance field.

Who is eligible to participate?

Aircraft mechanics who train in the Armed Forces often have enough knowledge and practice to fulfill the work experience requirement, but much of it is too specialized to satisfy FAA regulations.

Most military aviation mechanics, if not all, must complete additional training to work on civilian aircraft. The additional training pays off since many employers prefer candidates with both military experience and FAA certification. If you are an Active Component, Reserve Component or National Guard Army Aviation Soldier holding an MOS for 18 or 30 months in the Career Management Field 15 series, then you are eligible for some portion of the A&P Certificate.

Let me explain the difference between 18 or 30 months.

Federal Aviation Regulation Part 65, which covers aircraft mechanic qualifications, requires a mechanic hold that MOS for 18 months in order to obtain permission slips to take the General and Airframe or General and Powerplant Examinations.

If the MOS is held for 30 months or more, then you are eligible for the General, Airframe and Powerplant permission slips provided you can present the necessary documentation to the FAA Office.



How can Army Soldiers acquire these certificates?

Go to the 128th Aviation Brigade website at http://www.usaals.army.mil/portal.asp or https://apportal.army.mil to sign-up for the program.

The following information must then be sent to the A&P Certification Program Administrator:

- Full Name (Last, First, MI)
- Rank
- Primary MOS
- Date of graduation from AIT (month and year)
- List of completed NCOES (BNCOC, ANCOC), maintenance courses, and schools
- Secondary MOS (if applicable and relevant)
- Current unit assignment and mailing address
- AKO e-mail address
- Other mailing address
- Telephone number where Soldier can be reached (military or home)
 Send information via e-mail (*kevin.o.* gasway.civ@mail.mil), fax 757-878-6847 or postal service to: Headquarters, 128th Aviation Brigade Attn: A&P Cert Program Administrator,

Bldg 2717 McLain Street, Fort Eustis, VA 23604

How does the A&P Program work?

Once your requested information has been sent to the A&P Program Administrator and your eligibility verified, you will receive the following:

- Air University https://au.csd.disa. mil/kc/login/login.asp (Magnetos, Reciprocating Engines, Propellers, FAA Forms and Regulations, Corrosion, Weight and Balance, Engine Run);
- Three specialized courses (General, Airframe and Powerplant); and
- One On-the-job training (OJT) packet.

What happens once you complete the program requirements?

After the above requirements have been completed, you must enroll/complete Air University https://au.csd. disa.mil/kc/login/login.asp and complete the OJT packet, signed by a certified quality assurance inspector and endorsed by the unit commander, to the A&P Program Administrator.

The A&P Program Administrator will verify that you have completed all program requirements and issue a cer-

tificate of eligibility.

The certificate of eligibility will allow you to receive an FAA Form 8610-2 (Certificate Rating Application). With an FAA Form 8610-2 in hand, you are now eligible to take the written, practical and oral exams through designated FAA Examiners.

Will this program be a good deal for you?

In today's business and government climate, having a license or certification can open many doors for you. From mechanics, installers, and repairers to medical technicians, therapists, and computer network engineers, certification plays a key role.

Even though certification is voluntary, it is frequently sought after by employers because it indicates that you have specialized training in a particular field. Consequently, the training you receive by being in this program can only help benefit you in both your military and civilian careers.

Kevin O. Gasway is the A&P Program Administrator for the 128th Aviation Brigade, Joint Base Langley-Eustis, VA.



















- 1. The 101st Airborne Division (Air Assault) Honor Guard presents the colors during the opening ceremony of the 2012 Annual Professional Forum and Exposition at the Opryland Hotel, Nashville, TN Apr 2.
- 2. An LUH-72A Lakota helicopter is towed into the Exhibit Hall to be part of the displays.
- 3. Attendees on the exhibit floor opening day of the Annual Forum; more than 375 industry partners, military and support organizations provided exhibits in three halls.
- 4. Forum Attendees listen intently at the opening session.
- 5.The AAAA National Awards trophies.
 6. AAAA Executive Director, Bill Harris, makes a point during the Annual Meeting question and answer period with the National Officers.
- 7. AAAA National President, LTG (Ret.) Daniel J. Petrosky, delivers his opening remarks.
- 8. MG Anthony G. Crutchfield, commanding general, U.S. Army Aviation Center of Excellence and Fort Rucker, AL delivers the Army Aviation Branch opening remarks. His wife, Kim, co-presented highlighting the importance of the Army Aviation Soldier families.















9. AAAA Founders Art and Dotty Kesten (right front), assist AAAA President LTG (Ret.) Dan Petrosky (holding plaque) in presenting the newly established AAAA Founders Award to *COL (Ret.) Curt Herrick* (left) at the beginning of the National Executive Board meeting on Apr. 1. The Kestens' son, Dale, a former editor of *ARMY AVIATION*, stands behind them.

10. COL (Ret.) Harry Townsend, a member of

the Cub Club, "The Originals," is inducted into the Honorable Order of Saint Michael, Gold during the NEB luncheon recognizing a lifetime of outstanding service to Army Aviation and the AAAA.

11. COL (Ret.) Tom Harrison, president of the AAAA Scholarship Foundation, Inc., addresses the members present during the Annual Meeting on Apr. 1.

12. 1SG Dwight N. Evans Jr., from the

Morning Calm Chapter, receives a cash award during the Annual Meeting on Apr. 1 for placing second in the Top Gun membership competition by recruiting 238 new members.

13. AAAA National VP for Membership, CW5 Mark Grapin (center), was one of many volunteers manning the AAAA information booth throughout the Forum which also collected donations for the Scholarship Foundation and had AAAA merchandise available.











14. MG James C. McConville, commanding general of the 101st Airborne Division (Air Assault), presents the AAAA 2011 Trainer of the Year award to *CW5 Guillermo Soto, Jr.*, 159th Avn. Bde., during his welcoming remarks. Soto had been deployed at the time of the original award ceremony and McConville had accepted the award on his behalf.
15. Congressman Mo Brooks (R-AL5), cochairman of the newly established Army Aviation Congressional Caucus, addresses the opening session on Apr. 2.
16. Spouses of this year's national award winners and 2011 recipients of Our Lady of

Loreto join the Aviation Branch Chief and First Lady on stage during their presentation where they were recognized for their outstanding support.

17. CW4 Michael J. Jones, 3rd Bn., 10th Cbt. Avn. Bde., Task Force Phoenix, receives the James H. McClellan Aviation Safety Award. Co-presenting the award is BG William T. Wolf, Director of Army Safety and commanding general of the U.S. Army Combat Readiness/Safety Center, Ft. Rucker, AL; and (from the left) AAAA President, LTG (Ret.) Dan Petrosky; CSM Richard A. Stidley, USACRSC CSM; CSM James H. Thomson, Jr., Aviation Branch CSM;

CW5 Michael L. Reese, Chief Warrant Officer of the Branch; Wolf; Jones; Aviation Branch Chief, MG Anthony G. Crutchfield; and keynote speaker, LTG David G. Perkins, commanding general of the Combined Arms Center and Fort Leavenworth, KS.

18. Co-winners of the Joseph P. Cribbins
Department of the Army Civilian of the Year
award, Mr. William L. Braddy, deputy commander for operations, Corpus Christi Army Depot,
Corpus Christi, TX; and Mr. Andrew P. Ksepka,
assistant project manager for modifications,
Utility Helicopters Project Office, Redstone
Arsenal, AL proudly display their trophy.











19. The oldest AAAA national unit award, the Outstanding Aviation Unit of the Year, was presented to 10th Combat Aviation Brigade, Task Force Falcon and was accepted by (4th from left) CAB commander, COL Pedro G. Almeida; command warrant officer, CW5 Jeffrey J. Fitzgerald; and CSM Kenneth E. Patton.

20. 160th Special Operations Aviation Regiment (Airborne) command team and their family members celebrate the unit's selection as the Robert M. Leich award winner. Pictured are regiment commander, COL John W. Thompson (with trophy) and his wife, Lashelle; regiment warrant officer, CW5 Robert D. Witzler (left) and his wife, Yvonne; and CSM Greg M. Chambers and his wife, CW3 Rebecca Chambers and their sons, Dylan and Ryan.

21. *CW4 Stefan Kadur*, Co. D, 1st Bn., 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)) makes remarks after receiving the Michael J. Novosel Aviator of the Year award.

22 . Aviation Soldier of the Year, *SPC Jason P. Gustine*, Co. D, 4th Bn., 101st Cbt. Avn.

Bde., poses with his trophy and family members (from left): sister, Heather Broadhead; Gustine; father, Randy; sister, Serena Gustine, and her fiancé Steve Farsdale.

23. 8th Attack Reconnaissance Battalion, 229th Aviation Regiment, Fort Knox, KY commander, LTC James O. Posey, Jr. (right) and senior NCO, CSM Sammy C. Sablan accept the U.S. Army Reserve Aviation Unit of the Year award. Co-presenting the award is COL Mike Schellinger (3rd from right), deputy commander of the 11th Theater Aviation Command, U.S. Army Reserve.











24. The John J. Stanko, Jr. Army National Guard Aviation Unit of the Year award was presented to Company B, 2nd Battalion (General Support Aviation), 211th Aviation Regiment, Iowa Army National Guard. Receiving the award are the unit commander, CPT Benjamin Winborn (left), and senior NCO, 1SG Jeffrey Latham. Assisting in presenting this award is LTG William E. Ingram, Jr. (4th from left), Director of the Army National Guard.

25. SGT Clifford E. Aughe, Co. C, 1st Bn., 171st Avn. Regt., celebrates his selection as the Rodney J.T. Yano Non-commissioned Officer of the Year with members of his unit. 26. Keynote speaker, LTG David G. Perkins, commanding general of the Combined Arms Center; commandant of the U.S. Army Command and General Staff College; deputy commanding general for combined arms training, U.S. Army Training and Doctrine Command; and director of the Joint Center

for International Security Force Assistance addresses the opening session.
27. Squadron commander, LTC Christopher P. Downey (left), and senior NCO, CSM Patrick R. McGuire, receive the Active Unit of the Year trophy on behalf of the Soldiers of 6th Squadron, 6th Cavalry Regiment, Task Force Six Shooters.

28. *SGT Chad L. Gregory*, Co. C, 1st Bn., 160th SOAR (A) receiving the Henry Q. Dunn Crew Chief of the Year award.











29. COL Anthony W. Potts, Aviation Systems Project Office, presents an update as part of the daily project manager briefings in the Ryman Exhibit Hall theater.



30. Members of the Cub Club, "The Originals," at the Army Aviation Museum booth in the Ryman Exhibit Hall signing prints, including AAAA founder Art Kesten (4th from left).
31. COL (Ret.) Tom Harrison, AAAA Scholarship Foundation president, accepts a check from AAAA president, LTG (Ret.) Dan Petrosky, for AAAA's annual donation to the scholarship general fund. In addition to the donation, AAAA funds 100% of all costs for administering the program making it possible for all donations to go directly to scholarships.

32. Dr. Jean Twenge discusses "Differences between the Generations," during the spouse professional session on Monday afternoon, Apr. 2.

33. Director of the Rolls-Royce M250 program, Mr. Andy Draine, gives an update on his program during the daily industry briefings in the exhibit hall theater.

34. Director of the Army National Guard, LTG William E. Ingram, Jr., addresses attendees at the National Guard breakout session Mon., Apr. 2.













35. The Conventional/SOF Army Aviation: Solid and Unbreakable panel enjoys a laugh as they field questions from attendees during Tuesday's professional session. From the left: COL Daniel E. Williams, FORSCOM Aviation; COL John W. Thompson, 160th SOAR (A) commander; MG Anthony G. Crutchfield, Aviation Branch Chief; BG Kevin W. Mangum, commanding general, U.S. Army Special Operations Aviation Command; COL Pedro G. Almeida, 10th CAB commander; and COL John R. Evans,

Jr., Combined Forces Special Operations
Component Command-Afghanistan.
36. The Director of Army Safety and commanding general of the U.S. Army Combat Readiness
Center, BG William T. Wolf, updates attendees
on current programs and progress.
37. Members of the Cub Club, "The
Originals," and their spouses gather in the
President's Suite for their annual reunion.
38. Senator Jeff Sessions (R-AL), ranking
minority member on the Senate Armed

Services Committee, addresses attendees at the Tuesday morning professional session. 39. AAAA president, LTG (Ret.) Dan Petrosky, gives a check representing the AAAA annual donation to the Army Aviation Museum Foundation to foundation Director, COL (Ret.) Dave Swank.

40. COL Jessie O. Farrington (2nd from left), chairs the Full Spectrum CAB panel in an afternoon breakout session, Tue., Apr. 3. Pictured are LTC Michael D. Harvey; Farrington;













COL Paul Bontrager, 101st CAB commander; and CSM Harold R. Plattenberg, 101st CAB.
41. Former Night Stalker and prisoner of war, CW4 (Ret.) Michael A. Durant, captivates the audience with his presentation on resilience.
42. BG Kevin W. Mangum, commanding general of the newly activated U.S. Army Special Operations Aviation Command at Fort Bragg, NC, gives a briefing on the organization and responsibilities of his fledgling command during the Tues. morning session.
43. Members of the Integrated Warfighting

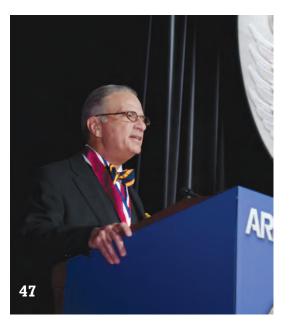
43. Members of the Integrated Warfighting Forum field questions from the attendees. Pictured, from the left: MG Robert B. Brown, commanding general of the Maneuver Center

of Excellence; MG Anthony G. Crutchfield, commanding general of the Army Aviation Center of Excellence; BG Brian McKiernan, deputy commander of the Fires Center of Excellence; and BG Stephen Farmen, commandant of the Transportation School.

44. MG (Ret.) Jim Myles (center), vice president for aviation at DynCorp, Intl., presents a donation from his company to AAAA Scholarship Foundation vice president, Connie Hansen and fundraising chair, COL (Ret.) Lou Bonham during the Scholarship Luncheon on Apr. 2.

45. MG William ^aTim" Crosby (center), Program Executive Officer of Aviation, chairs a panel of industry executives discussing industry's approach to meeting AimPoint 2030. From the left: Ms. Leanne Caret, Boeing; Mr. Steve Reid, AAI; Mr. Sean O'Keefe, EADS; Mr. Mick Maurer, Sikorsky; Crosby; Mr. John Garrison, Bell Helicopter; Mr. Jeffrey Palombo, Northrop Grumman; Mr. Harry Nahatis, GE Aviation; and Mr. Don Cattell, General Atomics.

46. LTG William N. Phillips, principal military deputy to the Assistant Secretary of the Army, Acquisition, Logistics and Technology and the director of the Army Acquisition Corps addresses the First Light Breakfast attendees on the last morning.





















47. New chairman of the Army Aviation Hall of Fame, Dr. (COL) Hal Kuchner, Retired, addresses the attendees at the annual induction HOF dinner on Apr. 3.
48. Hall of Fame inductee, *LTG (Ret.) John "Mark" Curran*, stands by his portrait with his family (from the left): grandson, Kevin Taylor; son-in-law, Chris Taylor; grandson, Zachary Taylor; daughter, Jennifer Taylor; Curran; wife, Cindy; daughter, Julie Desaulniers; and son-in-law, MAJ Linn Desaulniers.
49. *COL (Ret.) Douglas E. Moore* (left), stands

49. COL (Ret.) Douglas E. Moore (lett), stands with his portrait after being inducted into the Army Aviation Hall of Fame, with his children, Liz Howell and Keith Moore and his Hall of Fame sponsor, COL (Ret.) Nancy J. Currie. 50. SSG James "Pappy" Coleman (seated) poses for a photo with his son, John, by his side, and his brothers, Luke, Jackie, Billy and Hollis, standing behind him following his induction into the Army Aviation Hall of Fame, Apr. 3.

51. Attendees at the 50 Year + Member & Cub Club Luncheon on Wed., Apr. 4, were treated to a lively discussion centering on "70 Years of Army Aviation." Pictured from the left: LTC Norm Goodwin, Cub Club; COL Doug Ciley, Cub Club; COL Nancy Currie, Army Astronaut; MG Carl McNair, past AAAA President: COL Harry Townsend, Cub Club: Mr. Mark Albertson, AAAA Historian; COL Sid Achee, Cub Club; and Mr. Bill Harris, AAAA Executive Director. All ranks are retired. 52. MG James E. Rogers, commanding general, U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) addresses the attendees at the Wed. morning professional session.

53. Banquet head table guests smile for the camera. Clockwise from top: LTG (Ret.) Dan Petrosky; Kim Crutchfield; LTG Bill Phillips, the most senior active Army Aviator present; Jennifer Thomson; CW5 Mike Reese; LTC (Ret.) Don Adkins; CSM Jim Thomson;

Barbara Petrosky; Marilyn Phillips; and MG Tony Crutchfield.

54. Cadets from Virginia Women's Institute for Leadership, Mary Baldwin College, present the colors at the opening of the banquet, Apr. 4. The colors were subsequently retired by cadets from the Virginia Military Institute. Both organizations have been providing support to the AAAA banquet under the leadership of Hall-of-Famer BG (Ret.) Mike Bissell for 17 consecutive years. 55. With his wife Carolyn by his side, MG (Ret.) Benjamin L. Harrison becomes only the 8th recipient of the President's Award in the 55 year history of AAAA. He was recognized by LTG (Ret.) Dan Petrosky, assisted by Bill Harris, for a lifetime of outstanding service to Army Aviation and AAAA. 56. Former airborne, jump master and air assault qualified Soldier, country star, Craig Morgan, entertains at the annual banquet, Wed. Apr. 4.

SPECIAL FOCUS

The ARNG

By COL Michael Bobeck with LTC (Ret.) Stephen Mauro

Experience at the 2012 AAAA Annual Professional Forum CW3 Samuel W. Grinder of Co. B, 1-224th Security and Support Battalion instructs LTG William E. Ingram, Jr., Director ARNG, on the new mission equipment package capabilities of the ARNG UH-72A Lakota aircraft.

very year Army National Guard (ARNG) Aviators look forward to the annual professional gathering of the Army Aviation Association of America. The 2012 AAAA Professional Forum and Exhibition was no exception.

However this year the meeting format for the ARNG participants was different than previous years. In the past, ARNG conducted a separate ARNG Aviation Leaders Conference (AALC) in conjunction with the four day AAAA national event. The AALC often extended before and after the AAAA schedule to accommodate ARNG briefings and workshops.

This year the ARNG specific presentations were fully integrated into the agenda of the AAAA Forum and confined to Monday, Tuesday and Wednesday afternoons. Shown as ARNG Breakout Sessions on the program, the afternoon briefings had a more strategic, forward-looking focus.

State Army Aviation Officers (SAAO) and ARNG brigade commanders meet often with Aviation authorities from the ARNG Directorate. Redstone Arsenal and Fort Rucker.

However it is the annual AAAA Professional Forum and Exposition that provides the entire Army Aviation enterprise with the vision of the Aviation leaders, the knowledge of the Aviation operations, logistics, and training experts, and an opportunity to interact with a wide range of Aviation professionals.

The ARNG Breakout Sessions were open to all Forum attendees, but the great majority of the Breakout participants were Aviation Guardsmen.

Each year the ARNG participants take all the acquired knowledge back to their States to educate their State leaders and staffs on the capabilities and direction of the Army Aviation force.

Director Kicks It Off at the "Hangar"

The ARNG experience started Sunday afternoon with the opening of the ARNG booth in the exhibition hall.

LTG William E. Ingram, Jr., the Director of the Army National Guard, presided at the ribbon-cutting ceremony that included over one hundred Army Guardsmen, industry representatives, and other AAAA attendees.

In the past the ARNG exhibit was

focused on recruiting with the ARNG sponsored NASCAR race car prominently displayed. This year the exhibit was focused on ARNG Aviation missions with an ARNG UH-72A Lakota aircraft prominently displayed.

The ARNG booth was a perfect rendition of an ARNG hangar including sliding hangar doors with a rotating yellow caution light. Inside the 'hangar' the crowd found Tennessee aircrew members demonstrating the capabilities of the UH-72A Light Utility Helicopter with the new ARNG Mission Equipment Package (MEP) installed.

The MEP was powered up so that Guardsmen and guests could see the features and benefits of the moving map display, the electro-optical/infra-red sensor, touch screen displays, and the other domestic operations capabilities.

Surrounding the UH-72A center piece were six kiosks addressing domestic operations, Aviation safety, combat operations, unmanned aircraft systems, fixed wing operations, and two unique ARNG organizations -Theater Aviation Sustainment Maintenance Groups (TASMG) and ARNG

TOUGHEST KID ON THE FLIGHTLINE

A Case for Rugged... As a mobile clamshell or tablet, VT Miltope's new RCLC-1 rugged convertible laptop is mission-ready in any form. The RCLC-1 is an integral part of the MSD-V3 program developed for the U.S. Army's At-Platform Automatic Test Systems (APATS) Integrated Family of Test Equipment (IFTE). Our family of HARO WEAR sets the standard for rugged military computing. Built rugged down to their core processors, our products improve warfighters' ability to perform maintenance missions in extreme environments and challenging tactical conditions. The VT Miltope Family... mission-ready in the hangar, on the flightline, or on the move. MILTOPE.COM

RUGGED RUNS IN THE FAMILY







COL Mike Bobeck, chief of the Aviation and Safety Division of the Army National Guard Directorate, makes welcoming remarks to the attendees at the ARNG opening breakout session on Apr. 2.

Aviation Training Sites (AATS).

An Air Traffic Services Desktop Tower Training System was operational at the seventh station.

Guardsmen manned each of the stations to educate the many curious visitors about ARNG Aviation.

Awards

A highlight of the ARNG experience was when LTG Ingram had the privilege of assisting AAAA and Aviation leaders with the presentation of two of the AAAA national awards.

The ARNG Director helped present the Robert J. T. Yano Noncommissioned Officer of the Year award to SGT Clifford E. Aughe, a New Mexico Guardsman and flight medic.

He also helped present the John J. Stanko ARNG Aviation Unit of the Year award to CPT Benjamin Winborn and 1SG Jeffery Latham from Iowa ARNG representing the Chinook company of 2nd Battalion, 211th Aviation Regiment.

Professional Sessions

Guard participants took to heart several key presentations from the morning AAAA sessions. MG McConville, 101st Airborne Division commander, shared inspiring stories of Aviation heroes who lived up to the warrior ethos and LTG Perkins, Combined Arms Center commander, emphasized Aviation's decisive role and the core ideals of the Army profession.

MG Crutchfield, U.S. Army Aviation Center of Excellence commander and Aviation Branch chief, made clear that the Army Aviation enterprise must manage change, document the future plan, and speak with one voice.

The messages from Congressman Mo Brooks, founder and co-chair of the Army Aviation Congressional Caucus, and Senator Jeff Sessions, long-time advocate of a strong Army Aviation force, were essentially the same.

Because the national debt crisis poses a threat to the nation, the Department of Defense, including Army Aviation, can help by accepting some budget reductions. However, Army Aviation capabilities must be protected to ensure our Army has the maximum advantage on the battlefield.

Breakout Sessions

The ARNG Breakout Sessions began Monday afternoon when 170 Army Guardsmen with a few dozen industry representatives and other Aviation professionals heard LTG Ingram present an overview of ARNG status with many Aviation examples and specifics.

The Director's message closely mirrored the AAAA Forum theme. ARNG Aviation is a professional, strong, and committed force that is ready for its duties as an operational reserve.

The ARNG afternoon sessions presented the current status and future plans for Aviation training, deployments, logistics, modernization, and readiness. Also discussed was a topic seldom covered in such a broad Aviation forum despite its vital functions – ARNG airfields and air traffic support.

Perhaps most significant was the comprehensive and insightful analysis by COL Mitch Medigovich, 40th CAB task force commander, of the lessons learned from the mobilization, deployment and return of his brigade task force.

Two panels during the ARNG Breakout sessions were particularly instructive. Members of the industry panel provided valuable information while extolling their Aviation systems.

And the AAAA panel of national officers provided guidance on strengthening local chapters and highlighted the AAAA ties to the Congressional Army Aviation Caucus.

To improve their knowledge of Aviation equipment capabilities and future equipping plans, the ARNG SAAOs sought out the Aviation program managers (PMs) set up in the Ryman Exhibit Hall briefing theater. As with all the military and industry exhibits the PMs provided frank and useful responses.

Likewise the approachability of the industry representatives, including the senior leaders of some of the largest Aviation corporations in the U.S., was greatly appreciated by the ARNG attendees. Technology overviews are interesting, but detailed information on a specific upgrade to a particular aircraft is most useful.

As COL Pedro Almeida, 10th CAB commander, said "the sound of rotors is music to the ears of the supported ground force." ARNG Aviation Soldiers along with all Army Aviation Soldiers know that is true. And the 2012 AAAA Forum theme of 'Professional, Strong, and Committed' resonates with the ARNG Aviation force. Army Aviation is the most respected and most demanded Army capability and remains "Above the Best!"



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

LTC (Ret.) Stephen Mauro is a contractor with System Studies and Simulation, Inc. supporting the ARNG Aviation and Safety Division.



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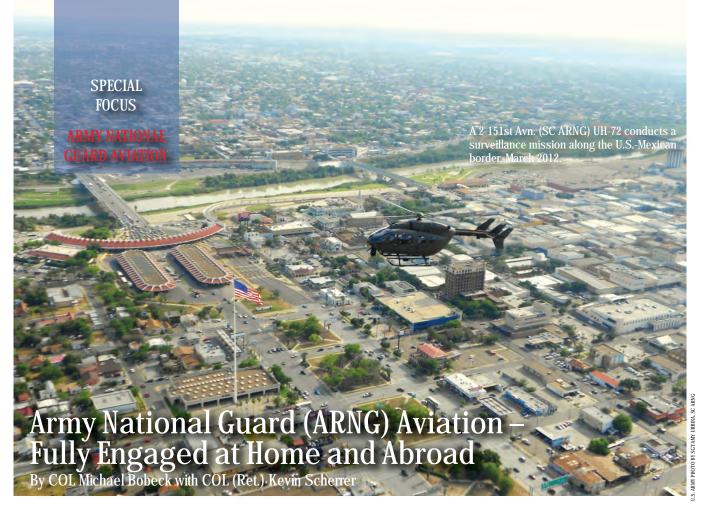
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Still Forward Deployed

ARNG Aviation has peaked in its overseas commitments. September 2011 saw the Guard committing almost 7,000 aviation Soldiers to Iraq, Afghanistan, Kuwait, and other smaller operations.

But requirements are decreasing, meaning increased dwell times for our formations. Although dwell times for Guard CH-47 units remain around 2.4 years and MEDEVAC around 2.9 years, most other units are well over 3 years.

2011 saw the end of Operation New Dawn with the 29th Combat Aviation Brigade (CAB, MD ARNG) closing out operations in Iraq and establishing the aviation foundation of Operation Enduring Freedom – Kuwait (OEF-KU).

With units and Soldiers from Maryland, Kansas, South Carolina, Florida, Alabama, Kentucky, Mississippi, and Rhode Island, Task Force Normandy provides critical aviation support throughout Kuwait, and is prepared to resume operations in Iraq as needed.

Meanwhile, the Guard continues to support OEF in Afghanistan. Currently

our support is centered on three cargo helicopter companies, three MEDE-VAC companies, and one command aviation company, but shortly the Guard will deploy an attack-reconnaissance battalion plus one attack-reconnaissance company, resuming kinetic aviation operations for the first time since March 2010.

The ARNG continues to support the on-going Kosovo mission with an aviation task force. Led by 1-112nd Security and Support (S&S) Battalion (ND ARNG) and comprised of soldiers from North Dakota, New Jersey, Wisconsin, and Wyoming, Task Force Talon conducts both traditional aviation tasks and community support.

The Guard's fixed wing fleet – the Army's largest – also continues to provide unique capabilities to the ground commanders worldwide, including TF ODIN (Observe-Detect-Identify-Neutralize) and TF CEASAR (Communications Electronic Attack with Surveillance and Reconnaissance), both of which operate in Afghanistan.

The Guard also supports the U.S. Special Operations Command (USSO-COM), by training Cessna 208 Caravan crews who will eventually operate in Africa. Meanwhile, Guard C-12s, C-23s, and C-26s continue to support op-

erations overseas as they have for many years.

Staying Busy at Home

Guard aviation continues to conduct domestic operations here in the U.S. as well. FY11 was a typical year, as the Guard responded to Hurricane Irene with 42 aircraft from 14 States, fought wildfires with over 10,000 Bambi Bucket® drops, flew countless counterdrug missions, and conducted 44 civil rescues in response to floods and tornados.

Recently, the ARNG began aviation operations along the Southwest Border of the U.S. This Defense Support to Civil Authorities (DSCA) mission is led by the U.S. Customs and Border Protection (CBP), and will extend through 2012.

The Guard effort comes from 30 States, is led by 2-151st S&S (SC ARNG), and showcases our security and support capability through the employment of 19 OH-58s and UH-72s on detection and monitoring operations.

Flying Hard, but Flying Safe

With just six Class C mishaps to date, FY12 shows a significant improvement in our accident rate as compared to last year. Commanders and leaders at all levels are commended for their efforts to incorporate composite



Task Force Normandy's commander COL David Carey and CSM Thomas Beyard case the colors on December 14, 2011, signifying the end of the brigade's mission in Iraq.



The sun rises on CW3 Rodney Bryan and COL David Carey as they prepare to depart Camp Adder in their CH-47 on the last aviation mission supporting Operation New Dawn, Dec. 18, 2011.



SGT Nathanial Wood and SGT Lee Peterson from 1-112nd Avn. (ND ARNG) prepare to hook up a slingload as part of aviation general support operations in Kosovo.

risk management into their mission planning and approval processes.

ARNG will launch its next safety campaign this summer. The theme remains STOP The Loss, and this campaign joins ARNG Safety with its other partners that focus on mitigating the risks common to our Soldiers, civilians, and family members – occupational health; health promotion; behavioral health; chaplain; family; resilience, risk reduction, and suicide prevention (R3SP) programs, and our state safety managers.

Preparing the Force

The four ARNG Aviation Training Sites (AATS) continue to serve as key satellite campuses to the main university at Fort Rucker, evolving to provide high-quality, post-graduate flight and enlisted training as requirements change.

As AH-64D workload diminishes at the Western AATS (WAATS), that institution will develop UH-60 and UH-72 capabilities to address the growing requirements for those platforms.

The Fixed Wing AATS (FWAATS) will soon institute Aerial Sensor Operator training, as their C-23 training load wanes. The High-Altitude AATS (HAATS) has fielded CH-47Ds and will expand their capacity to teach power management and mountain flying in that airframe. The Eastern AATS (EAATS) will sustain their current program, providing critical cargo and utility training for all components.

Modernizing and Transforming

The Guard fleet continues to modernize. Seven of eight authorized attack reconnaissance battalions have transitioned into AH-64Ds, with the last battalion to be fielded by FY14;

and the Guard is projected to start fielding Block III Longbows in FY16.

The Guard is half-way (53%) through its fielding of the UH-72A, with 113 of 210 aircraft on-hand (40 aircraft to be fielded in FY12, total fleet fielding to be completed in FY16).

CH-47F fielding continues, with 25 of 161 aircraft on-hand (two companies to be fielded in FY12, total fleet fielding to be completed in FY18).

The Guard has accepted about 70 UH-60Ms, but still has well over 400 UH-60As in its fleet. UH-60 modernization may take decades, due to the size of this inventory.

The FW Utility Aircraft (FUA) Initial Capabilities Document (ICD) is scheduled for approval by the Joint Requirements Oversight Council soon, and modernization of the total Army's C-12 fleet is projected to begin in FY16.

The ARNG divested four C-23 aircraft in FY11 and is on track to divest another four in FY12. Plans are in place per Army Execution Order to divest the remaining aircraft by the end of 2014.

Flight Medic Training

The ARNG has been intimately involved with the recent initiative to improve patient enroute care by our MEDEVAC units, specifically by the 68W Flight Medic. When Company C, 1-168th MEDEVAC (CA ARNG) deployed to Afghanistan recently, they did so with a complement of fully-trained, National Registry Emergency Technician-Paramedics. The results were startling – the units achieved significantly higher survival rates.

Today we are leveraging this lessonlearned to enhance flight medic training. Paramedic and critical care training not only meets today's mission requirements but will revolutionize our capability to provide far forward advance trauma in support future operational concepts and mission requirements.

As a result, the U.S. MEDCOM commander approved \$40 million to train all 68W Flight Medics to this standard over the next five years. Starting with a pilot program in FY12 (in which the ARNG has 20 quotas), the goal is to have all Guard flight medics certified by FY18.

Looking Forward: Campaign Plans, Metrics, and the new ARFORGEN

ARNG Aviation remains well-integrated into a number of strategic planning domains. It has developed its strategic objectives as part of the ARNG Campaign Plan, is participating in the development of the Aviation Campaign Plan, and developing performance metrics for State and unit use.

In coordination with ARNG-G3/G5, it has also begun planning for post-2015 Force Generation options.

As we continue as an operational force, ARNG Aviation is and will remain well-postured to successfully accomplish its dual mission, and provide combatant commanders and State leadership with an aviation capability that is second to none.

The Nation can, and should be, proud of its aviation militia – ARNG Aviation.



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

COL (Ret.) Kevin Scherrer is a support contractor with System Studies and Simulation, Inc.



J.S. Army Aviation's 2030 Vision is a vital step in meeting the demands of future battlefield operations. Since its inception as the Army Air Service during WWI, Army Aviation has grown into a major, multifacted component of the Army Fire and Maneuvers Branch.

To further the operational capabilities of the branch, the 2030 Vision strives to incorporate U.S. Army Reserve (USAR), National Guard, and Active Component assets so as to meet the demand of next generation of manned and unmanned missions.

By looking to the future, the Aviation Branch will continue to evolve by developing a redesigned, modernly equipped and competently manned force. The end state is a force that will provide an unmatched decisive action capability in support of unified land operations.

USAR Aviation Structure

The Army Reserve aviation force of 2030 consists of the United States Army Reserve Command (USARC) Aviation Directorate, one theater aviation command (TAC), one theater aviation



LTC James O. Posey, Jr. and CPT Nathan Chernecke of 8-229th Avn., 2011 AAAA USAR Aviation Unit of the Year, conduct operations in support of Operation New Dawn in Iraq, Mar. 24, 2011.

brigade (TAB), two armed reconnaissance battalions (ARB), two general support aviation battalions (GSAB), two theater aviation battalions (TAB), one aviation support battalion (ASB), one airfield operations battalion (AOB), one corps support aviation company (CSAC), one multi-composition (Active-Reserve Component) heavy helicopter company, and three medical evacuation (MEDEVAC) companies.

USARC Aviation Directorate

The Aviation Directorate, located at Ft. Bragg, NC, is led by COL John Newcomer and maintains executive authority for all aviation policy, directives, and procedures and provides overall management of all Army Reserve Aviation programs. In concert with the MEDEVAC proponency, the USARC Aviation Directorate is implementing a program of instruction for a Flight Medic Emergency Medical Technician-Paramedic course.

Precision Approach Radar Simulator

USAR Aviation developed the first fully accredited unit-level air traffic control (ATC) simulator system in the Army. This system, located at, provides a simulation training strategy that closely replicates real-life air traffic control situations.

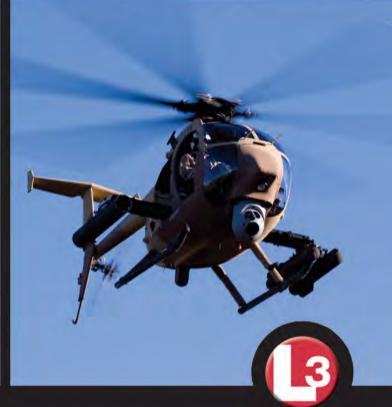
The scenarios used during the simulation test air traffic controllers under high-traffic-density conditions with multiple types of aircraft, eliminating the cost and danger of replicating similar conditions with manned aircraft.

Fully accredited by the Department of Simulation, this system can be used to account for 50% of controller readi-











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ness level (RL) progression requirements and most phases of fixed base training, making it a valuable and cost effective tool for commanders.

11th TAC

All USAR tactical aviation falls under the functional command and control of the 11th Theater Aviation Command (TAC). The 11th TAC, activated September 16, 2007, is commanded by BG Peter Quinn and CSM Neil Heupel, and headquartered at Ft. Knox, KY.

It functions as both a war fighting headquarters and as a functional command (FC). The 11th TAC provides command and control for all Army Reserve Aviation to include more than 4,500 Soldiers and military technicians, 190 helicopters and fixed-wing aircraft, and 17 Aviation Support Facilities across the .The 11th TAC consists of the 244th Aviation Brigade and its four subordinate battalions as well as five direct reporting units.

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

244th Aviation Brigade

The 244th Aviation Brigade, "War Hawks," under the Command of COL Michael N. Claybourne and CSM James

Peter Matthews, is headquartered at Joint Base McGuire-Dix-Lakehurst, NJ. It is the largest Aviation Brigade in the U.S. Army and consists of two general support aviation battalions, one C12/UC-35 fixed wing battalion, and one aviation support battalion.

It has subordinate units and facilities located in 14 states and 18 different locations. Its personnel consist of a mix of Active Component and Reserve Soldiers as well as Department of the Army Civilians and contractors. The brigade's mission is to conduct theater aviation operations to support military operations of war for the Combined Forces Land Component Command.

2-228th Aviation Regiment

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

The TAB executes utility operations and is readily available for OCONUS and domestic support operations.

Company C recently self-deployed two C-12V aircraft and crew from Ft. Bragg, to Al Udeid Air Base, Qatar. While there, the unit will provide theater airlift for CENTCOM in support of Operation Enduring Freedom.

7-158th Aviation Regiment

One of two USAR multi-component GSABs, the 7-158th "Longhorns" is

headquartered at Ft. Hood, TX with subordinate units in five states. Elements of the 7-158th have been mobilized as a Defense, Chemical, Biological, Radiological and Nuclear Reaction Force (DCRF) in support of homeland security.

Companies A, D and E are co-located with the battalion headquarters. Company B (CH-47D) is located in New Century, KS. F/7-158th (MEDE-VAC) is split between Ft. Carson, CO, and Kingsville, TX.

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

5-159th Aviation Regiment

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

Company A (CAC) and Company F (MEDEVAC-AA) are both located in Clearwater, FL, with Company F currently providing MEDEVAC support in Afghanistan.

The "Hook-ers" of Company B, 1-214th (CH-47D), are located in Ft. Lewis, WA and have been working with the Department of Interior, the Air Force and the National Parks Service since 1998 to provide high altitude search and rescue operations at Mount Rainier National Park.

Company C, a HH-60 multi-component MEDEVAC-AA unit is affiliated with the Wyoming National Guard.

90th ASB

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

Direct Reporting Units

2-58th Aviation Regiment

The 2-58th Airfield Operations Battalion, based at Ft Rucker, provides airfield management, terminal air traffic control services, and tactical control for its assigned airspace. The unit is currently providing air traffic control support in Kuwait.

8-229th Aviation Regiment

The "Flying Tigers" of the 8-229th, an armed reconnaissance battalion, is located at Ft. Knox, KY and is fully fielded and qualified with the AH-64D Longbow aircraft. During Operation New Dawn, this veteran reserve unit was task organized as the largest aviation battalion task force in the Iraqi Joint Operations Area.

As a result of their achievements overseas, the 8-229th was named the AAAA Army Reserve Aviation Unit of the Year in 2011.

1-158th Aviation Regiment

1-158th, the Army Reserve's second ARB, is headquartered out of Conroe, TX, and is also fully fielded with the AH-64D Longbow aircraft.

Re-designated in 2008, the unit previously received 28 Presidential Unit Citations for distinguished service for participating in Campaigns of the Civil War, the Indian Wars, the Spanish American War, the Mexican Expedition, World War I and World War II.

6-52nd Aviation Regiment

The "Flying Dragons" of the 6-52nd TAB is the Army Reserves' second fixed wing battalion and consists of both C-12 and UC-35 aircraft. The bat-

talion headquarters is located at Los Alamitos, CA with units at Ft. Knox, KY, Ft. Hood, TX, and Ft. McCoy, WI.

Company C is preparing for an upcoming deployment to Qatar in support of Operation Enduring Freedom and recently received the AAAA Fixed Wing Unit of the Year Award.

339th Military Intelligence Company

The 339th MI, a corps support airplane company consisting of C-12 aircraft, is located at Carswell JRB in Texas and recently returned from a long presence in OND/OIF. The unit, in conjunction with Joint Task Force North, is investigating possible DoD support to domestic law enforcement agencies performing counterdrug operations.

USAJTD

Since 1997, the U.S. Army Jet Training Detachment (USAJTD) based out of Dobbins Air Reserve Base, GA, has been conducting UC-35 aircraft qualification training and recently received accreditation of its training mission by the US Army Aviation Center of Excellence (USAACE).

The USAJTD, led by LTC Mickey Stewart, serves as the proponent for the UC-35 program and is under the command and control of the USARC Aviation Directorate. This multi-component unit is solely responsible to the Department of the Army for all UC-35 aviator aircraft qualification, UC-35 instructor pilot training and certification, and UC-35 training standardization and doctrine development for Active and Reserve Aviation as well as the National Guard.

Army Reserve Aviation continues to uphold its distinguished history by simultaneously conducting a multitude of current operations and preparing for the operational requirements of the future.

Since 9-11, over 80% of USAR aviation units and Soldiers have deployed in support of overseas contingency operations, domestic operations, humanitarian relief efforts, and numerous other joint, combined, contingency, and special operations missions.

While successfully meeting these requirements, Army Reserve Aviation continues to evolve through its ongoing efforts to achieve the 2030 Vision for the future operational force.



LTC Lori L. Daniels is the division chief for Aviation Training and Standardization, U.S. Army Reserve Command, stationed at Fort Bragg, NC.





t 14:46 JST on March 11, 2011, a major earthquake occurred that measured magnitude 9.0, making it the largest observed in Japanese history. The powerful tsunami triggered by the earthquake caused massive and extensive damage by submerging settlements along the Pacific coastlines of Iwate, Miyagi and Fukushima prefectures including the nuclear reactors of Tokyo Electric Power Company's Fukushima Daiichi Nuclear Power Station which developed radiation leaks.

I express my sincere condolences to the families of those who were killed in the earthquake and sympathies to those who were affected.

I also express my sincere appreciation to every aviation unit around Japan and everyone around the world, including the members of the U.S. Forces, who rushed into the affected area in the wake of disaster.

As the commander of Northeastern Army Aviation Group, I'm proud to report to all of you that we have accomplished our disaster relief mission without any aviation accidents. What follows is my analysis of the reasons for our mission success and lessons learned during this operation.



A JGSDF UH-60 rescuing personnel with a hoist.

Activities of JGSDF

In order to strengthen activities in the devastated area, the Joint Task Force for the Great East Earthquake was formed under the Commanding General of Northeastern Army, Japan Ground Self Defense Forces (JGSDF) and included forces from the Yokosuka Commanding General, Japan Maritime Self Defense Forces (JMSDF) and the Air Defense Commander, Japan Air Defense Forces (JASDF).

Approximately 500 members, mainly from JGSDF's Central NBC Weapon Defense Unit and others coming from JMSDF and JASDF were mobilized specifically for the nuclear disaster.

When numbers were at their largest, they reached approximately 107,000 members of Japan Self Defense Forces (JSDF), including ready reserves and regular reserves, and approximately 540 aircraft and 60 vessels.

Activities of the U.S. and Other Forces

U.S. Forces named its humanitarian assistance and disaster relief operation "Operation Tomodachi (friends)," and mobilized approximately 16,000 personnel, 15 vessels and about 140 aircraft. They conducted large-scale support activities including search and rescue, transporting supplies, restoration of Sendai Airport, clean-up of school buildings in preparation for the new school term, removing rubble in Kesennuma Ohshima, and joint concentrated searches for missing people.

The Australian Defense Force (ADF), the Republic of Korea (ROK), the Royal Thai Armed Forces, the Israel Defense Forces and the French Ministry of Defense dispatched their

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LR-1 is JGSDF's liaison and reconnaissance aircraft reconstructed from MU-2, acquired since JFY 1967.



OH-1 is a successor of OH-6D started development in 1992 as an all-made-in-Japan aircraft; maiden flight in 1996. The search-site on the upper-rear of its rear seat enables it to search and identify enemy ground forces during day and night.



UH-1J is improved version of UH-1H, powered by the same engine as the AH-1S, acquired since JFY1993.



AH-1S is JGSDF's anti-tank helicopter equipped with TOW anti-tank missiles, 2.75 inch rocket-launcher, and three-barreled 20mm gun, domestically produced since JFY1984.



UH-60JA is used for a broad range of operations including air assault and disaster relief missions, acquired since JFY1995.



LR-2 is a successor of LR-1, being modified from King Air 350 by mounting special equipment including reconnaissance camera and patient stretcher; introduced in JFY1998.



AH-64D is a successor of AH-1S, acquired since JFY2005, equipped with Longbow radar, data-link system, air-to-air missile "Stinger", 2.75 inch rocket, Hellfire missile, and 30mm gun.



CH-47J is JGSDF'S helicopter for transporting large equipment including medium-sized howitzers and large trucks, acquired since JFY1984.



OH-6D is JGSDF's main observation helicopter, acquired since JFY1979.



UH-1H is JGSDF's utility helicopter, acquired since JFY1973.



CH-47JA is the upgrade version of CH-47J with longer range transportation capability provided by large fuel tanks, acquired since JFY1995.

personnel and equipment and conducted numerous support missions including air-transportation of supplies.

JGSDF Aircraft and Operations

In the earthquake disaster relief mission, JGSDF aircraft were used for lifesaving missions at first, and then for various missions such as searching for missing persons and the aerial transport of assistance to isolated areas.

Moreover, for the nuclear disaster relief mission, CH-47s from the 1st Helicopter Brigade, JGSDF were employed to drop water on Unit 3 of the Fukushima Daiichi Nuclear Power Station plant No.3 machine using aerial firefighting equipment.

Great Efforts of the Aviation Personnel

The soldiers of Northeastern Army Aviation Group, despite being personally affected by the earthquake, accomplished their mission to the full extent of their abilities from the beginning of the disaster to completion thereby regaining the brightness of Michinoku (the Tōhoku region of Japan). Every soldier exerted around-the-clock effort.

Northeastern Army Aviation Group was augmented to a large extent by units from all around Japan and their support was extremely helpful as well. Their numbers and outstanding spirit filled me with courage.

I'm proud of aviation personnel who devoted themselves to their activities and thankful especially to the reinforcement units all over Japan for their assistance to the victims and their support to us, because we could have accomplished nothing without their help.

Importance of Military Airfields and Camps as Strong Points

There is a shrine called "Namiwake (which means wavedivide) Shrine" about a quarter mile toward the coast from Camp Kasuminome, a JGSDF camp for Northeastern Army Aviation Group in Sendai City. This shrine had been erected at the time of an ancient tsunami disaster to commemorate the point where the tidal waves reached. Kasuminome airfield in the camp was not affected by the tidal waves because it was on the land-side of the shrine. Additional protection from the tidal wave was provided by the banked structure of "Sendai East Highway" which had been constructed in 1994 and runs parallel to the coast, about 2 miles away from the camp .

Because Sendai Airport, a civilian airport located southeast of Sendai city, and Matushima Airbase, a JASDF base located north-east of Sendai city, were severely damaged by the tidal waves, nearby Kasuminome airfield, a small airfield with only a 2,300 feet runway, became a major rally point for the disaster relief mission.

Thus, an incredible number of helicopters belonging to JSDF aviation units, Japan Coast Guard, Fire Department, U. S. Forces, other government offices and civilian organizations were assembled at Kasuminome airfield for parking, refueling and maintenance.

Some medical treatment facilities including staging care units (SCU) were established at the temporary shelters constructed on Kasuminome airfield and were filled with many military medics and civilian medical personnel for disaster relief missions.

The facilities of Camp Kasuminome were also utilized as temporary evacuation centers for refugees from neighboring areas and survivors who were rescued by helicopters. We also provided bathing facilities for the disaster victims and supplied gasoline for civilian public institutions.

The disaster relief mission highlighted the importance of military facilities as strong points for its activity. The military camps and airfields must be maintained even in a fiscally constrained environment.

Importance of Equipment, Training and Mettle

The night of March 11th was exceptionally dark because of the electric power failures and thick clouds. The helicopters of organizations other than JGSDF could not conduct any rescue mission because they lacked night vision devices

to see terrain features and could not approach buildings.

The JGSDF's helicopters could conduct the rescue mission because they were equipped with night vision goggles, the crews were trained for rescue activities including hoist operations, and each crew had the mettle that said, "If not me, then who?"

The main factors that allowed us to achieve our mission were our sophisticated equipment, our rigorous training, and our strong mettle. "To train ourselves as if we were on an actual mission," and "to conduct actual missions as we would in training" are important for us to accomplish our mission and maintain our mettle.

Leadership as the Group Commander

During the disaster relief mission, I required my subordinates "to be bright and energetic" and "to be flexible." "To be bright and energetic" required my subordinates to find ways to fulfill their mission, even in the most severe situation. At the end of each daily briefing, I always concluded with the words "Let's be bright and energetic all day again today."

The words "To be flexible" required them to find a way to deal with every mission without quitting; that even the missions with low probability of success must be re-considered and accomplished in other ways or by other means. Especially, in the case of rescue tasks, the aircraft must take-off as soon as possible, even if the task itself might be canceled by the confusion at the beginning of disaster.

I always said, "If not me, then who?" and "If not now, then when?" in order to keep my subordinates' mettle high.

I also warned them to make weather decisions carefully before and during the flight, and not to hesitate to make a precautionary landing in the case of inadvertent instrument meteorological conditions.

Ensuring Aviation Safety

Very few unsafe conditions developed during this disaster relief mission, because all aviation personnel carried out their duties with high motivation, morale and concentration.

Their efforts to conduct missions quickly and surely enhanced aviation safety and avoid unsafe conditions. Another factor that ensured our safety was that we always considered the basics and fundamentals as an important part of aviation safety.

These basics and fundamentals enabled us to act in safe ways and avoid unsafe conditions even under the uncertain situations which often occurred during this disaster relief mission

The fact that Kasuminome airfield control tower achieved 10,000 aircraft movements on June 20, 2011 in only 102 days since the wake of disaster, was another validation of our efforts in aviation safety.

As an aviation safety special staff officer of Northeastern Army, I visited the deployment areas of my subordinate units to confirm safety conditions and encouraged my subordinates who were working under severe circumstances in unfamiliar territory.

Conclusion

It is my great pleasure that we successfully completed all missions in the face of this catastrophe and in such a way as to be worthy of being remembered for all posterity.

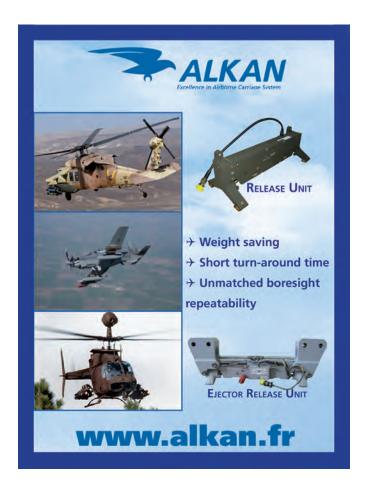


A JGSDF CH-47 transporting passengers and supplies.

I express my heartfelt gratitude and share the satisfaction with all of you of achieving this most worthwhile mission.

COLAraseki is the commander of Northeastern Army Aviation Group, JGSDF who served as the commander of augmented Northeastern Army Aviation Group under the command of Joint Task Force Commander organized to conduct disaster relief operations following the Great East Japan Earthquake.

Translation by MAJ Kenji Kagemoto, Northern Army Aviation Group, JGSDF

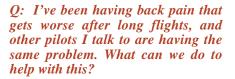


Ask The Flight Surgeon



Dealing With Lower Back Pain Part II

By Dr. (LTC) Joseph Puskar



FS – Last issue we discussed some of the factors leading to increased susceptibility to back pain and other spinal problems in military aviators. This month we'll cover some of the ways we can help to prevent injury of the spine.

In aircraft design we try to minimize vibrations transmitted to the aviator as much as possible. Adding vibration dampeners in seats, engine mounts, and rotor systems helps.

Lighter weight helmets and night vision devices, vests and survival kit, and allowing individual modification of vests for comfortable fit can help prevent spine injuries.

Regular exercise helps strengthen the abdominal, pelvic and para-spinal muscles that stabilize and support the spine. This will also help you maintain ideal body weight and thereby reduce the forces exerted not only on the spine but other joints as well.

Swimming

Swimming is one of the best exercises you can do to strengthen your back. It works every muscle in your body, stimulates circulation to the spine, increases flexibility, and is one of the best aerobic exercises for cardiovascular fitness.

With the freestyle stroke the gentle twisting motion of the upper body and torso relative to the pelvis and legs helps to properly align the vertebrae, and the buoyancy of the water relieves the compressive forces on the vertebrae further stimulating circulation to the spine, inter-vertebral discs, and surrounding muscles.

An inversion table may accomplish the same thing for you, and stretch back and pelvic muscles as well.

Other good swimming strokes for back pain and injury rehabilitation include the sidestroke and the breaststroke. Avoid any quick jerking or twisting motions of the neck and lower spine. So try to work some swimming sessions into your fitness routine if you are able to.

Exercises

Abdominal and core muscle strengthening exercises are a basis of injury prevention and rehabilitation.

Fully supported abdominal crunches, front and side planks (hold for at least 30 seconds and work up to one minute), the prone bridge where you start from a front plank and raise an opposite arm and leg straight out and hold, and the back bridge are great back strengthening exercises. Also try the lying down hamstring stretch, double knee to chest stretch, standing backward bend, and quadriceps stretch.

Notice many of these are similar to the old-school Army calisthenics? If done properly, calisthenics can be good for the back and a great totalbody workout too!

The Ball

An exercise ball core muscle workout routine including crunches, sit-ups, pushups, and planks can help you recruit further stabilizer muscles while helping to support the lower back. The ball also makes for healthy office chair.

Try a Nerf football between your car seat and your lower spine for lumbar support, and to help keep your lower back from slouching on long drives. Lift your buttocks off of any seat at least every hour to allow some blood to circulate into your hip joints and muscles.

Even just a few minutes of these exercises a day can go a long way to preventing back pain and injury. Try to mix them up, and do some different ones every so often to add some vari-



ety and make it fun and challenge those muscles in some new ways.

If you're inclined to try yoga-type exercises look up the Five Tibetans lower back routine on You Tube. An instructor will take you through the moves to help strengthen the spine and improve circulation.

Avoiding excessive use of alcohol, tobacco and other substances that are toxic to bones, and maintaining good nutrition in general, and adequate calcium, magnesium, and phosphorous, and vitamin D intake can help make your vertebrae less susceptible to injuries such as compression fractures from high impact forces or carrying heavy loads.

Danger Signs

Although lower back pain is usually self-limited and will resolve within a few weeks to months, there are some danger signs to be alert for. Should any of these develop see your flight surgeon.

Pain caused by a fall from height, vehicle collision or crash, or a similar high-impact injury should be evaluated immediately, and so should any loss of bowel or bladder control or difficulty urinating, or numbness in the genital, anal, and inner thigh areas.

These can be signs of entrapment of the lower spinal cord; this can be a surgical emergency.

Persistent or worsening muscle weakness in the hips or legs, vertebral tenderness or pain, and numbness, burning, or tingling sensations that don't resolve or worsen over a period of three weeks or more are indications for physician evaluation and further treatment.

Safe flying- see you at the flight line!

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. 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. (LTC) 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.

- ** **



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Welcome to the Thunderbird Chapter!

By COL (Ret.) Robert D. Carter



Thunderbird Chapter Members listen to MAJ Rob Walker, VP of Programs talk about AAAA Awards during the inaugural chapter meeting on Apr. 21, 2012 at Alfredo's Mexican Café in Edmond, OK.

he members of the Army Aviation Association of America (AAAA) have made another significant achievement in the Association's history – the 71st chapter. Welcome to the Thunderbird Chapter from the great State of Oklahoma. COL Jon Harrison and MAJ Keith Varner, president and senior vice-president respectively, have agreed to tell us a little about their chapter so we can spread the word.

We are proud to introduce you to the newest AAAA Chapter, the Thunderbird Chapter in Oklahoma City, OK.

Oklahoma has a proud history as the birth place of Army Aviation with the first Army Liaison Pilots trained at Ft Sill, OK. The legacy of innovation and excellence of the "Originals" continues in our Army Aviation support facilities in Lexington, OK and Tulsa, OK where we operate UH-60, CH-47, OH-58, C-12, and C-23 aircraft in support of both state and federal missions.

Oklahoma Army National Guard aviators are proud of their past accomplishments which include service with the 160th during the birth of Special Operations Aviation, and our service in Bosnia, Kosovo, Iraq.

We continue our engagement in Afghanistan and the Horn of Africa, while fighting wildfires at home and staying prepared for any contingency or emergency.

Our history with Air Traffic Services is also proud and distinguished, having deployed an ATS company for SFOR and KFOR, and both an ATS Battalion and ATS company to OIF III. More recently Oklahoma deployed the first Airfield Operations Battalion to OEF.

We are proud of our association with the 45th Infantry Brigade Combat Team, the famed "Fightin' 45th" with service in World War II, Korea, Bosnia, Iraq, and Afghanistan.

We are proud to be Thunderbirds, and proud that our AAAA Chapter bears that name. Like the motto of the 45th, "Semper Anticus, Always Forward," we will strive to improve and grow our organization, while being a meaningful and active participant in national programs that support and advocate for Army Aviation.

In addition to being the birthplace of Army Aviation, Oklahoma is also one of the birthplaces of modern aviation and continues to have strong ties across the aviation industry.

From the early innovations of famed aviator Wiley Post, to the former home of the Aero Commander plant, to the latest innovations in unmanned aerial systems at Oklahoma State University, Oklahomans have always been in the forefront of aviation innovation.

As the home of the FAA's Mike Monroney Aeronautical Center and the American Airlines maintenance hub in Tulsa, Oklahoma continues to be a leader in the aviation industry.

The 109 members of the Thunderbird Chapter come from the military and industry and are all proud to be a part of AAAA and look forward to a bright future for our Branch, our industry, and our Association.

Always Forward! Thunderbirds!

I thank Jon and Keith for their diligence in building our newest chapter and highlighting its background in the above words.

Feel free to contact me to help your Chapter or obtain clarification of National procedures. If you have an idea of a subject that needs to be transmitted across our 71 chapters, let me know and I will use this column as the voice across the Association.

Next month I will highlight some of the subjects raised at our Professional Forum in Nashville. As a reminder my email address is *bob.carter@quad-a.org* – drop me a line. See you next month and thanks for the opportunity to serve the Aviation Soldiers and their families.

COL (Ret.) Bob Carter AAAA Vice President for Chapter Affairs

AAAA Functional Awards Open For Nominations

Presented at the Annual AAAA ASE Forum Suspense: July 1

■ AAAA ASE Award ■ AAAA Avionics Award

Presented at the Luther G. Jones Aviation Summit Suspense: August 1

■ Donald F. Luce Depot Maintenance Artisan Award

Presented at the Annual AAAA UAS Forum Suspense: August 1

■ AAAA UAS Soldier of the Year ■ AAAA UAS Unit of the Year

Send in Your Nominations Today!

www.quad-a.org

AAAA Membership Memo



Double-tap

By CW5 Mark W. Grapin

arrant officers aren't generally joiners. Less than twenty percent of our Quad-A membership consists, in fact, of those wearing a spotted or striped bar. When we contrast that to the comparable demographics across professional association lines, the numbers become very concerning.

In the U.S. Army Warrant Officers Association (USAWOA), for instance, the percentage of the Warrant Officer Corps that wears aquamarine blue for their Branch color is about half the numerical force – yet only about 17 percent of the USAWOA membership wears the prop and wings.

If we replace the first two words in the last paragraph, what changes? Is the statement still true? Whether you wear the shirt-and-tie of an industry partner or service civilian, or stripes and rockers, or a cluster or star, can the same be said of your demographic?

We are, in fact, all joiners. When we raised our right hand and swore-in as a service civilian or uniformed member, we checked into the net. We follow our pay charts, and each want for something improved in our respective foxholes. As an industry partner, we stoop over a drafting board to trace-out the next generation framice, fire up the lathe and press to make another thousand of them, then crate them up and ship them to our Army Aviation end-item user – grateful that our voice was heard over our nearest competitor. We all want our voices heard. We all want something improved. At the very least, we all want to hold the hard-won ground.

When I make it home from the field, flight line, or office a couple of evenings a week, I swap-out my ACUs for a tan blouse and green slacks more consistent with my adult leader role in the Boy Scouts of America.

More often than not, I find my way into a Nordstrom suit on Sundays, and logging some knee mail from the third pew. And when all that is done, I put on a polo shirt and pair of jeans, and find my way to the home owner's association meeting on the second Tuesday of each month. Each of these uniforms reflect a set of interests and values; and substantially benefit in one form or another from a collective voice much louder than mine alone.

As an individual, I'd like to see Aviation Career Incentive Pay parity between the Compos; I'd like to see more funds available to the kids for their camping programs; I'd like a little more cushion on the prayer rails for my tired knees; and I'd like to ask the owner of the elephant who visits my front lawn each morning to clean up their own business.

And while I am but one individual, my varied interests from my singular foxhole all benefit from the strength of organizations specifically designed and chartered to represent these unique interests.

So when asked, "Why should I also belong to your organization – isn't that other one enough?..." my answer is invariably "Not likely." Some new membership cards find their way into my wallet, but not all stay there. And there's a cost-benefit analysis that accompanies each one. The decision process behind this analysis requires some proactive effort on the part of the association vying for my membership dollars (that is, tell me what you've done for me lately); and on my part in careful selection of those professional associations which may best represent my interest in a given subject – or subjects.

I would suggest a few minutes of membership inventories would be well-invested; and if your eyes have found these words, you are moments away from tending that chore (finish the article, first, though...).

Sit Back Down, Chief – There's Still Money on the Table!

If you're a Quad-A Chapter Officer who hasn't closely scrutinized the Members Without Affiliation column



It's time to inventory the membership cards in that purse or wallet – ensuring each continues to represent our best interests. That Quad-A card will surely be near the very top of your "must keep" stack!"

just a few pages farther in this magazine, you are leaving your chapter's dollars on the table.

When serving as a Chapter Secretary, I would look each of these names up in my local server, and send each an email – inviting them to be members of our local chapter. The vast majority of those responses were favorable, and I was always quick to give my new prospective chapter member a good handoff to a more local chapter if they expressed that preference.

No member should be an unaffiliated member – effectively leaving a vacuum of information to persist on what our Association is doing for its local members. If you're deployed (or deploying), the tab's on us!

Call the AAAA National office (1-203-268-2450 or *aaaa@quad-a.org*) and let us know you're headed out — we'll push your membership out another year at no cost.

Not yet a member? Same phone call or email from your deployed foxhole gets you a free membership for a year. Details on each of the membership programs are further described in the AAAA InfoFile, and I welcome your questions at mark.grapin@quad-a.org.



CW5 Mark W. Grapin AAAA Vice President for Membership

AAAA Spouses' Corner



Free 2 Teach – The First Free Teacher Supply Store in Alabama



Judy Konitzer

By Leslie Bruton with Judy Konitzer

I feel privileged to present this article this month as it truly exemplifies the genuine volunteer efforts of our military spouses. It is a well known fact that spouses contribute greatly to their communities whether they be on posts throughout the world or in their own neighborhoods. And retiring from the active force does not mean retirement from trying to make the world a better place!

In recent years, the majority of public school teachers have admitted to spending \$500-\$1,000 per year for classroom supplies, and many spend even more. When Eula Battle, now a retired teacher and wife of Huntsville Mayor Tommy Battle, first began teaching, she was given \$525 from the State of Alabama for classroom supplies. Four years ago, the allocation was reduced to \$400 per teacher.

When the economy worsened, teachers were given no money to assist with this financial burden, but for the 2011/2012 school year, they received \$134. With this money they are expected to buy enough supplies to last an entire year! This is especially difficult in schools where the students arrive with nothing, not even a pencil, and look to their teachers for support.

As a teacher, how do you deal with this issue of having no classroom consumables and no budget to buy any? As former educator Nancy Jones puts it, "Unless you've got an active PTA, generous parents, or someone willing to open their checkbooks, you pay for it yourself or you do without."

A Teaming effort to Create Free 2 Teach

Nancy and Eula first developed the idea for a free teacher supply resource one year ago, while they were helping a friend with a backpack drive for foster children in Madison County.

They realized that while a child was receiving needed supplies for school,



Pictured from left: Lynn Carden, wife of COL (Ret.) Mike Carden; Cindy Curran, wife of LTG (Ret.) Mark Curran; and Nancy Jones wife of LTG (Ret.) Tony Jones and co-founder of the Free2Teach Store join in volunteer efforts to get ready for the grand opening in July. The store will provide much needed free supplies to teachers as well as students in the Huntsville area.

such as crayons, markers, paper and pencils, they were so cherished that they might be kept at the child's home. This sparked the question, "How can we get these supplies into our schools?"

Shortly after, while vacationing with her grandchildren at Disney World in Florida, Nancy took an opportunity to visit a long time friend, Linda Ryan, wife of COL (Ret.) Bill Ryan. Linda currently volunteers at a Free 2 Teach store (A Gift for Teaching) in Orlando. This visit helped Nancy realize that this was the type of organization she was hoping for and it could work in Huntsville.

When Nancy and Eula later flew to Orlando for a facility tour, they realized what a huge difference this type of resource would make in the Huntsville area, and what a huge relief it would bring to public school teachers in all three of their Madison County school districts. Armed with information and now energized and excited, Nancy and

Eula decided to team up and form the organization Free 2 Teach.

Free 2 Teach Finds a Home in Huntsville

Free 2 Teach will be the first free teacher supply store in the state of Alabama. The store is being housed in the old West Huntsville Elementary school, which is centrally located, thereby making it easily accessible to teachers from all over the county.

The media center, located just inside the school's front entrance, will house the store, while the large cafetorium will be used as the warehouse for large items and excess supplies.

Dr. Casey Wardynski, superintendent of Huntsville City Schools, has been very supportive of the organization since first meeting with Nancy and Eula in July of 2011, and it was he who graciously supplied Free 2 Teach with its new home.



Making Dreams Come True

50 years of Service to Army Aviation Soldiers and Their Families

Since 1963, the Army Aviation Association of America Scholarship Foundation has played an important role in supporting the education of Army Aviation Soldiers and their families. This year alone, the Foundation awarded over a quarter of a million dollars in Scholarships to Aviation Soldiers and Families. This would not be possible without constant and generous support from Industry and Private Donors from the Army Aviation Community.

For information on how you can contribute, please go to www.quad-a.org.

Scholarship Applications are due 1 May.

Scholarships are available for Officers, Warrant Officers, Enlisted Soldiers, Spouses/Children/Grandchildren and AAAA Members at Large.

AAAA Scholarship Foundation, Inc. 755 Main Street, Suite 4D Monroe, CT 06468-2830 p: 203-268-2450 f: 203-268-5870 aaa@quad-a.org

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Amelia McConnell Named Army Child of the Year

Amelia McConnell, daughter of COL G. Scott McConnell, and granddaughter of AAAA long-time life member, COL (Ret.) Lewis Mc-Connell, was selected as the 2012 Army Child of the Year.

After her big brother, 24-year-old Army SGT Andrew McConnell was killed in Afghanistan on Sept. 14, 2009, Amelia began volunteering for the Wounded Warrior Project. The varsity soccer player also volunteers money for cancer research. That charity is important to her because her fa-



Kathryn McConnell (left) and Amelia McConnell, 17, share a laugh before dinner at the fourth annual Military Child of the Year gala. Amelia was selected from more than 1,000 Army children for throughout her community at Carlisle her patriotism, dedication to family and leadership Barracks, especially helping to raise and received \$5,000 from Operation Homefront.

ther was diagnosed with leukemia in 2006 and she was inspired by his spirit; he not only went back to work after chemotherapy but deployed to Iraq in 2007 and to Afghanistan in 2010. "It was tough to have Dad gone again," she said. "Plus, he was going to the place where my brother was killed the year before." The aspiring graphic artist vowed to do everything she could to make life as easy as possible during the latest deployment. Her father is now a professor at the Army War College.

The Military Child of the Year awards recognize leadership, sacrifice and volunteerism and a child is chosen representing each of the Services from about 1,000 nominees by a committee of active-duty members, family readiness support assistants, teachers, military mothers and community members.

Amelia was flown to Washington, D.C. with her mother for a special recognition gala Apr. 5 where she was presented a \$5,000 check by Vice Chief of Staff of the Army, GEN Lloyd J. Austin III who praised the 17-year-old for her response to adversity by focusing her energies in a positive manner.

Mission of the Free 2 Teach store

The store will officially open in July to any full-time, public school teacher in the three school districts in the Huntsville area: Huntsville City, Madison City, and Madison County. This will include pre-kindergarten through 12th grade teachers in any subject or department. It will include 3,500 teachers in 84 schools and serve over 50,000 children.

However, in the beginning, priority will be given to those teachers working at schools with the greatest need in all three districts. The neediness of each school will be based on each school's free/reduced lunch statistics.

The store promises to always have seven core items on the shelves: #2 pencils, pens, crayons, washable markers, glue sticks, copy paper, and loose leaf paper. These items were identified by teachers as being essential to a child's success in the classroom.

Free 2 Teach is accepting donations of new and gently used items, but only new items will be given to students for classroom use and will be distributed as soon as they are available.

Examples of additional supplies to potentially distribute would be spiral notebooks, rulers, backpacks, lunchboxes, construction paper, scissors, art supplies, books for classroom libraries, and paper products like paper towels and Kleenex.

Companies Contribute and Volunteers Provide the Staffing

Several Huntsville companies, like Boeing and SAIC, have donated their excess office supplies like copy paper, power strips, filing cabinets, file folders, staplers, and tape dispensers for teachers to use in their classrooms! Target Corporate Headquarters in Minneapolis made a large donation of new classroom supplies that can be used by students.

The store will be run by all sorts of community volunteers, from individuals seeking to help our teachers, to companies contributing volunteer hours, to local service based organizations and high school clubs. To learn more about Free 2 Teach and to get involved, visit www.free-2-teach.org.

A Word about the Co-Founder

Nancy Jones and her husband LTG (Ret.) Anthony R. Jones raised three daughters while moving 24 times in 36 years. She says that education has always been her passion. After retiring from the Army in 2006, the Joneses settled in St. Louis, Missouri and eventually in Huntsville, Alabama.

For the past five years, Nancy has promoted partnerships and development for the Military Child Education Coalition (MCEC), a non-profit worldwide organization.

In this role, Nancy works to increase awareness of the challenges military children face as a result of frequent moves, recurring parent deployments, life transitions, and trauma and loss.

MCEC has developed and implements programs to help meet these challenges and works to build networks of support for all military connected children. In addition to that role and seeing the need in her own community, Nancy felt that developing an organization like Free 2 Teach would help teachers feel more appreciated.

According to Nancy, "We say we value education, but frequently it is the first budget area cut. We want teachers to feel that we understand how important they are. We value our kids, why don't we value their teachers?"

Nancy has enlisted the aid of other retired spouses to participate in this wonderful outreach and Huntsville is going to benefit greatly because of their efforts.



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

Leslie Bruton is the community relations director at Greengate School for Dyslexia in Huntsville, Alabama.

She helps to raise awareness for Free 2 Teach through print and social media, and by assisting with various promotional events.





head of America's entry into the Second World War, the Air Corps and Ground Forces waged an internecine struggle: those advocates of airpower seeking to complete their separation from the Army saw organic aviation in the Field Artillery as a direct challenge to their agenda for an independent air arm.

The idea of a separate air force was hardly a novel concept. On February 11, 1913, Congressman James Hay (VA) introduced a bill, H.R. 28728, which would have removed the Aeronautical Division from the Signal Corps; replacing it, instead, with an Aviation Corps as a separate branch among equals in the Army. Hay had a booster in aviator Captain Paul Beck.

The dissenters, though, were many and included such detractors as Ben Foulois, Billy Mitchell and a young airman named "Hap" Arnold. Among the arguments against the bill was that aviation had not yet developed to the extent necessary to justify an independent status.¹

This parochial outlook towards airpower would change with the advent of World War I. Here the airplane tore off the straightjacket of observation to go over to the attack with pursuit aviation, close support for ground forces, long-range reconnaissance, aerial photography and of course, strategic bombing.

And it was the last named that was to furnish the core principle for those airmen seeking to divorce aviation from the Army and proceed down the road to independence.

The Great War fostered the specialization of tasks that has come to characterize modern airpower. This specialization of tasks was nursed and weaned on evolving technologies such as radio communications, innovative doctrines and theories and the growing acceptance of the concept, "Command of the Air;" which, like "Command of the Seas," came to be seen as a prerequisite for victory within the shifting parameters of modern war.

And it was the strategic employ-

ment of airpower that provided justification for the cause; the cause being "the ability to strike deep into the enemy's rear to destroy his capacity to make war."

This, reasoned the airmen, would provide the prophylactic needed to prevent the gridlock and carnage that proved so costly during the Great War.

However this fixation on strategic airpower came at a cost: the marginalizing of tactical airpower and observation aviation. For it was the tactical use of airpower that confined aviation to the ground forces, a purgatory from which the Bomber Mafia was seeking to escape.

However, postwar missions like the Hero Board, offered critical analysis of the performance of the Air Service with regards to observation aviation.

Among its findings was that the direction of artillery fire could be improved if the observers were drawn from the ranks of the Field Artillery. That pilots and observers should eat, sleep and live with the units to which they are attached so as





Cub Club - "The Originals" By Mr. Mark Albertson

The men who make history have not the time to write it. . . Metternich

Another Army Aviation annual professional forum is in the book. But before the volume is closed, it is important to revisit the celebration of 70 Years of Army Aviation. For beyond the dinners and speeches and slogans and exhibits and hard work involved in putting the show together, it is easy to overlook the living embodiment of the motif central to the get-together in Nashville: Those pioneers of the Branch known as the Cub Club and, most recently designated "The Originals" by the Army Aviation Branch Chief.

Bill Harris, publisher of *Army Aviation* magazine, afforded me the extraordinary good fortune of conducting interviews of some of those individuals who were instrumental in the formative years of organic aviation. And to all those who graciously consented to subject themselves to a blinding light, cold, glass eye of a camera and a grand inquisitor eagerly seeking their experiences for the sake of posterity, you have my undying gratitude. They are, in alphabetical order:

COL Sid Achee, COL James R. Barkley, COL Russell Baugh, LTC Weldon Britton, COL C. Doug Ciley, COL Leslie Gilbert, LTC Norm Goodwin, COL Harry Harper, CPT Arthur Kesten, Dorothy Kesten, COL Edward Landry, LTC Jack Ray, COL William Roehl, COL Benjamin Silver and COL Harry Townsend. All ranks are retired.

MG (Ret.) Carl McNair and COL (Ret.) Nancy Currie are to be recognized as well for their participation in the Cub Club Luncheon Forum on Army Aviation.

Thank you to Bill Harris and Janis Arena for their organization and Tom Pagano for his superlative camera work and hustle. Tom covered the convention floor like a short stop. But the most heart-felt thanks goes out to those gallant pioneers who selflessly flew, fought and sacrificed, turning organic aviation into Army Aviation; and, in so doing, helped to shape the course of American military history.

to establish that continuity and cohesion necessary for success; which, of course, had been lacking on the Western Front.²

The above ran counter to the airmen's agenda for autonomy. Following Mitchell's lead, some thought armies and navies no longer portrayed the sole military determinants for victory in modern war; that strategic air-

power could win war; or . . . as Stanley Baldwin, MP, House of Commons observed in 1932, "The bomber will always get through."

It was against such a backdrop that the airmen crept closer to autonomy with the Air Corps Act 1926, GHQ Air Force 1935 and the advent of the Army Air Forces in 1941.³

The Air Corps' relentless quest for in-

dependence based on the strategic use of airpower ran counter to the Combined Arms doctrine favored by the Ground Forces. This, in turn, set the stage for the tug-of-war for control of light observation aviation in January 1939.

Chief of the Field Artillery, Major-General Robert M. Danford, petitioned the Chief of the Air Corps, Major-General Henry "Hap" Arnold, for aircraft, pilots and crews for the Field Artillery.

The Field Artillery would exert control over these assets for its exclusive use. This, of course, was in keeping with the basic tenets offered by the Hero Board.

Arnold clung to the principle of the Air Corps retaining absolute control of Army aircraft. His airmen knew best as to when, where and how to employ aircraft. The Field Artillery's request was also viewed as an attempt to undermine the airmen's quest for independence.

In addition, General Arnold enjoyed the political high ground. President Roosevelt favored expansion of airpower, in particular, the long-range striking power offered by strategic aviation. The President was convinced that one of the major reasons that Hitler was able to pry the Sudetenland from Czechoslovakia during the Munich Crisis was because of the threat posed by the Luftwaffe.

The examples offered by the Regia Aeronautica in Ethiopia, the Condor Legion in Spain and the Japanese bombings of Canton, Hankow and Shanghai vividly rammed the point home. Hence, Arnold was in no mood to compromise.⁴

General Danford remained unbowed. He began a press campaign in the *Field Artillery Journal*, extolling the virtues of organic aviation.

Then in August 1939, First Army took part in maneuvers at Plattsburgh, NY. In the wake of the Empire State war games, Field Artillery officers roundly criticized the poor performance of the Army Air Corps' observation squadrons.

The North American O-47 observation plane proved a disappointment as an artillery spotter. The O-47 was a single-engine, three-man, 10,000-pound aircraft with a top speed of 225 mph.

It operated from prepared runways

miles from the front, and, was crewed by airmen ignorant of the situation on the ground and unfamiliar with Field Artillery operations.

The German Fi-156 Fieseler Storch aptly demonstrated the characteristics necessary for a capable light aircraft performing Army co-operation duties. However the American equivalent, the O-49, would come to prove lacking as an artillery spotter. Too heavy for cowpasture airfields at 3,400 pounds, afflicted with stability issues during crosswind landings and a suspect landing gear.

And it was expensive at some \$21,000 per, versus the cost of the plane that would eventually become synonymous with organic aviation in World War II, the L-4 Piper Cub, which set the taxpayer back a measly \$2,600. The L-4, with only slight modifications, could be used right-off-theshelf and was produced in facilities exclusive of those assembly lines reserved for warplane production.⁵

In the face of continued Air Corps intransigence, General Danford, together with Captain Rex Chandler, came up with a program for organic aviation, based on the findings of the Field Artillery School's Air-Ground Procedures Board.

Known as the Danford Proposal, it was sent to the Adjutant General for the War Department's blessing. Among its provisions were:

- That aircraft and crews organic to the Field Artillery was the only way to resolve the issue of aerial directed artillery fire.
- That light aircraft, simple to operate and maintain, should be used; and, equipped with the same radios used by the Field Artillery.
- And that pilots and mechanics should be drawn from the ranks of the Field Artillery.

The case for the light plane would seemed to have improved with events in Europe, when the heavy O-47 equivalents of the RAF and Armee de l'Air were swept from the skies by Goering's Luftwaffe during Hitler's attack on Western Europe in 1940.

But General Arnold countered that the twin-engine light or medium bomber could adequately perform photographic reconnaissance and observation duties; while light planes, like the O-49, could perform liaison duties behind the front. War Department support for the Danford Proposal was lacking. The position was that the O-49 would be tested during the 1941 summer war games. Danford's quest for organic aviation seemed defeated.

However the Adjutant General provided a glimmer of hope: any alteration of current War Department policy would depend upon the Office of the Chief of the Field Artillery aptly demonstrating the necessity for change. The struggle for control of light aircraft would continue.

Next month, "Tug-of-War," Part II.

NOTES:

(1) It is not imprudent to consider Captain Paul Beck a pioneer among the airmen seeking to separate aviation from the Army. He, before the likes of Mitchell and Arnold, believed that aviation's continued bondage in the Signal Corps only hampered its development. He went so far as to claim that the Signal Corps' expertise with the technical aspects of aviation was a sham; which, in turn, drew the ire of Brigadier-General George P. Scriven, Chief of the Signal Corps. Beck, perhaps, fired one of the first shots in the protracted strug-



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Inside the President's Helicopter

Reflections of a White House Senior Pilot

By LTC Gene T. Boyer, U.S. Army, Retired with Jackie Boor

Reviewed by Marc Phillip Yablonka

TC (Ret.) Gene Boyer has written a book that will fascinate readers with the inside scoops on many of Gene's 580 flights with Presidents Johnson, Nixon, and Ford between 1964 and 1975.

All 416 "airborne" pages of *Inside the President's Helicopter* regale readers with Boyer's historical perspective on the Executive Flight Detachment (Army-1), for which he

flew between tours in Vietnam, and HMX-1 (Marine-1), the two helicopter units responsible for flying the President of the United States.

The personal anecdotes in the book range from humorous to serious. Once, while flying President Nixon to an event in New Jersey, Nixon needed to use the on-board commode. Seconds later, turbulence occurred and he emerged having sprayed himself. Luckily there was an overcoat on board allowing him to cover up.

Throughout the chapters devoted to the Nixons, Boyer and Boor praise the entire Nixon family, who, Boyer once told me, always kept the pilots in mind when they were flown to this event or that. It was not unlike Mrs. Nixon to make sure the pilots were well-fed at events whenever food was in the picture, he said.

At our second meeting in 2006, at the Richard M. Nixon Presidential Library in Yorba Linda, CA, Boyer was consumed with having a Presidential helicopter he and Marine-1 pilot Dave Pimie had reconstructed at March Air Reserve Base in Riverside, CA, transported for permanent display. As we walked the grounds, a family from Indiana was taking in the sights. I asked them whether they would like to meet one of the men who had flown President Nixon. Gene's gentle admonishment for having outed him followed ohs and ahs, and pictures were mandatory. The Indianans were quite taken with Gene and what he had done in his life.

Readers will be too once they read *Inside the President's Helicopter*, a more fascinating book on the Presidents and the men who flew them you will not find.

Marc Phillip Yablonka is a military journalist and former Army public affairs officer whose work has appeared in the "Stars and Stripes," "Army Times," "American Veteran," "Vietnam Magazine," "Military Heritage," "Soldier of Fortune" and many other publications. The second edition of his first book, Distant War: Recollections of Vietnam, Laos and Cambodia, was published by Navigator Books (San Diego, CA).

gle between the Army and airmen over a separate air force.

(2) Major David Wellons, Direct Fire to Indirect Fire: Changing Artillery for the Future, Annex A, note "r" p. 43, The Hero Board Findings: "That aerial observation must be made more satisfactory. That an observation squadron be permanently assigned as a part of each combat division; that aerial observers used therewith be officers of artillery, trained as observers

and members of the unit for which they are adjusting; and that these officers be required to live with their units and leave them only for the purpose of making the required adjustments."

Reflections of a White House Senior Pilot

by LTC Gene T. Boyer with Jackie Boor

- (3) For a simple roster of the USAF pedigree, see "Lineage of the United States Air Force," Air Force Historical Studies, www.airforcehistory.hq.af.mil/PopTopics/lineage.htm
- (4) Following Hitler's success at Munich in 1938, FDR announced an ex-

pansion of the Army Air Corps, 10,000 aircraft; bolstered by a production capability of 10,000 planes annually. Hap Arnold was ecstatic: "The Air Corps had finally achieved its Magna Carta." See page 2, "Pointblank: A Study in Strategic and National Security Decision Making," Airpower Journal, Spring 1992, by Colonel Ed Crowder, USAF.

(5) See Army Aviation magazine, February 29, 2012, pages 46 & 47, "Fixed Wing Aircraft of World War II," by Mark Albertson.

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



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.

EADS North America Delivers 200th Lakota to U.S. Army



EADS North America delivered the 200th UH-72A Lakota Light Utility Helicopter (LUH) Mar. 1 to the U.S. Army during a ceremony at the company's American Eurocopter production facility in Columbus, MS. The 200th Lakota helicopter is the first production aircraft to be delivered with the new Security and Support (S&S) Battalion Mission Equipment Package (MEP). The Lakotas equipped with the S&S Battalion MEP will be operated by Army National Guard units across the country. Currently 52 Lakota helicopters will be produced in the Army's S&S Battalion configuration, in addition to 16 Lakota helicopters being retrofitted to this configuration. The total anticipated number of S&S Battalion Lakotas will grow to 99 aircraft.

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

AAI Corp., Hunt Valley, MD, was awarded an \$180,900,000 cost-plus-incentive-fee contract to provide for sustainment services in support of the RQ-7B Shadow unmanned aircraft systems. Work will be performed in Hunt Valley, MD, Afghanistan and Australia with an estimated completion date of Oct. 31, 2012.

AeroVironment, Inc., Monrovia, CA, was awarded an \$11,095,873 cost-plus-fixed-fee contract to provide for the contractor logistics support in support of the Raven small unmanned aircraft system. Work will be performed in Simi Valley, CA, with an estimated completion date of Feb. 28, 2015.

The Boeing Co., Philadelphia, PA, was awarded a \$26,928,440 firm-fixed-price contract to provide for services in support of Chinook cargo helicopter advance procurement, long lead items. Work will be performed in Philadelphia, PA, with an estimated completion date of Dec. 31, 2013.

GE Engine Services, Inc., Arkansas City, KS, was awarded a \$242,386,898 firm-fixed-price contract to provide for the recapitalization and overhaul services of the T700 and T701D turbine engines. Work will be performed in Winfield, KS, with an estimated completion date of Jan. 30, 2017.

Grimes Aerospace Co., Urbana, OH, was awarded a \$13,316,300 firm-fixed-price contract to provide for the procurement of searchlights for the UH-60 Black Hawk helicopter system. Work will be performed in Urbana, OH, with an estimated completion date of April 30, 2017.

Hamilton Sundstrand Corp., Windsor Locks, CT, was awarded a \$46,780,633 firm-fixed-price contract to provide for the overhaul/upgrade services of the T700 fuel control in support of the UH-60 Black Hawk. Work will be performed in Windsor Locks, CT, with an estimated completion date of Jan. 30, 2017.

Honeywell International, Tempe, AZ, was awarded a \$14,886,266 firm-fixed-price contract to provide for the overhaul and upgrade services in support of the UH-60 Black Hawk starter engine. Work will be performed in Tempe, AZ, with an estimated completion date of April 4, 2017.

Raytheon Co., Network Centric Systems, Aberdeen Proving Ground, MD, was awarded a \$75,000,000 firm-fixed-price contract to provide for the procurement of the AN/TPX-57 Identification Friend or Foe Systems Air Defense Interrogators components and associated engineering support. Work will be performed in Aberdeen Proving Ground, MD, with an estimated completion date of Dec. 31, 2013.

Sikorsky Aircraft Corp., Stratford, CT, was awarded a \$9,479,531 firm-fixed-price contract to provide for the procurement of parts in support of the UH-60 Black Hawk system. Work will be performed in Stratford, CT, with an estimated completion date of March 22, 2013.

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PEOPLE ON THE MOVE

AVIATION GENERAL OFFICER ASSIGNMENTS

The chief of staff, Army announced the following aviation general officer assignments:



MG Walter M. Golden Jr., deputy commander for police, North Atlantic Treaty Organization Training Mission-Afghanistan to deputy commanding general, 8th U.S. Army, Korea;



BG Timothy J. Edens, assistant division commander, 2nd Infantry Division, Eighth United States Army, Korea, to commanding general, § U.S. Army Combat Readiness Center/director of Army safety, Fort Rucker, AL;



The 40th Combat Aviation Brigade of the California National Guard, changed command in the main Hangar at Los Alamitos Army Airfield on Saturday, Mar. 17. New commander, COL Laura Yeager, received the colors from BG Don Currier, commander, California Army National Guard. On the right, is outgoing commander COL Mitch Medigovich who will be the new chief of staff at the Joint Headquarters in Sacramento; he also received the Order of Saint Michael from the AAAA Southern California Chapter. CSM Byron Robinson, 40th CAB CSM, provided the colors for the change of command. The Brigade returned from Iraq in the Fall of 2011.

AWARDS

DFC Awarded to Three TF Falcon Aviators



From left, COL Pedro G. Almeida, Task Force Falcon, 10th Combat Aviation Brigade, commander; MAJ Michael S. McFadden, UH-60 medical evacuation pilot and Company C (DUSTOFF), 3-10th Avn. Regt., TF Phoenix, commander; MG Mark A. Milley, 10th Mountain Division and Fort Drum commander. McFadden received the Distinguished Flying Cross for heroic actions March 29, 2011 in Afghanistan while leading the evacuation of six critically injured Soldiers and three killed in action, under heavy enemy fire and landing in extremely difficult terrain.



From left, COL Pedro G. Almeida, TF Falcon, 10th Cbt. Avn. Bde., commander; CPT Joseph A. Sinkiewicz and CW2 Aaron N. Simbro, AH-64 Apache helicopter pilots with Company B, 1-10th Avn. Regt., TF Six Shooters; MG Mark A. Milley, 10th Mountain Division and Fort Drum commander. Sinkiewicz and Simbro received the Distinguished Flying Cross for heroic actions May 25, 2011 in Afghanistan for providing lethal fire to support ground forces maneuver away from a heavy enemy attack and take key terrain above the district center of Do-Ab in Nuristan Province.

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2013 COL COMMAND AND ACQUISITION KEY BILLET SELECTION BOARD RESULTS

The fiscal year 2013 COL, Army competitive category, command selection board and Project Manager, acquisition key billet selection board results were released Apr. 12. Congratulations to the following 15 Aviation officers selected for commands and PM billets.

DV0P - AVIATION **OPERATIONS**

COL Ault Robert Thomas 4 CAB (Ft Carson) * COL Hawley Kenneth Alden 25 CAB (Schofield Brks) COL Hertzendorf Michael Jay **Unslated Principal** LTC Lewis Matthew Robert 1 ID CAB (Ft Riley) LTC Mele Paul Anthony 16 CAB (JB Lewis-McChord) * LTC Musiol Michael Joseph 82 CAB (Ft Bragg) * LTC Torza Vincent Hugo 12 CAB (Katterbach)

DVOR - AVIATION STRATEGIC SUPPORT COL White John Christopher

21 Cav Bde (Ft Hood) 3

DV0T - AVIATION TRAINING COL Altieri Jayson Allyn 110 Avn Bde (Ft Rucker) + LTC Prickett Shawn Thomas 1 Avn Bde (Ft Rucker) '

DV6R - AVIATION MAINT STRATEGIC SUPPORT COL Poque Billingsley G III USA Depot – Corpus Christi +

DV6T - AVIATION MAINT TRAINING LTC Rigole Julius Arthur

128 Avn Bde (Ft Eustis)

D02X - COMBAT ARMS (02A) - INSTALLATION COL Cole Andrew Jr **USAG Ft Riley** LTC Moore Thomas Glenn USAG Ft Polk

H51K - PROJECT MANAGER /ACQUISITION CORPS LTC Barrie Robert Leslie Jr. PM Cargo Helicopter (Redstone Arsenal, AL) +

= AAAA Member = Life Member

FY 2013 LTC COMMAND AND ACQUISITION KEY BILLET SELECTION BOARD RESULTS

The fiscal year 2013 LTC, Army competitive category, com-mand selection board and Product Manager, acquisition key billet selection board results were released Apr. 12. Congratulations to the following 49 Aviation officers selected for commands and PM billets.

A15P - AVIATION OPERATIONS

LTC Almquist David Karmon 412 ASB (Katterbach) LTC Atkins Gail Elizabeth 122 ASB (Ft Bragg) MAJ Baugh Tammy Lynn 1-2 ARB (Ft Carson) MAJ Chivers Bryan James 2-82 AHB (Ft Bragg) LTC Clouatre Spencer James 3-82 GSAB (Ft Bragg) LTC Cutler Christopher S

206 MI Bn (AE)(Ft Hood) 3 LTC Davis John Patrick 1-229 ARB (JB Lewis-McChord) LTC Doeller John Robert Lusk 209 ASB (Wheeler AAF) LTC Dufault Frederick Joseph 3-1 AHB (Ft Riley) LTC Ferido George Gragasin 2-6 ARS (Wheeler AAF) LTC Frawley Parker Leroy 1-1 ARB (Ft Riley) * LTC Gallaway William Scott 1-82 ARB (Ft Bragg) MAJ Harrington Bernard John 1-101 ARB (Ft Campbell) LTC Hewitt Denny Sean 306 MI Bn (AE) (Ft Hood) LTC Higgins Joshua Patrick 2-25 AHB (Wheeler AAF) MAJ Irvin Èrnest James Ii 1-228 GSAB (Honduras) LTC Johnson Mark Christian 3-158 AHB (Katterbach)



PEOPLE ON THE MOVE

LTC Knoxlimbacker Kodjo Seitu 204 MI Bn (AE) (Ft Bliss) MAJ Marshall Hunter Marc 3-25 GSAB (Wheeler AAF) + LTC Martin Richard Alden 601 ASB (Ft Riley) LTC McFadden Michael Sean 5-158 GSAB (Katterbach) LTC Melnyk Richard Vincent 224 MI Bn (AEB) (Hunter AAF) LTC Miller Jason Lee 2-158 AHB (JB Lewis- McChord) LTC Murphy Jeanjacques Thai 2-17 ARS (Ft Campbell) * LTC Petty Thomas Christopher 46 ASB (JB Lewis-McChord) LTC Reyburn Michael Allen 602 ASB (CP Humphreys) LTC Seaworth Stacy Marie 3 MI Bn (AEB) (CP Humphreys) LTC Smith Bradford William 96 ASB (Ft Campbell) MAJ Smith Kelsey Aaron 2-159 ARB (Storck Barracks) MAJ Smith Tyler Bradford 2-4 GSAB (Ft CARSon) LTC Spell Jon Randall 2-1 GSAB (Ft Riley) LTC Zampelli Richard Henry 1-17 ARS (Ft Bragg) LTC Zimmerman Charles David Jr 6-101 GSAB (Ft Campbell)

A15R - AVIATION STRATE-GIC SUPPORT

LTC Donovan James T 12 Avn Bn (Ft Belvoir) LTC Kappelmann Mark Glenn 1-214 Avn Bn (Wiesbaden) LTC Lewis Thomas Edward Jr 3-58 AOB (Illesheim) LTC Morris Daniel Young 1-58 AOB (Ft Rucker) LTC Then Erich Robert USAPAT (JB Andrews)

A15T - AVIATION TRAINING LTC Conzemius Clinton John 2-13 Avn Bn (Ft Huachuca) MAJ Gengler Marcus Allen 1-145 Avn Bn (Ft Rucker) LTC Gillespie Mark Clifford 1-14 Avn Bn (Ft Rucker) LTC Herrera Raymond Joseph 1-212 Avn Bn (Ft Rucker) LTC Marshburn Todd Herron 1-223 Avn Bn (Ft Rucker)

AVSO - AVIATION SPECIAL OPERATIONS LTC Black Ronald Christian 3-160 Avn Bn (Hunter AAF)

Y01T - BRANCH IMMATE-RIAL (01A) - RECRUITING LTC Barton Braum Preston Columbus Recruiting Bn LTC Huggins Sean Frederick Houston Recruiting Bn

G51K - PM/ACQUISITION KEY BILLET

LTC Bruce Bradley Nelson UH-60 Modernization (UH-60 Mod) (RSA)

LTC Chaney Kevin Scott Infrared Countermeasures (RSA) LTC Snyder Mark Steven MH-60M Svs Life Ext Prg (Ft Eustis)

FY 2012 MAJOR PROMOTION BOARD RESULTS

The fiscal year 2012 Major, Army competitive category, selection board results were released March 1, 2012. Congratulations to the following 169 Aviation captains on their selection.

377 Adams Edward C* 559 Albornoz Arnaldo C 177 Anderson Richard H 193 Angus Grayson F *959 Attaway James A + 346 Battle James A 877 Beck Herbert F 253 Beese Craig T 374 Benson Scottie J *924 Betz Travis * 871 Bottrell Jeffrey P* 15 Bowman Matthew J* 872 Bozovich Stephen R

48 Bradshaw Joseph W 464 Brainerd Evan W 94 Britton Jonathan M 627 Brownell Mackland * 698 Buck Mark A

866 Burbank Brian W 645 Burke Megan T 195 Button Paul S

714 Campbell Kyle I 868 Cancel Juan C 399 Capps Jacob W

*970 Casiday Billy B 175 Channels Benjamin 542 Chivers Luke T

Christ Colleen K 553 357 Christensen Pearl + Christl Kristopher *

807 Christy Joshua T* 392 Clark Joseph A 29 Colburn Michael D

560 Collins John T 583 Comeaux Aris J 534 Cookey Michael D*

192 Dana Ťodd A 806 Decker Timothy J* Delafuente Rene M 441

515 Destefano Michael 520 Draper Derrick G 880 Eck Troy D

*891 Evans Andrew S 364 Ewell Phillip J 14 Feathers Scott T

732 Feltis Troy A

657 Ferguson Jeffrey S * 428 Ferrell Ennis C

160 Freude Anthony E 803 Gardiner Ashley R 870 Getter Christopher

438 Gillett Kristopher 387 Gosney Chad M 566 Granlund John D

352 Harless Robert B Harmon Chad E

572 Hegenbart Jessica Heilman Glenmore

196 Hodkins Chad E 715 Hogan Timothy D 496 Holt Douglas N

625 Isenberg Trevis C 508 Ishida Michael T

524 Johnson Elsa L 781 Johnston Jennifer

568 Kane Kevin P

379 Keener Lori Ann

748 Koch Richard P 474 Koelling Jared K*

718 Lee Stephen C

398 Loeffert Ethan

173 Lynch Michael K

480 Malcomb Dylan W

174 McCarthy Amanda C

411 Miller Joseph J

513 Mills Courtney R* 818 Minnick Matthew T *

*963 Morris Katherine J *

704 Muller Jeremy A 365 Mullins Justin V

734 Nieveslozada Juan

855 Fontenot Jacque L*

Greenawalt Ryan M 545 Hall Charles W 561

147 Hayward Robert R

361 Hodges Matthew A

735 Hultquist Michael * *921 Irving Stephen H *

158 James Kevin P

491 Jones David R 72 Kane Daniel M*

154 Katzenberger Keith

550 Kidder Christopher 381 Knowlden Jarrod K*

323 Landers John J*

731 Lilly Joseph M 521 Lindsay Douglas T

228 Long Patrick J 869 Louer Michael R*

751 Major Brian E

163 Mangiaracina Jason * 141 Marcotte Brian J

652 Mardis Brett A 699 Marlett Dustin E

519 Marston Anthony L 489 Martinez Joseph A

415 McCoy Adam S 460 Merkl Brian M

*894 Miller Trent D

3 Mitchell Timothy 127 Mocabee Robert K 562 Montoya Scott R

479 Mueller Christopher *

725 Nadler Jonathan C 334 Neal Michael E +

*931 Powell Michael A 634 Powell Mitchell C 776 Pratt Thomas F 575 Pullen Justin B 82 Rabb George Travis * 703 Reid John D

621 Norland Jeramy R

619 Omodt Michael S

*915 Pankuch Anthony B

749 Norton Emily A 157 Odell Charity S

475 Orzech David J

497 Paxton John G

186 Payne Brian C

401 Polk James B

*982 Rigney Michael J 468 Ring Jacob J 544 Robbins Cristian A 482 Rodriguez Elpidio

516 Rodriguez Robert R 405 Roman David F 71 Roper Jacob E

314 Rouzer Charles O 409 Rowe Brendan D 167 Schapker Brian T* 708 Schellin Gerritt S

514 Schieman Kevin P 172 Schleider Pieter C 564 Schloicka Jonathan + *947 Schuchard Ross J 605 Scott Jeremy D

554 Serre Nicholas J 503 Sinclair Samuel E 633 Stahl Nathan A

90 Stegmann Benjamin * 119 Stelker Raymond L 805 Swaidner Scott A *955 Swanson Justin J *

637 Taylor Patrick J 578 Tippett John B III 312 Vogel Jeremy B +

709 Wagner Daniel R 164 Walker Charles R * 848 Ward Kenneth A 795 Watts James F

804 White Kevin C* 808 Whitmer Bryan J 404 Wientjes Gage L*

617 Withers John H 1 Wong Marcus P *927 Wood Bonnie L*

666 Woolsey Matthew P * 549 Yang Andrew K *932 Yohe Derrick A

* Below the zone = AAAA Member + = Life Member

FY 2013 CSM BRIGADE AND BATTALION SELECTION BOARD RESULTS

The fiscal year 2013 active component command sergeant major command selection board results were released Apr. 12. Congratulations to the following 64 Aviation noncommissioned officers selected for command billets.

FY13 Brigade CSM Rank Name Unit Report Date **KV1G** - Aviation Operations - Generating (CMF 15P) CSM Akpinar Necati 1 Ávn Bde (Ft Rucker) Feb13

CSM Todd Timothy Cannon 21 Cav Bde (Ft Hood) Dec 12

KV2G - Aviation Mainteneance - Generating (CMF 15Z) SGM Moore John Junior

Eustis) CSM Morant Lloyd George Avn Log NCOA (Ft Eustis) Jun 13

USA Avn Log School Bde (Ft

CSM Thomas Jean Paul Jr 110 Avn Bde (Ft Rucker) Aug 13*

KV2P - Aviation Maintenance - Operations (CMF 15Z) CSM Clowser Micheal Hideo 12 CAB (Katterbach) May 13 CSM Duchatelier Antoine Jr 4 ID CAB (Ft Carson) Jan 13 CSM O'Black Stuart Charles 101 CAB (Ft Campbell) Jul 13+ CSM O'Donnell Michael Patrick 1AD CAB (Ft Bliss) Oct 12 CSM Snyder James Paul 3

ID CAB (Hunter AAF) Oct 12* CSM Tillman Stephén Darnell 16 CAB (JB Lewis-McChord) Feb 13 CSM Vance Todd Wayne 916

Spt Bde (Ft Irwin) May 13 CSM Pitkus Eric Steven 25 CAB (Schofield Brks) Dec 12* CSM Werner Jason Wade 1 ID CAB (Ft Riley) Jun 13 CSM Wright Donald Eugene 82 CAB (Ft Bragg) Jun 13 '

VMFG - MFE Immaterial -Generating (CMF 11,12,13,14,15,18,19,31,37,3 8,46,74) CSM Bosowski Christian Al-

bert Sergeant Major Course CSM (USASMA, Ft Bliss) Jul 13 CSM Perkins David Lucas USAG Ft Wainwright Jul 13 CSM Sullivan Richard III USAG Ft Benning Jun 13 * CSM Wood Brian Scott USAG Ft Polk May 13 '

FY13 Battalion CSM Rank Name Unit Report Date NV1G - Aviation Ops -Generating (CMF 15P) SGM Sutterfield Micheal Dale 12 Avn Bn (Ft Belvoir) Jun 13 SGM Morris David Éllis UAS Training Bn (Ft Huachuca) Dec 12

NV1P - Aviation Ops -Operations (CMF 15P) SGM Anderson Morris 1-228 GSAB (Honduras) Jun 13 *

NV2G - Aviation Maintenance - Generating (CMF 15Z)

CSM Alexander Aaron Bryant 2-291 Avn Regt (Ft Hood) Oct 12 CSM Arnett Marion Ellis 1-

145 Avn Bn (Ft Rucker) Jun 13



PEOPLE ON THE MOVE

MSG Benning David Lebron JMRC - TF Avn (Falcon) O/C (Hohenfels) Aug 12 MSG Cuadradofontanez Edgardo 1-351 Avn Regt (Ft Hood) Jun 13 CSM Durant Gary Leonard 1-291 Avn Reg (Ft Hood) CSM Lemke Richard Bryan JRTC - Aviation O/C (Ft Polk) Oct 12 *

NV2P - Aviation Maintenance - Operations (CMF 15Z)

SGM Baker Lepharis Austin 3-2 GSAB (CP Humphreys) Feb 13 *

MSG Book Marty Holmes 2-158 Avn Bn (JB Lewis-Mc-Chord) Jan 13

MSG Brown Stanton William Jr 412 ASB (Katterbach) Sep 13 MSG Colev Kirk Rodrick 3-501 ASLT (Ft Bliss) Oct 12 + CSM Cooper Keith Vincent 6-101 GSAB (Ft Campbell) Jul 13

MSG Davis Rickey Alan 2-4 GSAB (Ft Carson) Apr 13 MSG Deese Archie Sewell 5-158 GSAB (Katterbach) Apr 13

MSG Dove George Michael 1-3 ATK (Hunter AAF) Oct 12 CSM Dunn Sean Michael 2-1 GSAB (Ft Riley) May 13 CSM Evans Ronald 1-82 ATK (FT Bragg) Nov 12 MSG Hall James Thomas 3-17 CAV (KW - AV) (Hunter AAF) Oct 12 *

1SG Harris Rodney Wade 5-101 ASLT (Ft Campbell) Apr 13

CSM Hauke Brian Neal 1-17 CAV (Ft Bragg) Jan 01 * MSG Helton Stephen Howard 1-6 CAV (Ft Riley) Apr 13

MSG Hutchings Paul George 3-158 ASLT (Giebelstadt) Jul 13

CSM Inniss Kirk Dan 122 ASB (Ft Bragg) Nov-12 CSM Jindrich Edward Steve Jr 209 ASB (Wheeler AAF) Dec 12

MSG Lopezperez Antonio R 4-3 ASLT (Hunter AAF) Oct 12 SGM Lunsford Patrick Warfield 1-1 Avn Bn (Ft Riley)

MSG Marrerobaez David 2-25 ASLT (Wheeler AAF) Apr 13 MSG Martin Jon Andre 1-

Jul 12 * LT Steven L. Moy * WO1 Shaun C. O'Connor 101 ATK (Ft Campbell) Jun 13 *

SGM McCabe Stephen Phillip 46 Avn Bn (JB Lewis-McChord) May 13 MSG McConnell Robert Allan 96 ASB (Ft Campbell) * MSG McGee Michael Scott 1-4 ATK (Ft Bliss) Oct 12 * CSM Merriwether Derrick 1-2 ATK Avn Bn (Ft Carson) May 13

MSG Paniagua Philip 3-1 Avn Bn (Ft Riley) Apr 13 MSG Peguese Phillip Kenneth 2-17 CAV (Ft Campbell) Jun 13 MSG Smith Mark Abram 2-6 CAV (Wheeler AAF) Apr 13 CSM Sparks Terry Lee 2-3 GSAB (Hunter AAF) Oct 12 3 MSG Stange Grant Christian 603 ASB (Hunter AAF) Oct 12 MSG Torres Javier 2-159 ATK (Illesheim) May 13 * SGM Wade John Francis Jr 3-25 Avn Bn (Wheeler AAF)

SGM Weaver Ronald Vincent 2-82 ASLT (Ft Bragg) Jan 13 MSG Wilhelmy Richard Alan 601 ASB (Ft Riley) May 13 * SGM Wrenn Norris Clinton Jr 3-82 GSAB (Ft Bragg) Oct 12 CSM Yeargan William John Jr 602 ASB (CP Humphreys) Jul 13 *

FLIGHT SCHOOL GRADUATES

Apr 13 *

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

40 Officers, March 8

IERW AH-64D Track

LT Douglas A. Cooksey Jr. - DG WO1 Matthew L. Levart - DG WO1 Gregory M. McCormick -HG

WO1 Douglas R. Aguilar WO1 Mariusz B. Duchnowski WO1 Christopher J. Gaunt LT Justin A. Gill * LT Andrew G. Knisely

WO1 Steven Ramos WO1 Steven P. Rodrigue WO1 Geoffrey C. Savage WO1 William E. Snyder WO1 Jeffrey D. Toy

IERW UH-60 Track

LT Loren T. Mize - DG WO1 Matthew J. Moss * - DG WO1 Jonathan J. Flores - HG WO1 Kyle J. McNabb - HG WO1 Craig A. Bakies WO1 Brittney E. Bogart LT Jeffrey K. Foster WO1 Dallas M. Garcia LT Jennifer M. Germany LT Brian D. Holland WO1 Kreig H. Jean LT Zachary R. King WO1 Marcel N. Melo LT Andrew D. Nurrenbern WO1 Dominick Oliveri WO1 Thomas J. Podzimek LT Cibeles Ramirez-Rodriguez WO1 Molly M. Reque LT Gregory Seamands * WO1 Gregory W. Shpunder LT Matthew T. Slatzer WO1 Mathew Svoboda WO1 Clinton L. Wallace

IERW UH-60M Track WO1 Robert L. Boatner CPT Jeffrey F. Chang *

39 Officers. March 22

IERW OH-58D/R Track

LT Joel A. Camfield * - DG WO1 Mathew A. Syktich - DG LT Peter R. Backhaus 3 WO1 Jacob Canady WO1 Danilo E. Canepa WO1 Christina E. Fetke LT Caleb T. Holt LT Jerry W. Lingefelt WO1 William D. Nobles

IERW UH-60 Track

LT Nicholas L. Creamer - DG WO1 Sean R. Walters - DG LT Eric E. Hapner * - HG WO1 Christopher Jackson - HG WO1 Christopher A. Tibbets - HG LT Robert B. Allinson LT Jason B. Bass WO1 Jacob C. Beckwith WO1 Anthony J. Culley WO1 Adam W. Dunbar WO1 Jennifer L. Gaulton WO1 Quentin M. Hagewood * WO1 Christopher J. Hudgins WO1 Benjamin P. Jensen WO1 Matthew C. Kraft WO1 Benjamin E. Lesondak WO1 Matthew L. Overton WO1 Stephen R. Parrish LT David J. Preczewski LT Amanda S. Raulerson LT Dwain R. Settles

WO1 William F. Stratton LT Kelly W. Ward

IERW UH-60M Track

WO1 Casey W. Lawrence - DG WO1 William J. Donahue WO1 Ahmed Edwards WO1 Steven A. Huson WO1 Michael P. McGarry WO1 Shaun B. Tindall WO1 Garrick E. Turner

58 Officers, April 5

IERW CH-47D Track

WO1 Ryan J. Booher - DG WO1 Tony Calcara WO1 Paulo C. Dubon WO1 Brian M. Jenkins WO1 Matthew C. Lambert WO1 Chuong V. Quach

IERW OH-58D/R Track

WO1 John E. Wells - DG WO1 Wesley P. Anderson LT Clint R. Chamberlain * WO1 Joseph B. Crutcher WO1 Aron L. Haselbauer WO1 Jonathan A. Leonard LT Anne Odom WO1 Christopher J. Perkins WO1 Justin L. White

IERW UH-60 Track

WO1 Michael J. Bradley* – DG LT Wesley Williamson* – DG LT Robert C. Pearsall* – HG WO1 Matthew W. Pray - HG WO1 Jonathon F. Taylor - HG LT Alejandro Arrillaga LT Brian Balls WO1 Caleb C. Craig WO1 Trey M. Davis LT Daniel P. Gibson * WO1 Ryan C. Green LT Michael D. Hartline * WO1 Joseph H. Keele * WO1 Jonathan A. Kemp WO1 Jerry R. Kohake WO1 Stephen C. LaCombe WO1 Brian N. Lake * WO1 Tyler J. Lawson * WO1 William Leineweber * LT Trent McMillian **WO1** Jeremiah Moyers WO1 Jason D. Phillips 3 LT Nathaniel F. Stone WO1 Charles M. Thompson * LT Dustin C. Thompson LT John J. Weidner

IERW UH-60 A/M Track

WO1 Alan D. Rawleigh - DG WO1 Jamison D. Leech - HG LT Stephen A. Ronan * - HG LT Mark A. Ackman WO1 Stephen T. Cantrell WO1 Zachary W. Cooper WO1 Brenton B. Davis WO1 Joseph P. Deleon LT Jacob J. Frechette WO1 Nathaniel P. Gallagher LT Frank R. Gooch WO1 Bruce Henderson WO1 Douglas C. Hewison Jr.

WO1 Joshua L. Hickman LT John H. Price WO1 Scott E. Smyth LT Travis Taggart

53 Officers, April 19

IERW AH-64D Track

WO1 Hunter Opilla - DG LT Sharon L. Wheelock - DG WO1 Stephen J. Hay - HG WO1 Travis Tetzloff - HG WO1 Travis C. Bennett LT Jason W. Bredlau WO1 Adam B. Burchfield WO1 Brandon L. Clem WO1 Mark Cushman WO1 Daniel M. Hendzel WO1 Alan B. Hurd LT Werner E. Leemhuis WO1 Steven S. Majors WO1 Michael G. Moyer WO1 Mark S. Patterson WO1 Brenton J. Shaw WO1 Thomas V. Short WO1 Jarett M. Yoder

IERW OH-58D/R Track

LT Mathew Fazzari - DG WO1 Justin Francois - DG WO1 Seth Green * - HG WO1 Ryan Briggs LT Evan Dawson WO1 William Dehaan WO1 Kevin Dishner WO1 Shane Kisling LT Jonathon Kohl 3 WO1 Michael Lawrence WO1 Phillip Owens

IERW UH-60 Track

LT Trevor Roberts - DG WO1 Jonathan Spradling * - HG WO1 William R. Tobin IV - HG LT Brent Waters * HG WO1 Mike Buchholz LT Scott Cararas WO1 Nicholas Haycock WO1 Christopher Hooper WO1 Samuel Jones LT Kevin King WO1 Jon Land WO1 Danny Love LT Jonathan Mayer * LT Justin Rapp WO1 Cullum Smith LT Charles Stene

IERW UH-60M Track

WO1 Joshua Berry - HG LT Timothy Presley - HG LT Rex Coulter WO1 Brenton B. Davis LT Justin Dillow WO1 William Emory LT Kyle Hopkins WO1 Ian Shaffer

DG = Distinguished Graduate HG = Honor Graduate

- * = AAAA Member
- + = Life Member

AAAA Chapter News

Top Chapters Recognized

The 2011 AAAA Top Chapters in each of 4 size categories were recognized during the opening session of the 2012 Annual Professional Forum & Exposition in Nashville, TN, Apr. 2. The program, which recognizes most net membership gain, was modified this year to include each chapter receiving a \$1,000 Scholarship check to go to one of their members during this summer's Scholarship Foundation program; and a "Super" category (751 members or more) was added to the AAAA (100 and below), Senior (101-300), and Master (301-750) categories. Receiving their awards from AAAA president, LTG (Ret.) Dan Petrosky are:



Top AAAA Chapter – Thunder Mountain Chapter, Fort Huachuca, AZ; Chapter Senior Vice President, LTC Victor Hamilton.



Top Senior Chapter – Corpus Christi Chapter, Corpus Christi, TX; Chapter President, COL Christopher B. Carlile.



Top Master Chapter – Mid-Atlantic Chapter, Shrewsbury, NJ; Chapter President, LTC (Ret.) Edward L. Carnes and Chapter Secretary, Mrs. Kit Roache.



Top Super Chapter – Tennessee Valley Chapter, Huntsville, AL; Chapter President, Mr. Gary S. Nenninger.

Mid Atlantic Chapter



SPC Ashley Whitehead, Co. C, 2-224th Avn. Regt., 29th Cbt. Avn. Bde. (MDNG) and SGT Brian K. Davis, Jr., HHC, 244th Theater Avn. Bde. (USAR), Soldiers of the Year from their respective units are recognized by (from the right) chapter president, LTC (Ret.) Edward L. Carnes; AAAA president, LTG (Ret.) Dan Petrosky; and Peter Martin, president of industry partner, Ameripack, Inc., at a chapter luncheon, Apr. 3, during the Annual Professional Forum in

Nashville, TN. The Soldiers were sponsored by the chapter and AAAA National to attend the Annual Forum and Martin presented each Soldier with a handcrafted wooden Army humidor.

Thunderbird Chapter



Thunderbird Chapter Officers pose following the inaugural chapter meeting on Apr. 21, 2012 at Alfredo's Mexican Café in Edmond, OK. Pictured are (from left to right): WOC Christine N. Matlock, Secretary; MAJ Kevin D. Tullberg, VP Membership; MAJ Robert W. Walker, VP Programs; CPT Phil R. Hemmert, VP Scholarships; MAJ Keith A. Varner, Sr. VP, LTC Jon R. Greenhaw, Treasurer. Not pictured, COL Jon M. Harrison, President, and CW4 Randall R. Teaque, VP.



AAAA Life Member and project manager for Army Aviation Publications, Joe DiMaggio, poses with his grandson, Nicholas (Nick) Cusumano, in front of the space shuttle "Enterprise" at John F. Kennedy International Airport in Queens, NY on Apr. 27. He was able to obtain passes for the historic event which allowed them to be about 150 feet off the landing runway when the aircraft landed. The space shuttle Enterprise, which will be put on display at a New York museum, flew from Washington, D.C. piggybacked on a Boeing 747 and flew enroute at a low altitude along the Hudson River past the Statue of Liberty.

AAAA Functional Awards Open For Nominations

Presented at the Annual AAAA ASE Forum

Suspense: July 1

- AAAA ASE Award
- AAAA Avionics Award

Presented at the Luther G. Jones Aviation Summit Suspense: August 1

Donald F. Luce Depot Maintenance Artisan Award

Presented at the Annual AAAA UAS Forum

Suspense: August 1

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

Send in Your Nominations Today!

Nomination forms for all of the AAAA Awards are available from the AAAA National Office, 755 Main Street, Suite 4D, Monroe, CT 06468-2830 & on the AAAA Website: www.guad-a.org



Order of St. Michael and Our Lady of Loreto Awards



Carolyn Harrison, wife of MG (Ret.) Ben Harrison, past president of AAAA and former chairman of the Army Aviation Hall of Fame, receives the Our Lady of Loreto award from branch chief, MG Anthony G. Crutchfield, and AAAA president, LTG (Ret.) Dan Petrosky for her dedicated support to Army Aviation following her husband receiving the AAAA President's Award for a lifetime of service to Army Aviation. Assisting in the presentation are Barbara Petrosky (left), Kim Crutchfield (2nd from right) and MG (Ret.) Ben Harrison (not pictured).

Arizona Chapter



BG (Ret.) Charles "Mike" Burke, chapter president, inducts *CW4 Sean Gilland*, Defense Contract Management Agency Boeing-Mesa government flight representative and Army acceptance pilot, into the Bronze Honorable Order of Saint Michael on Mar. 6 at the DCMA Boeing-Mesa headquarters. Gilland was recognized on the occasion of his impending assignment to the 12th Combat Aviation Brigade in Illesheim, Germany; he was also presented the defense Meritorious Service Medal.

Connecticut Chapter



Ron Kwalek, AAAA CT Chapter Secretary, was inducted as a Knight of the Honorable Order of St. Michael at a celebration, Feb. 1, 2012 at Oronoque Country Club in Stratford, CT honoring his retire-

ment after 45 years at Sikorsky Aircraft. The award was presented by chapter president, Doug Shidler. Other Board members present were (from left) Paul Hoar, Bill May, Charlie Brady, Tom Nicolett, Maureen Fino, Norma Nardozzi, and Laura Mazzadra. Also participating in the ceremony were (not pictured) AAAA Deputy Executive Director, Dan Ball, and Janis Arena from the AAAA national office.

Colonial Virginia Chapter



On Mar. 16, 2012, MG Anthony G. Crutchfield, Aviation Branch chief and commanding general of the U.S. Army Aviation Center of Excellence, participated in a ceremony de-activating the U.S. Army Aviation Logistics School and activating the 128th Aviation Brigade at Joint Base Langley-Eustis, VA. The following day, the Colonial Virginia Chapter hosted the Army Aviation Birthday Ball celebrating the 29th birthday of the Aviation Branch at the Hampton Convention Center, Hampton, VA. During the ball, the following nine Soldiers from the 128th Avn. Bde. were inducted into the Bronze Honorable Order of St. Michael by the Branch Chief. From the left: 1SG Scott G. Blackburn, 1-210th Avn. Regt.; SGM Ronald C. Brill, S-3 NCOIC, 2-210th Avn. Regt.; MAJ Brian L. Brown, S-3 OIC, 2-210th Avn. Regt.; Mr. Mike A. Jenkins, training specialist, 1-210th Avn. Regt.; 1SG David S. Lane, 2-210th Avn. Regt.; Mr. Alan Rosenberg, training specialist, 1-210th Avn. Regt.; 1SG Miguel H. Thompson, 1-222nd Avn. Regt.; Mr. Robert L. Williams, training specialist, 1-210th Avn. Regt.; and 1SG Stephen J. Woodard, 1-210th Avn. Regt.

Greater Atlanta Chapter



LTC (Ret.) Samuel E. Seetin, Jr., aviation and electronics branch chief, U.S. Army Forces Command, was inducted into the Silver Honorable Order of St. Michael by BG John O'Connor, FORSCOM deputy chief of staff G-4 (not pictured), during a ceremony on Mar. 22, at Ft. Bragg, NC. Seetin was recognized on the occasion of his retirement after more than 50 years of dedicated service to the U.S. Army and Army Aviation.

Verna "Bunny" Seetin was awarded Our Lady of Loreto at the same ceremony for her steadfast support of her husband and Army Aviation.

Iron Mike Chapter



BG Kevin W. Mangum, commanding general of the U.S. Army Special Operations Aviation Command, inducted COL Charles M. Yomant, director of the Army Compartmented Element of the U.S. Army Special Operations Command, into the Silver Honorable Order of St. Michael on the occasion of his retirement with 30 years of service in a ceremony on Feb. 24, 2012 at Ft. Bragg, NC. Yomant was recognized for having supported and/or served in Operation Prime Chance in the Arabian Gulf, Operation Just Cause in Panama, Operation Desert Storm, Operation Joint Endeavor in Bosnia, Operation Joint Guard in Kosovo, Operation Polar Moon, Operation Iraqi Freedom and Operation Enduring Freedom. His service includes nine deployments as a joint special operations air component commander.

Jack Dibrell/Alamo Chapter



On Feb. 11, 2012, CSM Michael J. Garcia and SFC Thomas J. Greenwell were inducted into the Bronze Honorable Order of St. Michael during the annual 2nd Bn. (Gen. Spt. Avn.), 149th Avn. Regt. Dining Out at the Sheraton Hotel in Arlington, TX, by battalion commander, and chapter VP Membership, LTC James Nugent, Jr. Garcia serves as the 2-149th GSAB "Rough Riders" battalion CSM and UH-60 Flight Standardization Instructor at the San Antonio Army Aviation Support Facility in San Antonio, TX and was recognized for his outstanding leadership support to Army Aviation. Greenwell served as the readiness NCO and acting 1SG for C/2-149th GSAB "Alamo DUSTOFF" at the Martindale AAF in San Antonio, TX and was being recognized on the occasion of his change of duty; he will be serving as an LUH-72 company readiness NCO in the Hawaii ARNG.

More OSM and OLL Awards on Page 66

AAAA Representative to the Military Coalition

COL Curtis (Curt) J. Herrick (Ret.) relinquished his duties as the AAAA Representative to The Military Coalition (TMC) last month after more than a decade of selfless volunteer service in the position.

Curt's determination to champion important issues for AAAA Members and their Families as a member of TMC provided numerous benefits to AAAA through the years. In addition to his membership on the TMC, Curt authored the Legislative Report each month, providing AAAA members information on current and relevant issues affecting Aviation at large, as well as for Service Members and their Families.

Curt was recognized by AAAA National President, LTG (Ret.) Daniel J. Petrosky during the National Executive Board meeting held on March 31st where he honored Curt as the first recipient of the "Art and Dotty Kesten Army Aviation Association of America Founder's Award" for outstanding service.

Army Aviation Congressional Caucus Breakfast

The second meeting of the Army Aviation Congressional Caucus was a breakfast hosted on Capitol Hill by AAAA on March 7.

The caucus brought together members of Congress, numerous legislative assistants from the forty members of the Caucus, along with the senior leadership of Army Aviation and the Army Staff.

LTG Petrosky opened the meeting by welcoming the members and thanking them for their tremendous support to Army Aviation. It was truly an amazing turnout considering that many of the members were in the midst of important hearings on the posture and budgets of the Military Services which many of them attended immediately following the breakfast.

The caucus leader, Representative Mo Brooks (AL), provided initial opening remarks.

He explained the tough road ahead that Congress faces in making decisions affecting the Department of Defense in light of the current Budget Control Act which, unless repealed, could sequester up to \$500B from defense outlays over the next ten years beginning in January 2013.

The powerful dialogue between the Army Aviation senior leaders and the assembled members of Congress further demonstrated the importance of continued exchanges of information concerning the health of the Aviation Branch and the tremendous importance of Army Aviation to our National Security.



Acquisition Decision for Armed Aerial Scout

The Army expects the Defense Acquisition Executive (DAE), Office of the Secretary of Defense, Acquisition, Logistics and Technology (ATL) to issue an Acquisition Decision Memorandum (ADM) allowing the Army to host an Armed Aerial Scout demonstration in late April.

This decision will permit industry to provide their armed aerial scout demonstration aircraft for assessment and evaluation by the Army.

Currently the Army is moving forward with the Wartime Replacement Cabin program to replace current losses to the OH-58D fleet and will begin a Cockpit and Sensor Package Upgrade (CASUP) in FY 16. A decision will be made following the analysis of the industry offerings with the Army proceeding with two options.

The first option would be to select the airframe that comes closest to the desired capabilities and attributes from the Army's recently completed Analysis of Alternatives (AoA) which was conducted over the previous two years, with strong language in the Executive Summary for consideration of cost being applied to the decision.

Alternatively, if there is not a clear difference in the offerings that are provided by industry, once again, with capability and cost factored, the Army could move to a service life extension (SLEP) on the current Kiowa Warrior fleet as it goes through the CASUP modification.

Army Vertical Take Off and Landing (VTOL) Unmanned Aircraft Systems (UAS)

The Army continues to explore the potential for a VTOL rotary wing UAS to fulfill requirements across a wide spectrum of mission sets to include intelligence, surveillance and reconnaissance (ISR) and cargo.

Currently the Army is participating in the Navy's Medium Range Maritime UAS (MR-MUAS) AoA which was originally chartered to examine industry alternatives for a Naval UAS platform to accomplish specific ISR requirements unique to the Navy and Special Operations Command (SOCOM), which could have applications and insights to inform the Army's process.

Despite the Navy's termination of the MR-MUAS developmental program, both Services are continuing forward to complete the AoA with an expected target of late-August 2012.

Once the AoA is complete, the Army will examine the results and determine the best way ahead to meet the capability gaps and the performance attributes identified.

The Army Budget maintains research, development, test and evaluation (RDT&E) funding in the Fiscal Years 2013-2017 for VTOL UAS, however, in light of the current OSD and Services' position toward new starts, the road ahead will certainly be interesting.

TRICARE Remains a Volatile Issue

The proposed Presidential Budget plan to increase TRICARE fees for retired service members continues to be hotly contested in Congress as concerned members questioned senior DoD personnel officials why those who were guaranteed lifetime health care after a successful military career would face increases of up to 400% between now and 2017.

During the March 28 Senate Arms Services Personnel Subcommittee testimony, the Committee Chairman, Senator Jim Webb (VA), took exception to the administration's increases as he noted, "Tve said many times that I believe that whether there is a specific contractual obligation or not, when someone has served a full career, we have a moral obligation to provide them with lifetime medical care."

This similar sentiment was echoed in the House Armed Services Committee when the contemplated changes to the TRICARE prescription drug policies and fare structure were discussed in the Personnel Subcommittee.

Rep. Joe Wilson (R-SC) stated that he would continue to suppress any efforts to raise co-pays for retirees and military family members at local pharmacies no matter how high the cost. Unless Congress steps in, as of January 2013 retirees, their families and military active duty family members will have their co-pay for prescription drugs increase to \$26 for brand-name drugs and will pay an additional \$2 each year through 2016 until reaching the cap of \$34.

NEW MEMBERS

Air Assault Chapter SGT Kamal Fahim Abdullah CW5 George C. Arzente III Mark Bradley CSM Greg M. Chambers CSM Greg M. Chambers
Robert Degand
Stephen DeLancey
SPC David John Duda
SGT Chad L. Gregory
SPC Jason P. Gustine
SGT Donald Blake Harting CW5 Scott Hedges, Ret. SGT Christopher Higinbotham Philip James Hunt Timothy A Jones CW4 Stefan A. Kadur CW2 Robert A Kilpatrick CPT Christopher Edward Klich SGT Warren John Manalo CW5 Ken Morse CW5 Ivan Murdock MSGT Michael Ortiz, Ret. SSG James J. Pelkey Michael Patrick Powell Jr. 1LT Joe Ronk CW3 Rodney B. Shamp Dodrick V Smith CW4 Thomas Barnes Smith SGT Vilayphon Sookka CW4 John Stoll CW3 Mitchell K Villafania Milton Daniel Webber SFC Jesse A Willett Aloha Chapter CW2 Sandy Amadis COL Howard Killian CSM Osvaldo Martell CW2 Jesus M. Reyesrodriguez WO1 Andrew E. Salvadar LTC John Woodbery America's 1st Coast Chapter LTC Cecil Dwight Cauley Michael Perry Arizona Chapter Mark Bennett Terri Charisse Boyce Michael Toby Coker WO1 John E. Crysler Richard Lawrence Leuthard Jeff Lockwood CW4 Nick Perfetto. Ret. Eric Rogers, Ret. MAJ Scott A. Schmidt Armadillo Chapter MAJ Michael Buscher SSG Claudio Gilberto Irias William David Kennedy Aviation Center Chapter 2LT Katherine M. Accinelli Margaret Jane Amadei MAJ Michael C. Ampelas SFC Eric James Armitage 2LT Clayton G. Austin SSG Shilo Barker 2LT Cody L. Barron CW4 Brian Barry 2LT Nicholas D. Bastian 1LT Kara R. Bergs 2LT Matthew J. Birk 2LT Joshua A. Bishop Robert Brogden 2LT Matthew A. Buffington WO1 Stephen M. Burns CW3 Steven Burr CPT Beau Grey Carroll 2LT Tyler K. Carson J.T. Coleman SSG Clay Coles 1SG Anthony S. Coplin

CW3 Richard L Crabtree Jr. 2LT Christopher J. Crenshaw WO1 Michael J. Cross 2LT Brad Dallaire SFC Jeffrey Day CW4 Keith D. Doot 2LT Miles A. Dorroh 2LT Nate C. Dubie **CPT Jeremy Duff** CW5 James Larry Dwyer CPT Troy D. Eck SFC Jemar L. Ford MAJ Salvatore Frenda 1LT Frank Gamsby CPT Charles Edward Gardner 1SG Gabriel Antonio Gonzalez 2LT Wesley S. Gottke 2LT Neil Alan Harding 2LT Kelvin D. Harper WO1 Aren H. Hebert 2LT Joel P. Heifner 2LI JOEI P. Helmer 2LT Robert Joseph Hess WO1 Christopher Hesse CW3 Kenneth Hoover 2LT Braden S. Hunter CPT Stephen Howard Irving WO1 Michael P. Jenders WO1 Remiamin J. Loubing WO1 Benjamin L. Jenkins Dave Jones 2LT Zachary A. Krise 2LT Steven C. Lasker 1SG Teny Latham MAJ Jamie Russell LaVallev 2LT Jack R. Law CW3 Michael Lawson, Ret. WO1 Brian M. Lazzara 2LT Damon E. Lee WO1 James R. Lewellyn 2LT Tyler A. Lewis 1LT William Liebhaber SFC Billy J. Light CW3 Jamie Lee Ludholtz MAJ Charles Mangliar 2LT Brasd J. McAdams 2LT Michael J. McConville CSM Robert McGraw 2LT Timothy S. McKiddy 2LT Trent L Mielke CW5 David M. Miller CPT Aaron Michael Nichols 2LT Sean T. O'Brien CW5 Allen William OBrion 2LT Marshall L. Olney WO1 Andrew Edgar Pierce MAJ James Pomranky MAJ Elaine S. Price Dana Probert WO1 Joel M. Rasanen LTC Stephen Redmond, Ret. 2LT Jessica L. Richburg WO1 Yaril E. Rivera-Perez WO1 Brian Roche Joseph Anthony Rodgers CPT Kenneth W. Roedl SFC Stephen D. Rogers WO1 Zackary Rogers 2LT Christian Ruf WO1 Jorge Luis Santiago WO1 Brandon K. Schaefer WO1 Raymond P. Scharlott WO1 Jason M. Sheffield 1LT Juan Carlos Silva William Lawrence Sisson Jr. WO1 Matthew D. Spoula SFC Brian M. St. Hilaire CW3 Kenny Straits MAJ Jacob L. Swezei WO1 Aaron Nicholas Taylor 2LT Arianna D. Taylor

2LT Zachary A. Taylor-Warren WO1 Mark G. Tobias Jr. **Bob Van Elsberg** WO1 Ha N. Vu WO1 Andrew E. Waggoner CPT Uriel Gerome-Johnson Washington WO1 Estrellita V. Watts WO1 Andrew J. Webb WO1 Ethan T. Weiss WO1 Ryan E. Wicker WO1 Nathaniel L. Willard Jimmy Wood MAJ Kurt G. Zimmer **Bavarian Chapter** CW4 Nate Stewart Big Red One Chapter 1LT William Eric Ainsworth CSM Aaron Bryant Alexander SGT James J. Bagg 2LT Genarda Bates PFC Shanyndoah L. Bowen SPC Patrick Stuart Cobb PFC Eduardo De La Cruz **CW3 Robert Dees** SGT Thomas M Emerson **CW4 Kyle Evarts** SSG Arturo R. Gonzalez CPT Coleman B Harris CW3 Darren J Hengemuhle 1LT Cody Alan Holder SGT Robert Chase House 1LT Lewis Hudson CPT Brian Joseph Hutchinson SPC Amy Majors 2LT Ronnie Stephan Manning SGT Evan James Michaud SSG David Rant Miller SGT Gregory Lynn Moseley 1LT Chance Moyer CW2 Mayi K. Nelson SFC James A Perkins SPC Daneil Phelps CPT Adriana Ramirez-Scott SPC Jeremy Drew Reed SPC Juan Šantos 1LT Mike Schreckenbach SPC Ahmet Sirin 1LT Daniel Stark 1LT David Sumpter PFC Courtney Twitchell 1LT Matthew E Valnoski SFC John Webb Jr. 1LT Jerimiah A Wood CW2 Victor M. Wyderka Jr. **Black Knights Chapter** CDT Mark Jun Lee Bluegrass Chapter Tom Pendergrass Erick K Webb Cedar Rapids Chapter CW4 Norman L Helmke 1LT Forest Jay Lightle IV David G Stobb Central Florida Chapter Fred D Balagna LTC Mark A Bliss Robert Costello Mark Coyne COL Christian deGraff, Ret. Gina Densler Stephen Tracy Farrow COL E.G. Fish, Ret. Guillermo E. Flores C. Dennis Hughes John Johnson James R. Kozlowski Donna McCarthy Kevin McCarthy SFC Hamilton R. McWhorter Tony Rouston

Michael Schooley Brian D. Shiffer Michael Taylor William Bruce Via Paul E. Watson Colonial Virginia Chapter SSG Ramos Collins SSG Raymond S. N. Femandez MAJ Jeff Flanagan SGT Michael Oliver Glasker Sr. SFC Charles E Grantham II LTC Paul Howard 1SG David Scott Lane SSG Harlan R. Mahlkuch SSG Tomas Maysonet-Rios SSG Brandon Ruben Pinero Brian Raymond CDR John Michael Shepherd CW4 Edward Vaughan SSG Nicholas Paul Venable SFC Ta'Wone L. White Connecticut Chapter CAPT Jared Burns Patrick Angelo Clare Joseph A Esposito SGM Paul S Garofolo Tom Griest CW4 Ronald Paul Saxon Efrain Torres **Carl Warrington** Corpus Christi Chapter Robin L Bonham Anuradha Datta W.C. Dyer Reinaldo Granado Richard A Green Jennifer L. Takacs Laura S Webb Cowboy Chapter SGT Morgan Elizabeth Graham SSG Russell J. Graham SGT Timothy T Hollen SPC Joshua D. Humphreys SPC Allan C. Jamagin SPC Gregory J. Leffler SGT Andrew S. Monnin SGT Tyler P. Neff PV2 John I. Plourde CW2 Michael L. Reisig SGT Kort A. Riker SGT Adam W. Roberts SSG Keith P. Snipes CW3 Justin J. Study SPC Troy R. Tuggle SGT Patrick M. Way SPC Jesse R. Wendt **Delaware Valley Chapter** COL John Gifford, Ret. LTC David Green MAJ Daniel Henzie CW3 Stan Rose **Embry Riddle Eagle Chapter** CDT Bruce Vincent Federico CDT Rebecca Ivans **CDT Daniel Stewart Jentz** CDT Gretchen Marie Krantz CDT Corbin C McKeon CDT Freddy Gabriel Rincon CDT Elijah Timmons Empire Chapter Matthew Pellechia Flying Tigers Chapter CW4 David Frangos Gregory S Land James Negro Frontier Army Chapter SGT Cory Austin Birdsong LTC Matthew J. Fox MAJ William C. McGruder, Ret. CPT Gage Wientjes Greater Atlanta Chapter

Steve Chase 1SG Lori Ellen Hoover MAJ Allan Justin MacKenzie COL Keith McDonald, Ret. Jerry McGaha William L Miller Frederick H. Panhorst Michael Pasco Paul Stephens Greater Chicago Chapter SPC James E. Comoda David Laughton Mark Michels Woltek Skonieczny Griffin Chapter CW4 Jonathan Bibbee SPC Benjamin Bolton SFC Bryan Clancy SPC Michael Corey CPT Pedro Juan Costas MAJ John Christopher Crotzer CW3 David Hall CW3 Jon Harlin CW2 Jon Holzman CW2 Joseph Lorman SGT Joshua Lupo MAJ Jonathan Palin CW3 Deleon Ponce SFC Lee Priest CW2 Michael Ridling Roland Willy Rohan, Ret. SGT Jonathan Tumer Idaho Snake River Chapter PFC Devon L. Madsen LTC Brian Shields Iron Mike Chapter SSG TherrenJ. Dunham CW4 Sean Goggin WO1 Michael A. Russell Jack H. Dibrell/Alamo Chapter CPT John Kelley Crimmings MAJ Gail Gauthier CW4 Xavier Enrique Gudino CW3 Dennis O. Quintero Jimmy Doolittle Chapter 1LT William A. Murray **Keystone Chapter** MAJ Keith Graham CSM Dale Lee Miller SGT Stephanie M. Oates CW2 Jeff Rasnake SGT Joshua Shaffer SPC Yevgenly Zhuzhzhalov Lindbergh Chapter CPT Chris Borgmann MAJ Catherine L. Cherry Ben Foster CPT Corey Wade Halvorson Steve Jasper Christopher Seyer MacArthur Chapter Gal Haze David Yormack Magnolia Chapter Meredith Chase Luke Eaton Greg Gilliland LTC Paddy Kelleher SSG Gary Laughlin Liza Cirlot Looser CPT Carlos Lavel Williams Michigan Great Lakes Chapter CW4 Joseph Ryan Mid-Atlantic Chapter Mr. Todd Collins LTC Dean M Hoffman IV Stacey Kane PV2 Andrew R. Kerwin

Continued on Page 66

Fallen Heroes

AAAA is saddened to announce the recent loss of the following Aviation Soldiers.

OPERATION ENDURING FREEDOM

The Department of Defense announced on Apr. 24 the deaths of four Soldiers resulting from the crash of their UH-60 Black Hawk on Apr. 19 in the Khan Neshin-Dewalak area near Garmsir in Helmand Province, Afghanistan during a night mission to assist in the evacuation of wounded Afghan police officers. All crew members were assigned to 2nd Battalion, 25th Combat Aviation Brigade, 25th Infantry Division.

Killed were:







CW2 Virav



SGT Workman



SPC Shaffer

CW2 Nicholas Scott Johnson, 27, of San Diego, California

CW2 Don Cayetano Viray, 25, of Waipahu,

SGT Chris John Workman, 33, of Boise,

SPC Dean Russell Shaffer, 23, of Pekin, Illinois

The incident is currently being investigated. May they rest in peace.

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

In Memoriam



Major (Ret.) Harry Edward "Ed" Ziegler

We are saddened to announce the passing of MAJ (Ret.) Harry Edward (Ed) Ziegler on Friday, November 4, 2011 in Colorado Springs, Colorado after a year-long illness. He was 91.

He was a member of the Cub Club, one of "The Originals," and saw combat as an Artillery Forward Observer during World War II. Following the war, he was the Executive Officer of the War Crimes trial of the famous Japanese General Tomoyuki Yamashita.

During the Korean War, he was one of the first 50 helicopter pilots in the army and flew medical evacuation missions for the 8076 MASH and was credited with evacuating over 700 patients.

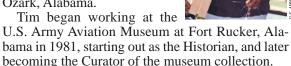
He pioneered the use of helicopters at high altitude while stationed at Fort Carson from 1952 until 1955. He was qualified in both fixed wing and rotary aircraft, and retired from the Army in 1965. He became the civilian operations officer at Butts Army Air Field on Fort Carson until retiring from civil service in 1983.

He was an on-site consultant during the production of the TV series "MASH", and is mentioned many times in the book "MASH" by Dr. Otto Apel. He belonged to The Order of the Daedalians, was a past president of the Fort Meade and Fort Carson Chapters of the Army Aviation Association of America and past president of the Dutch Nelsen Chapter of the Korean War Veterans Association.

He is survived by his beloved wife of 68 years, Alma and was buried with full military honors at Woodland Park Cemetery alongside his son, Gregory Alan Ziegler.

Mr. Harford "Tim" Edwards

We are also saddened to announce the passing of Mr. Tim Edwards, curator of the U.S. Army Aviation Museum, on Saturday, April 7, 2012 in Ozark, Alabama.



During his 23 years as the Curator, he attended several professional development seminars and training sessions continually seeking to improve his understanding of history and of the artifacts he cared for.

He was always eager and willing to share his knowledge, both by interacting with visiting groups and school age children, as well as mentoring young Soldiers in training.

He was a very important part of the growth of the museum over the past 20 years and his ideas helped to shape the museum as it is today.

He witnessed the changes and helped to move the museum from several old wooden buildings on Fort Rucker to the outstanding historical facility that it is today.

Always assisting the Army Aviation Association of America's museum and Hall of Fame support efforts, his contributions to preserving a part of the nation's military history will remain a lasting legacy to his dedication.



ARMY AVIATION 65 MAY 31, 2012 NEW MEMBERS Continued from Page 64

Martino D Nolletti Aurora Ogg Raymond Eddie Santiago WO1 Girard J. Tell Marc L. Troiani Midnight Sun Chapter CW4 Terry J Pena, Ret. Minuteman Chapter Charles Dean Morning Calm Chapter SGT Daniel L. Austin 1SG Jason Christian Barnum 1LT Preston Berndt Collich SPC Stephen P. Collins 1LT Aric Jensen SSG Jose A. Martinez
SPC Mijin Song
SGT Joshua Alan Threadgill
Mount Rainier Chapter
CW5 Michael Cuthbert
SGT Christopher Harris
1SG Timothy Vail Overbey
1SG Ronald F. Pegues
W01 Christopher J. Scott
CW3 Christopher B. Zimprich
Narragansett Bay Chapter
CW4 Michael James Snow
No Chapter Affiliation
Salem Al Abri
BG Nasser Alahmadi
BG Abdullah Alanazi
Phoebe Allen
BG Nasser Alnasser

J. Taylor Anderson Michelle Aultman Lucas Axiotakis CW5 Benjamin Ayer 1LT Joseph Barbani CW3 Johney C. Barnhill CW5 Ray E. Barringer, Ret. Darrel Beach LTC Luther Beaty, Ret. Louis Beaumier John Becker John Berlekamp Stephane Bernard LTC John G Betor CW3 Robert Bew, Ret. Benjamin Bowen Daniel J Brow Jeffery Brummitt

WO1 Jeremy S. Bucher SPC Misti Dawn Cawley Lon Celmer Kristopher A Chenault CAPT Emory L. Chenoweth CW3 Stephen A. Clydesdale SPC James L. Coleman WO1 Stephen J. Connelly Robert C Cox Eddie Crow Pat Cunnane CW3 Christopher L. Davenport CW5 Robert Vincent Davis COL Tyron deBoer LTC Andrew Dodson Karen Dombrowiak Patrik Dovskog WO1 Michel T. Drake

COL Steven Duke, Ret. LTC Brendan Dwyer CW3 Ronald Lee Eagle Jr. Mr. Samuel Evans CW2 Fred U. Felde II CPT Charles Ferry MAJ Todd Arthur Fitzpatrick James Fugit LT Scott Lewis Gainey COL Brock Gaston David Gillespie SFC Chris D. Graves Brandon Hamm CSM Gary D Hamm 1SG Byron E. Hatfield Sr. Frank Heitkamp MAJ Paul Helton

Order of St. Michael and Our Lady of Loreto Awards



Mrs. Christine Gilbreath, battalion Family Readiness Advisor, receives the Our Lady of Loreto award from LTC James Nugent, Jr., commander of the 2-149th GSAB, 36th Inf. Div., TXARNG, during the battalion dining out at the Sheraton Hotel in Arlington, TX, Feb. 11. She was recognized for her outstanding volunteer efforts and selfless service to the TXARNG and Army Aviation. Her husband, SSG William S. Gibreath, is a CH-47D technical inspector at the Dallas Army Aviation Support Facility, TXARNG.

Phantom Corps Chapter



On Mar. 30, CW4 Elmer "JR" Hill, retired after 26 years of service, with 16 years as an Army aviator and was inducted into the Bronze Honorable Order of St. Michael at Fort Hood, TX by the 206th Military Intelligence Battalion (Aerial Exploitation) commander, LTC Jon M. Tussing. His last assignment was with Task Force Observe, Detect, Identify, Neutralize (ODIN) as the unit safety officer.

Mid-Atlantic Chapter



Darla Hall (2nd from right) and Jamie Ramsfield-Pisano receive the Our Lady of Loreto award from chapter president, LTC (Ret.) Edward L. Cames (back) and AAAA president, LTG (Ret.) Dan Petrosky (right) for outstanding service to the chapter and Army Aviation at a chapter luncheon, Apr. 3, during the Annual Professional Forum in Nashville, TN. Also pictured is Pisano's husband, CW4 (Ret.) Joe Pisano, who assisted with the presentation.

Southern California Chapter



CSM Bryon E. Robinson, was inducted into the Bronze Honorable Order of St. Michael on Feb. 11th in Long Beach, CA at the 640th Aviation Support Battalion's Yellow Ribbon event by battalion commander, COL Louis E. Carmona. Robinson was recognized on the occasion of his selection and impending change of duty as the 40th Combat Aviation Brigade CSM for his outstanding support of Army Aviation, especially last year while the unit was deployed to Iraq as the only ASB in support of Operation New Dawn.

Show-Me Chapter



LTC Daniel J. Coleman, deputy commander of the 1107th Theatre Aviation Sustainment Maintenance Group, is inducted into the Bronze Honorable Order of St. Michael by former TASMG commander, COL (Ret.) Kevin P. Robinson in a Feb. 29th ceremony at the facility in Springfield, MO. Coleman was recognized for his outstanding support of Army Aviation on the occasion of his change of duty to commander of Co. A, 11th TASMG. His wife, Carol, was also recognized for her dedicated support to her husband and Army Aviation with the award of Our Lady of Loreto. Also pictured is their daughter, Hope.



CW5 John A. Fisher, aircraft maintenance foreman with the 1107th Theatre Aviation Sustainment Maintenance Group, is inducted into the Bronze Honorable Order of St. Michael by former TASMG commander, COL (Ret.) Kevin P. Robinson in a Feb. 29th ceremony at the facility in Springfield, MO. Fisher was recognized on the occasion of his retirement with over 31 years of service to the Army and Army Aviation. His wife, Paula, was awarded Our Lady of Loreto for her dedicated support of Army Aviation throughout her husband's career. The Fishers will live and work in the Ash grove Missouri.

ARMY AVIATION 66 MAY 31, 2012

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

Volunteer Chapter



COL James Cooper, flight surgeon for the 1-230th Air Cavalry Squadron, was inducted into the Bronze Honorable Order of St. Michael during an Apr. 12 ceremony at the Army Aviation Flight Fa-cility #1, Smyrna, TN, by TN State Army Aviation Officer, COL Kris Durham. Lyles was recognized for his outstanding support to the 1-230th ACS and Army Aviation. Pictured, left to right, MAJ Jay Deason, chapter secretary; Durham; Cooper; and MAJ Steve Todd, chapter VP.



LTC J. Martin Lyles, deputy G-1, Joint Force Headquarters, Tennessee ARNG, was inducted into the Bronze Honorable Order of St. Michael during a Feb. 24 ceremony at the Army Aviation Flight Facility #1, Smyrna, TN, by TN State Army Aviation Officer, COL Kris Durham. Lyles was recognized for his outstanding support to Army Aviation especially while serving as commander of the 1-109th Airfield Operations Battalion.



LTC (Ret.) Eric A. Post, manager of military business development for Bell Helicopter was inducted into the Bronze Honorable Order of St. Michael by TN State Army Aviation Officer, COL Kris Durham, on Apr. 3 during the AAAA Annual Professional Forum in Nashville, TN. Post was recognized for his outstanding support to Army Aviation over a 28-year Army career and his continuing support in the industry community.



1SG (Ret.) Charles Scarborough, former 1SG, E Troop, 1-230th Air Cavalry Squadron; LTC Beason Layne, mobilization operations officer/G-3; and LTC Robert Covert, deputy G-3, both with Joint Force Headquarters, TN ARNG are inducted into the Bronze Honorable Order of St. Michael during a Feb. 24 ceremony at the Army Aviation Flight Facility #1, Smyrna, TN. Pictured (left to right) MAJ Jay Deason, chapter secretary; Scar-borough, Layne, Covert, COL Kris Durham, chap-ter president; and MAJ Steve Todd, chapter VP. Scarborough was recognized on the occasion of his retirement for his career-long support, culminating with his outstanding service as 1SG during OIF 09-11. Covert and Layne were recognized for their outstanding service to Army Aviation as they changed duty positions and moved from 1-230th ACS to the Joint Force headquarters.



Deanna Fullerton (left) and Dorothy Russell, were awarded Our Lady of Loreto for their achievements as the TN State Family Readiness Group Coordinator and Middle Tennessee FRG Coordinator, respectively, at a Feb. 17 ceremony at the Army Aviation Flight Facility #1, Smyrna, TN. Pictured (left to right) MAJ Jay Deason, chapter secretary; Fullerton; Russell; COL Kris Durham, chapter president; and MAJ Steve Todd, chapter VP. Fullerton is married to 1SG (Ret.) David Fullerton and Russell is the wife of SFC Mike Russell, a platoon sergeant in D/1-230th ACS.



Jenny Hardy received the Our Lady of Loreto award at a Feb. 24 ceremony from chapter president and TN State Army Aviation Officer, COL Kris Durham for her outstanding support of Army Aviation while serving as the Family Readiness Group coordinator for the 1-230th ACS during the unit's deployment to OIF 09-11. Assisting in the presentation is MAJ Steve Todd, chapter VP. Hardy is married to SSG David Hardy, S-6 NCOIC.

Scholarship General Fund **Donor Recognition**

The AAAA Scholarship Foundation, Inc. thanks all those who contributed to the General Fund during the 2012 Annual Professional Forum & Exposition in Nashville, TN. The General Fund provides the funds to sustain and grow the matching fund program and national grants. Those organizations listed below had a special donor sign identifying them by category at their booth on the exhibit floor.

Gold (\$5,000 or more) Air Assault Chapter **Bell Helicopter Textron** Defense Support Services, LLC Oppenheimer Precision Products, Inc. Safran Group (Turbomeca) Sikorsky

Silver (\$1,000-\$4,999) AugustaWestland North America Avion Bonham Technologies Cub Club (see full list) Digiflight FLIR Systems, Inc. Hawk Enterprises, L.L.C. Huntsville/Montgomery County Convention and Visitors Bureau Intuitive **OinetiO** Sigmatech, Inc. **UŠR** Corporation

Bronze (up to \$1,000) 7/17th Cavalry Association LMI Consulting, Inc. Logicore Systems Products and Solutions Wyle -CAS Group Yulista Aviation, Inc.

Cub Club Donors COL (Ret.) Sidney W. Achee COL (Ret.) James Barkley

COL (Ret.) Russell Baugh COL (Ret.) Weldon C. Britton COL (Ret.) Colin (Doug) Ciley COL (Ret.) Les Gilbert

COL (Ret.) Norman Goodwin COL (Ret.) William Harper

CPT (Ret.) Art Kesten

COL (Ret.) Edward Landry LTC (Ret.) Jack Ray

COL (Ret.) William Roehl

COL (Ret.) Ben Silver

Individual Donors

MG (Ret.) Carl McNair COL (Ref.) Dan Ball

Landry Family Member



New Order of St. Michael Recipients

GOLD

MG John F. Campbell MG Richard H. MacMillan Jr. Ret.

BRONZE

CSM Edward O. Hepler CSM Robert R. Galicia CW3 Angel A. Alejandro LTC Greg S. Gentry CPT Jacob E. Bojarski LTC David G. McGurk CW3 Eric Darnauer MG Eddy Spurgin LTC James Nugent CSM Michael Garcia SFC Thomas Greenwell CW4 John MacElroy MAJ Thomas Arriaga MAJ Nathanael Forrester MAJ Aaron Kohler CW4 Kenneth Gunter CW3 Chad Lowery CW4 Stephen Napoli CW3 Jerry Stafford **CPT Herbet Beck CPT Tyler Espinosa CPT Brent Hayward** CPT Jeffrey Moore **CPT William Morris** CPT Jonathan Mulder CPT Efrain Reyna **CPT Thomas Richert** CPT Ryan Wallace CW5 Alan Gollmyer SFC Christopher Vanalstyne 1SG Grace Wood 1SG Richard Johnson 1SG Shawn Masters MAJ Timothy Morgan LTC Christopher Waters CW5 Robert Witzler 1SG Michael Telesco 1SG Jeffrey Pinnell MAJ Michael Mendenhall SGM Robert D. Bousley Harold E. Greer 1SG Albert Serrano 1SG Erica White COL Miriam L. Fields LTC Robert Hodgman CPT Jeffrey Ferguson

LTC Heath J. Niemi CW5 Derrick Crager 1SG Kirk P. Tower MAJ Christopher J. Kirk SFC Steven E. Tankesly LTC Jerome T. Clarke Benjmain M. Polanco Kippy D. Drewry Arthur M. Lawler LTC Patrick Sullivan CW3 Frank Volpe CW3 Cory Gaylor CW3 Samuel Kleinbeck 1SG Andrew Delcourt LTC Charles E. Wittges 1SG David S. Lane MAJ Brian L. Brown SGM Ronald C. Brill 1SG Miguel H. Thompson 1SG Scott G. Blackburn 1SG Stephen J. Woodard Mr. Alan Rosenberg Mr. Robert L. Williams Mr. Mike A. Jenkins LTC James W. Frrazier 1SG Burton T. Corley MAJ Jeffrey S. Rains Robert Casarez Marvin Marshall George A. Rayhons Robin L. Bonham CW5 Jav Burke CW5 Dan Rosser CW5 Ronnie Jackson 1Sg Richard Ogden CW5 Ken East CW5 Terry Rollie CW4 Steve Stolaryzyk MAJ Matt Jordan SFC Randall L. Crawford CW5 Robert A. Shober MSG Lannie D. Harper CW4 Allen S. Letort CW5 Dale Jeome Jensen CW3 Jason (Mongoose) Lax CW5 Derrick Crager 1SG Kirk P. Tower MAJ Christopher J. Kirk SFC Steven E. Tankesly CSM Bryon Edward Robinson

New Lady of Loreto Recipients



Christine Gilbreath Grace M. Carmichael Karie Helms **New Chapter Officers**

America's First Coast Chapter

SFC MichelleAdler Black, Secretary

Central Florida Chapter John Olson, VP Membership

Colonial Virginia Chapter Allie Eschenbach, Treasurer

Griffin Chapter Harold Whiffen, VP Illesheim; Edwin Brouse, VP Coleman; Lee Fennema, VP Scholarships; John Broam, Secretary: Frank Fair, Event

Jimmy Doolittle Chapter CPT Daniel Lee, VP Awards; MAJ David Gelhaus, VP Programs; CPT Brian Vorse, VP Fund Raisers

Coordinator-Coleman

Knights Chapter MAJ R. J. Garcia, Treasurer

Magnolia Chapter

LTC T Glen Flowers, VP Memberships; MAJ Robert Shane Corley, Treasurer; MAJ (Ret) Geoffrey Yoste, VP Industry Affairs; CPT Len Fortenberry, VP Scholarship

Midnight Sun Chapter CSM Bradford Quigley, President; LTC Arvill J. Lyon, Senior Vice President; LTC Matthew Schell, Secretary; CW5 Jimmy Keyes, VP Membership; CW4 Pamela

French, VP Scholarship

ShowMe Chapter CPT Paul Howerton, Treasurer; CPT Adam Mankey, VP Publicity; CSM David Gail, VP Enlisted Affairs

Zia Chapter MAJ Daniel Purcell, Treasurer ACES CW4 William J. Cannon

SSG Raymond San Nicolas Fernandez Colonial Virginia Chapter

Aviation Center Chapter

LTC Michael F. McClellan, Ret. Tennessee Valley Chapter

CW5 Jeffrey James Pratt North Star Chapter

MAJ Aric J. Raus Big Red One Chapter

CPT Lisa Shouse
Aviation Center Chapter

CPT Benjamin W. StegmannAviation Center Chapter

CPT Uriel Gerome-Johnson Washington Aviation Center Chapter

Soldier of the Month SGT Cassandra M. Bracy March 2012 Jimmy Dolittle Chapter

SPC Mijin Song January 2012 Morning Calm Chapter

Soldier of the Year SPC Ashley A. Whithead Mid-Atlantic Chapter

SGT Brian K. Davis Jr. *Mid-Atlantic Chapter*

NCO of the Month SGT Matthew B. Tucker April 2012 Washington Potomac Chapter

Distinquished Instructor SFC Melissa K. McKean 2nd Quarter 2012 Colonial Virginia Chapter

G-9 Russel T. Peters 2nd Quarter 2012 Colonial Virginia Chapter

New Lifetime Members Heather E. Aldridge Margaret Jane Amadei CW3 Richard Anderson LTC Robert L. Barrie Jr. CW5 Arthur Blakemore CW3 Michael Bounds Jr. SP5 James Coleman, Ret. SGT Michael Forand CW4 Troy P. Gordon CW5 Ronald J. Gunderson MAJ Allen Hershman, Ret. LTC Steven A. Johns, Ret. CW3 Kenneth Jones, Ret. CW2 Brian L. Koegler MSG Kenneth A. Kuske Robert Larsen MAJ Hunter M. Marshell CW2 Jose L. Martinez, Ret. CW5 Greg McManus LTC Jeptha McNair Jr., Ret. Brenda Menees CW4 Marc Moller, Ret. COL Douglas Moore, Ret. COL Wayne A. Parks MAJ Peter B. Picard, Ret. CW4 Lawrence Smith, Ret. W4 Thomas Barnes Smith

New Industry Members 5-D Systems, Inc. B/E Aerospace Brighton Cromwell LLC Christie Digital Systems UAS, Inc. Composiflex, Inc. Defense Support Services LLC ENSCO Inc. Fall Protection Systems Field Aviation Griffin Defense Systems, Inc. Hoffman Engineering ISR Group John Deere Company MaxVision LLC MD Helicopters, Inc. Pathfinder Systems Inc. PlaneTechs, LLC SAAB North America Spec-Ops/Heliwagon Spectrum Aeromed Sunhillo Corporation Technology Service Corporation Teradata Corporation Urban Robotics, Inc. Walin Tools, LLC

New Sustaining Member Management Recruiters of Chicago-Far West

In Memoriam
MG W. A. Becker, Ret.
COL Dale W. Taylor, Ret.
SGM Robert A. Vostry, Ret.
MAJ H. Edward Ziegler,
Ret.

UPCOMING EVENTS

JUNE 2012

June 18-21 AAAA Fixed Wing Professional Forum, Huntsville, AL

JULY 2012

July 20 AAAA SFI Executive Committee (Conference Call)

Meeting, Arlington, VA

July 21 AAAA Scholarship Selection Committee Meeting,

Arlington, VA

AUGUST 2012

Jul 31 - Aug 5 VHPA 29th National Annual Reunion, New Orleans, LA

SEPTEMBER 2012

Sep 9-12 NGAUS 134th General Conference, Reno, NV

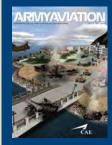
Sep 24-26 Luther G. Jones Aviation Summit, Corpus Christi, TX

ARIVIYAVIATIONUPCOMING SPECIAL FOCUS



JUNE

- Special Operations Aviation
- Safety



JULY

- Simulation & Training
- Fixed Wing PM Update

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SIMULTANEOUS MEMBERSHIP FORM

AAAA Membership Place "X" in appropriate box New	CURRENT STATUS Place "X" in appropriate box Active Army ARNG* USAR* Retired Former Warrant Officer Associate (all others) *AGR please check ARNG or USAR Male Female CERTIFICATIONS Place "X" in appropriate box I HOLD a Warrant issued to me by the Secretary of the Army I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO check Associate above) I AM I AM NOT entitled to wear several National Defense Medals TERM OF MEMBERSHIP Place "X" in appropriate box - only one dues category please INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST REGULAR/ASSOCIATE MEMBER DUES 1 1 Yr \$50 2 2 Yrs \$100 3 Yrs \$150 5 Yrs \$250 RETIRED MEMBER DUES 1 1 Yr \$37 2 Yr s \$74 3 Yr s \$111 5 Yrs \$185 PLEASE NOTE: Effective 1 January 2011 the monthly USAWOA NEWSLINER will be delivered electronically. If you wish a paper copy via mail please check here and include an additional \$12 per year with your dues payment. Check or Money Order for dues is enclosed, made out to "AAAA". Charge my: VISA MC AMEX
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E-Mail Addresses * (*AKO – us.army.mil preferred)(If both military and civilian are used, place preferred one first) RELEASE OF INFORMATION Place "X" in appropriate box:	☐ Please affiliate me with the chapters near my home. ☐ Affiliate me with theChapters ☐ Please DO NOT affiliate me with any specific chapters.
to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.	Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)



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 Alberston will select a few key items from each historic issue. The cartoon, right, was done back in 1953 by LT Joe Gayhart, a friend of Art's and an Army Aviator, showing the chaos of his apartment-office in New York City where it all began.



25 YEARS AGO

MAY 31, 1987

A China First

Boeing Vertol conducted its first commercial helicopter demonstration of the 234 Chinook in the People's Republic of China, in April and May. The demonstration was in

response to an invitation offered by the Civil Aviation Administration of China.

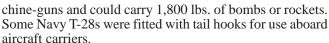
Retired

On March 27, 1987, the venerable North American T-28 Trojan was retired. In 1950 the T-28 replaced another Air

Force-Navy trainer, the T-6 Texan of World War II fame.

In 1962, the USAF modified over 200 T-28s for counter-insurgency operations in Southeast Asia.

Dubbed the T-28D Nomad, the tactical fighter-bomber mounted two .50 cal. ma-



The T-28's last flight was in Army colors, from Edwards AFB to McClellan AFB in Sacramento, with COL Alan R. Todd, USA, at the controls.

Production of the T-28 ceased in 1957 at 1,948 copies.

Heeresfliegertruppe



The *Bundeswehr*, or Armed Forces of the Federal Republic of Germany, was established in 1955-56, in lieu of the *Wehrmacht*. The Army Aviation Corps or *Heeresfliegertruppe*, was formed as a separate branch in *das Heer* or the Army. German aviators attend the *Heeresfliegerwaffenschule* or Army Aviation School in Buckeburg near Hamburg. The roots of the German Army Aviation Corps stretch back to the *Luftwaffe*, with such rotary-wing types as the Focke-Achgelis Fa-61 and Fa-223 and the Flettner Fl-282.

Adjoining photo depicts BG Kurt Josef Veeser, *General der Heeresfliegertruppe*.





50 YEARS AGO

MAY 1962

Promotion

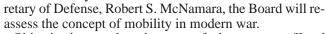
In April, the commander of the U.S. Army Aviation Center at Fort Rucker was promoted to Brigadier-General. Adjoining photo depicts Mrs. Jean Williams, wife of BG

Robert R. Williams, pinning on her husband's stars.

New Mobility Board

LTG Hamilton H. Howze, CG of Fort Bragg, NC and the XVIII Airborne Corps (STRAC), will head the Army's new Tactical Mobility Requirements Board.

Convened by order of Sec-



Objective is to explore the range of advantages proffered by aerial assets to better serve the tactical requirements and logistics concerns of the ground forces, in lieu of standard or conventional surface systems of mobility.

The above will be effected by analysis, field tests and exercises of such concepts as air-mobile infantry, anti-tank, artillery and reconnaissance tactics.

Results must be forwarded to the Secretary of Defense by September 1.





AAAA News

Some 86 percent of individual members have renewed their affiliations with AAAA for the year. This tops the rate-of-return in any previous year.

As of May 24, Association membership totaled 5,233. 4,672 are renewals of individual memberships from 1961. 350 are corporate members; while 211 are new members that have signed on to AAAA since April 1, 1962.



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.

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

CHIEF WARRANT OFFICER 4 MICHAEL J. DURANT, RETIRED ARMY AVIATION HALL OF FAME 2008 INDUCTION

Retired Chief Warrant Officer 4 Michael J. Durant's performance during active military duty and in retirement mark him as one of Aviation's best.

He is most famous for his harrowing 1993 experience during Operation Gothic Serpent in Somalia – as a member of the 160th Special Operations Aviation Regiment (SOAR) deployed with Task Force Ranger – where he was shot down and held as a prisoner of war by hostile Somali militia for 11 days. Despite his multiple injuries, his performance during captivity – chronicled in news magazines, books, documentaries and a feature film – is heralded as a model of the "Warrior Ethos" for all Soldiers. His personal conduct serves as a benchmark for today's survival, evasion, resistance and escape training for all members of the U.S. military. But Mike Durant's contributions go well beyond Somalia.

He served for 22 years in the Army, 13 years as a Night Stalker, accumulating over 3,700 flight hours. A key member of the team that developed the armed Direct Action Penetrator helicopter with mini-guns, 30mm cannon, rockets and Hellfire missiles for the 160th SOAR; he was the first to fire the specially modified UH-60L Black Hawk in combat, engaging a SCUD missile launcher during Operation Desert Storm.

He also developed and implemented a fully comprehensive mission rehearsal system for the 160th SOAR which has contributed immeasurably to the success of special operations forces operations.

Since his 2001 retirement, he has continued his dedication to Army aviation; helping develop the transportable Black Hawk operations simulator, known as T-BOS; a high fidelity flight simulator for the UH-60L/M capable of deploying with units. The T-BOS was fielded in time to conduct training for the new UH-60M aircraft acceptance test pilots – an Army aviation first.

A noted author of two books and a prolific public speaker, Mike Durant is one of the most recognized veterans of the military today, representing well the Army, the branch, his fellow Night Stalkers, and all who serve our Nation.



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