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OCTOBER 31, 2012

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**ON THE COVER**

PAID ADVERTISEMENT: Life-cycle costs are expected to reduce dramatically for the UH-60L Black Hawks with planned digital cockpit upgrades. Rockwell Collins' flight deck solution provides improved tactical situational awareness and augmented hover symbology for Degraded Visual Environment (DVE) based on the UH-60M's combat-proven technology. A common, advanced cockpit across the Army's UH-60 fleet – from pilot-vehicle interface to training and logistics – delivers low-risk, high-value efficiencies over the life cycle. Learn more at [www.rockwellcollins.com/rotarywing](http://www.rockwellcollins.com/rotarywing)

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# Briefings...

**Late Breaking News - Announcements - Notes**

**USAACE Welcomes New Deputy Commander**

COL Douglas M. Gabram, incoming U.S. Army Aviation Center of Excellence (USAACE) and Fort Rucker deputy commander, speaks at the Wings of Honor ceremony at the U.S. Army Aviation Museum, Ft. Rucker, AL, Aug. 24. Gabram returns to Ft. Rucker where he once served as the deputy chief, Aviation Planning Group for the commanding general from 1993 to 1995.



U.S. ARMY PHOTO BY NATHAN PRU

**Army National Guard Gets New CSM**



ARMY NATIONAL GUARD PHOTO BY SGT DARRON SAUZER

LTG William E. Ingram Jr., director of the Army National Guard, ceremoniously transfers responsibility from CSM Richard Burch, the ninth command sergeant major of the Army National Guard, to **CSM Brunk W. Conley**, during a ceremony Sept. 26 at the Army National Guard Readiness Center in Arlington, VA. An infantryman, Conley enlisted in 1981 and served with 2nd Battalion, 75th Ranger Regiment before transitioning to the Oregon Guard. He has deployed twice with the 41st Infantry Brigade Combat Team, first to Iraq in October 2003 and then Afghanistan in 2006.

**LEMV Completes First Flight**



NORTHROP GRUMMAN CORPORATION COURTESY PHOTO

The U.S. Army's Long Endurance Multi-Intelligence Vehicle (LEMV), a first-of-its-kind airship, successfully completed its first flight over Lakehurst Naval Air Station, New Jersey on Aug. 13. In the shadows of the

century-old Hangar One at the birthplace of the Nation's storied military airship past, this major milestone is the beginning of the flight test program. Northrop Grumman and its industry partners have developed the LEMV, the world's largest, most-persistent, lighter-than-air optionally piloted aircraft. LEMV will provide unprecedented ISR capabilities to the U.S. Army ranging anywhere from one day to multiple weeks.

**3rd CAB Gets OSD Visit**



U.S. ARMY PHOTO BY CAPT CHAD ASHE, 3RD CAB PFC

Senior Executive Service Elaine R. Simmons, director, Land Forces Division, Cost Assessment and Program Evaluation (CAPE), Office of the Secretary of Defense, is assisted into OH-58D Kiowa Warrior flight gear, by CW2 Ryan Robicheaux, 3rd Squadron, 17th Cavalry Regiment, 3rd Combat Aviation Brigade, Sept. 6 at Hunter Army Airfield, GA. Simmons and her team received a briefing from 3rd CAB commander, COL Allan Pepin, and other unit leadership and a flight line tour to help them better understand the capabilities and challenges facing today's high-demand aviation brigade.

**Industry Releases "Code Of Conduct" for UAS Operations**

The Association for Unmanned Vehicle Systems International (AUVSI) published the "Unmanned Aircraft System Operations Industry Code of Conduct" on July 2, 2012 a set of guidelines to provide AUVSI members – and those who design, test and operate UAS for public and civil use – with recommendations for their safe, non-intrusive operation. The guidelines ([www.auvsi.org/conduct](http://www.auvsi.org/conduct)) recommend when and by whom UAS should be flown, to minimize risk; they commit to complying with all federal, state and local laws.

**CORRECTIONS:** In the AAAA Scholarship Awardees section, page 135 of the Aug-Sep issue, James F. King, III was erroneously listed as the son of Mr. Tom Lessik, he is the son of James F. King, Jr. We apologize for the error.



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# Army Aviation Connected to America

**T**here is evidence that the citizens of our Nation respect and realize all that our Army Aviation Soldiers have done to protect them during the past 11 years of combat.

Clearly all of our Department of Defense men and women, civilian and in uniform have been magnificent. We must not lose this strong connection with America as we work our way through today's fiscal issues. It is important that our military stay visible to those they protect.

Our chapters establish close relationships with their local communities and they truly bring the face of the Army Aviation Soldier and their family to home town America. AAAA chapters are involved in excellent activities that not only support Army Aviation but also provide the opportunity to host professional development meetings and events that include local citizens.

AAAA overseas chapters help support their theater engagement programs by including host nation aviators in professional events that communicate what Army Aviation is all about. These efforts are important to keep our Army closely connected to those American citizens who otherwise might not have the opportunity to meet and understand what Army aviation does for their defense.

As government spending is being curtailed we could see a shrinking of strategic communication in the larger community-wide symposiums. This will make AAAA's annual symposium and our chapter programs even more important. These AAAA symposiums along with AAAA's support of community events help keep the Army brand in front of America.

Since my last column, I attended Keystone and Army Aviation Center chapter meetings. I was reminded by the members that the Keystone Chap-

ter was the home chapter to Senior Army Aviator, MG Jessica L. Wright, Ret. who now serves as the Assistant Secretary of Defense for Reserve Component Affairs.

Our Delaware Valley Chapter is also the home chapter to The Hon. Mark Critz, who is Co-Chairman of the Congressional Army Aviation Caucus.

I also attended the Army Aviation Center Chapter's Vietnam War 50th Anniversary Reunion for the 334th UTT armed helicopter company. The Center's Chapter gave these great veterans excellent support and showed them today's Army aviation at its best.

These 50th Vietnam Anniversary Veteran reunions are important to the soldiers, to their families, and give our current force the opportunity to understand firsthand what our Vietnam aviators did.

Also in the last month, our AAAA National Secretary, BG (Ret.) E.J. Sinclair, attended the U.S. Military Academy Branching Week Activities at West Point and made the point to these young Americans the importance of belonging to professional associations.

Looking forward, we have scheduled our next Senior Executive Associates meeting for early November.

GEN (Ret.) Jack Keane, the AAAA Associates chairman and his group of retired non-aviator three and four-stars, help achieve overarching Army and Army Aviation goals as expressed by the Army Chief of Staff.

Our next Congressional Caucus meeting of 44 members of Congress on Capitol Hill is currently planned to be a technology program. The Caucus has asked to see what technology is being worked for the future Army Aviation force. This meeting follows on the heels of our monthly Caucus breakfasts on special operations aviation, sequestration, and the state of the



Mr. Curtis Beauchamp (left), Texas board chairman of Operation Homefront, receives a check from AAAA president, LTG (Ret.) Daniel J. Petrosky, as a donation on behalf of the speakers at the 2012 Luther Jones Aviation Summit in Corpus Christi, TX on Oct. 25. Operation Homefront provides emergency financial and other assistance to the families of service members and wounded warriors from all three components.

Army Aviation Branch itself.

Finally, we are looking forward to our last two forums of the year. The Aircraft Survivability Professional Forum is November 5-8 in Huntsville, AL and the Unmanned Aircraft Systems Professional Forum will take place December 10-12 in Washington, DC. These are the venues for honoring the ASE Soldier of the Year, Avionics award, and UAS Unit and Soldier of the Year respectively.

As you can see, all these activities, award ceremonies recognizing soldiers, professional forums, chapter meetings, congressional outreach, and highest level decision-maker meetings all tie together to support Army Aviation.

I assure you that your all volunteer National Executive Board looks forward every day to seeing how we can keep improving to meet our mission of, "Supporting the U.S. Army Aviation Soldier and Family."



LTG (Ret.) Dan Petrosky,  
AAAA President



## INTELLIGENCE IN REAL-TIME TO THE FRONT LINE.



The U.S. Army's Enhanced Medium Altitude Reconnaissance and Surveillance System (EMARSS) will provide combat units in austere locations with direct, actionable, near real-time intelligence. Selected by the Army, the Boeing EMARSS solution brings together a new-generation platform and the most advanced, modular ISR systems to accommodate a broad range of missions—unmatched capability to help ensure ground units every possible advantage.





# Sustaining and Protecting the Force

By MG Kevin W. Mangum

**T**his month's issue focuses on aircraft survivability, TACOPS, and Aviation maintenance, three topics key to our Branch's success.

You will find some great information on aircraft survivability equipment (ASE) to include how our project manager for ASE plans to field equipment that will close existing gaps in order to enhance our survivability.

By driving for commonality across the services, we can hold down costs so we can afford the equipment we need as budgets decline. Additionally, I invite you to read how we continue refining the best methods for utilizing our TACOPS professionals in combat aviation brigades. These officers make a huge difference in combat and garrison. We rely on them to help ensure our forces and systems are employed correctly.

In this issue, I would like to focus on Aviation maintenance, a key component in generating combat power.

Let me start by saluting the most professional maintenance team in the world – our great Soldiers, Department of the Army Civilians (DAC) and contractors. These skilled professionals have kept us and our equipment in the fight for over a decade of persistent conflict. Their tireless efforts and dedication to ensure our aircraft are ready to launch, recover and launch again are critical to Army Aviation's reputation as an indispensable capability on the battlefield.

I want to thank our Aviation maintenance professionals for their extraordinary work and for the sacrifices they and their Families make for our Army and our Nation every day.

Those sacrifices ensure that our aircraft are ready when needed to support the ground commander.

### Planning to Maintain the Aviation Force of Tomorrow

Maintenance is such a critical component to our success it is incorpo-



SPC Robert LaValley (center) with the 1204th Aviation Support Battalion, Kentucky ARNG, works with SGT Emily Konrick, 1108th Theater Aviation Sustainment Maintenance Group engine shop NCOIC, Mississippi ARNG, and Senior Airman Marc Nesbitt of the 386th Expeditionary Maintenance Squadron out of Dover Air Force Base, at Camp Beuhring, Kuwait. The 1204th soldiers are helping the 1108th TASMG repair National Maintenance Program components and learning valuable skills that they can take back to their units.

rated in the Army Aviation Campaign Plan (AACP). The Aviation Enterprise focuses its collective efforts to generate, enable, modernize and sustain Army Aviation through six major Campaign Objectives.

"*Sustaining the Aviation Force*" is one of those Campaign Objectives.

The U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM), part of the Aviation Enterprise, is the lead agency orchestrating efforts for that Campaign Objective. While AMCOM is focused on ensuring our maintainers can launch-recover-launch our fleet each and every day, they are also looking at ways and means to sustain our aircraft and capability into the future.

We must keep today's fleet in the fight as we move toward Aim Point 2030 and new capabilities we will

field. AMCOM focuses on sustaining our fleet through seven major objectives. Through these major objectives we will support modernization of our fleet by influencing future designs to reduce the logistics footprint and Soldier maintenance burden.

We will also work to integrate and optimize our aviation sustainment capability and capacity to ensure we can continue to launch-recover-launch.

Another major objective is focused on fully implementing condition-based maintenance capability, procedures and policy. We will work to identify and integrate information, technology, tools and capabilities across all echelons of aviation maintenance and implement next generation technical data support.

Finally, we are taking a hard look at how we must adapt aviation logistics



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policies and procedures to achieve aircraft readiness at best value.

### Honing Our Skill

Our success over this past decade is the direct result of hard work, attention to detail, and collaborative efforts. While we enjoy the fruits of that work today, we must recognize the fact that years of persistent conflict have taken a toll on our equipment, and today, more than ever, we must sharpen our focus on properly maintaining our fleets. We need to stay focused on the basics.

To help in this effort, I asked the Directorate of Evaluation and Standardization (DES) to share a few of the maintenance related findings from their most recent assessments.

These findings are not all inclusive but represent trends observed in recent months:

1. *Adapting preventive maintenance procedures to the operating environment.*

The arid desert environment we have been operating in for the past decade is absolutely unforgiving on our aircraft and subcomponents. Aircraft

blades and engines bear the brunt of the abrasive effect of sand and dirt.

DES has observed units and maintenance personnel not painting blades or flushing engines during Preventive Maintenance Service. In some cases, paint and flush kits are readily available. Both are easily obtained through our supply systems and have a huge impact on reducing wear and tear on blades and engines, respectively.

2. *Maintaining the Heads-Up Display (HUD)*

Approximately 44% of the aircraft lost to accidents in Afghanistan were the result of brownout landings. As a result, the Heads-Up Display has become a critical piece of equipment to give our crews the situational awareness to mitigate that risk. It is critical the HUD be properly maintained prior to and during deployments.

3. *Integrated Vehicle Health Monitoring System (IVHMS) daily download*

We have equipped many of our aircraft with health monitoring systems to support condition-based maintenance and to better capture and analyze what is going on with individual

aircraft. It is important to employ and leverage these tools to keep our aircraft in the fray, again, at best value.

Use of IVHMS is critical to launch-recover-launch operations today as well as for the long-term health of individual aircraft and our fleet.

### Thanks for What You Do and How You Do It

We need every member of our Aviation Maintenance Team – Soldier, DAC and contractor – rowing together to maintain and sustain our fleet for the fight, today and tomorrow. Thanks for doing so every single day! You are making a huge difference.

Help look for smarter ways to maintain your fleet and tell us what you need to do so. Remember, our comrades-in-arms are relying on each of us to do our part to support the fight. With your help, there is no doubt we will continue to be “Above the Best!”



*MG Kevin W. Mangum is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.*

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# The Future of Aviation Combat Survivability Training

By CW5 Michael S. Kelley

CW5 Reese

*Warrant officer tactical operations education is managed by CW5 Michael Kelley. Still a relatively new career track, the Branch continues to refine how to best utilize this valuable skill set in combat aviation brigades. This month I asked CW5 Kelley to share some of the innovative thinking on how to employ the TACOPS officer.*

*“Above the Best!”*

*CW5 Michael Reese*

**M**aintaining aviation tactical prowess while shifting from an operational counter-insurgency (COIN) environment to a peacetime environment, with focus shifting to decisive action and linear battles within unified land operations will be increasingly more challenging.

Lessons from the past and tactical capabilities learned in the current fight lead to the future direction of combat survivability training.

Reflecting on Army Aviation’s history, parallels could be drawn between now and where Army Aviation was as we were emerging from our trials in the jungles of Vietnam. The conflict in Vietnam solidified the need for lift, assault and attack assets within the Army structure operating in support of our ground brethren.

During years of combat, Army helicopter pilots were forged under fire and their tactical prowess was razor sharp. Frankly, at that time Army pilots were simply the best in the world at employing helicopters in combat.

## Use It or Lose It

During the years which followed, Army aviation went through various changes.

- The Aviation Branch was formed in 1984.
- Helicopter tactics were replaced by peace time operations.
- For the most part, we focused on



The Common Missile Warning System (CMWS) on an AH-64D from the 1st Bn. (Atk./ Recon.), 285th Avn. Regt., Arizona ARNG declares due to Man-portable Aircraft System Trainer (MAST) stimulation during an organization training integration test and validation event July 23-26.

Federal Aviation Regulations (FAR) and centerline navigation.

Aviation remained focused on our wartime tasks. We practiced and evaluated each aviator’s ability to perform individual tactical tasks. Flying complex tactical missions with integrated threat along all facets of the operation and evaluating crew, team and company performance on survivable tactics waned. Reduced availability of extended training areas resulted in most operational evaluation confined to pick-up zone, landing zone and short portions of the routes. Portions of the flight off military reservations were performed under “admin” rules.

As a result, aircraft were not “engaged” by simulated threat systems along large portions of the flight, aircrews flew vast amounts of training time “practicing” combat operations without considering or applying the tactics required to survive in combat operations. Use of aircraft survivability equipment (ASE) diminished to

almost never being turned on and little knowledge of capabilities and limitations remained.

By the nineties, Vietnam era pilots had begun to transition to civilian life and fewer of these combat proven aviation warriors remained. Aircrew Training Manual (ATM) tasks which incorporated maneuvers which countered enemy threat systems were removed and viewed largely as no longer required.

## Getting Back the Edge

When Army Aviation entered Operation Desert Shield/Storm we had essentially lost the tactical edge honed during more than a decade of fierce fighting some 20 years earlier.

Lack of familiarity of the installed ASE, capabilities and limitations of these systems compounded by reduced experience in combat flight techniques led to some hard lessons being learned. As a result, Army Aviation emerged from this fight with a new refined focus on tactical employ-

ALL U.S. ARMY PHOTOS BY CW5 MICHAEL S. KELLEY



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**MAST engaging an AH-64D from 1-285th ARB, Arizona ARNG with the Weapon Engagement Signature Simulator (WESS) providing the pilots a visual signature of engagement for reaction to the scenario.**

ment of aviation platforms.

Aviation Branch developed the ASE/Electronic Warfare Officer (EWO) duties to ensure capabilities and limitations were institutionalized and created the Tactical Operations Officer career track. Tactical employment of aviation forces was the focus, with knowledge of employing ASE as an integral part of planning.

As we look towards the potential of peace, after a little over a decade at war we can see similarities. Again, Army Aviation has aviators whose tactical skills of employing helicopters in combat are razor sharp within a counter insurgency focus.

Identification of areas of improvement continues with combat aviators' refined focus. Combat maneuvering

flight is back in the ATM. TACOPS Officers are continuously challenging aviators within their formations to know their enemy, understand their ASE and focus on tactics.

### **Maintaining the Edge**

Challenges for the future need to be addressed now in order to avoid transition to more administrative rules and instead, maintain the tactical edge Army Aviation currently holds. Structured, scenario based and rigorously evaluated tactical employment of team, platoon and company level tactical employment must be institutionalized in Army Aviation. This ensures the current tactical knowledge is maintained and passed from one generation of combat aviators to the next.

Maintaining our ability to operate and survive in the COIN environment is only one facet of the combat survivability focus. Looking forward to operations where hybrid threat, decisive action conflicts and unified land operations will change our tactics from teams to operating with larger formations of aircraft requires Army Aviation to add to our current tactical capabilities.

Army Aviation has, like all branches, suffered tragic losses throughout the current fight. When a comparison to the Vietnam loss rates was conducted, it was apparent Army Aviation was far better off during this conflict.

Creation of the Aircraft Shoot-Down Assessment Team (ASDAT) produced an environment where Army Aviation dissects current operational tactics looking for methods to increase survivability. ASDAT's work with the Joint Aircraft Survivability Program Office (JASPO) has aided Army Aviation in identifying and advancing ASE systems and material solutions to protect our aircrews.

Joining the Joint Combat Assessment Team (JCAT) added information regarding combat losses from sister services to our knowledge base. This teaming continues to identify vulnerabilities and when addressed, equates to increased survivability for future systems and conflicts.

While advancing ASE has aided in achieving the current survivability rate, Army Aviation has maintained this rate because of very adept aviators advancing their tactical abilities rapidly to counter a creative and determined enemy.

### **Operating Instinctively**

Employing Army aviation platforms in today's complex hostile environments, with conventional and asymmetric threats being employed is no easy task. Army aviation must remain a premier combat force in the world in order to sufficiently meet the needs of our ground brethren. Employment of aviation platforms in combat requires the aircrew to operate instinctively as a crew. In order to achieve this end-state, aircrews require practiced responses to the variables of combat and influence to the vertical scheme of maneuver our enemies will inflict.

Much like any emergency procedure, where each crew member practices and gets evaluated on their specific functions, responses to threat

engagements must also be practiced and evaluated. The time to begin practicing reactions to enemy fire is not when deployed to a combat area.

Aviation combat survivability requires aircrew to employ their aircraft with sound tactics first and foremost. The best tactics used will be the ones which deny the enemy the shot. Operating combat aviation platforms without utilizing sound tactics reduces the combat effectiveness of our systems and results in diminished probability of survival. Reliance on ASE should be limited to the “when the enemy gets the shot” rather than a “shields up” mentality. Once an ASE system is triggered into a response by a threat system, aircrew should respond instinctively, in the same manner they would respond to any emergency procedure.

Tactics are generally particular to a specific class of threat system (e.g. small arms, anti-aircraft artillery, or guided missiles). Tactics which work well against one class of threat generally makes the aircrew’s survivability against other threats worse. Unlike standard aircraft emergency procedures, when operating as a multi-aircraft flight, an ASE response for one aircraft should trigger a tactics shift for all aircraft in the flight. This is generally the rule as aircraft tend to employ the same tactics together.

If the current tactics allowed the enemy the shot, an adjustment is required or other aircraft may become the next target. Making these responses instinctive requires threat based crew and collective training and evaluation beyond individual Readiness Level 1 (RL-1) requirements.

### Methodology

The ability to effectively employ aviation combat systems begins with advancement to RL-1. Once this is achieved a team effort by the TACOPS officer and the standards section must begin. Tactical scenarios using unit mission essential task list (METL) requirements, tactical flight parameters and maneuvers coupled with the programmed injection of threat based simulators (e.g. Man-portable Aircraft System Trainer – MAST, electronic warfare ranges, etc.) must be refined using measurable results which are evaluated.

Evaluation of these events becomes a team event where the standards section evaluates the performance of flight maneuvers while the TACOPS officer



SFC Heather Barajas, HHC/1-285th ARB, Arizona ARNG engaging an aircraft with the Man-portable Aircraft System Trainer (MAST).

ALL U.S. ARMY PHOTOS BY CWS MICHAEL S. KELLEY

focuses on the aircrews’ response to counter the threat as the survivability, tactics and threat system subject matter expert (SME).

Would the selected tactical counter to the identified system effectively reduce the threat systems capability enough to create a survivable scenario? Did others within the flight shift their current tactics? Did the gunner-aircrew respond appropriately to the threat system?

*Combat Survivability Training (CST)* should utilize a multi-tiered approach beyond readiness level progression. CST levels would include individual through crew/collective ASE, threat signature, and combat maneuvering flight requirements.

*Computer based instruction* is in place and with some refinement can better serve the aviation structure. Programs for operators, maintainers, and aircrew will better define what is presented and reduce unnecessary material being presented to each group. A classified segment will reinforce the fundamentals of ASE, capabilities and limitations.

Basic switch settings placing ASE into operation change when software updates are applied to glass cockpits.

These rapid page location and switch interface changes makes creating system discs without switch settings preferable and reduces cost. This will allow for more robust training capability while operating within the same budget constraints.

Threat system visual signature training must become a part of the combat aircrews’ kit-bag. These programs will advance the aircrew beyond RL-1 and prepare them for the next level of CST.

Aviation Combined Arms Tactical Trainer (AVCATT), Longbow Crew Trainer and aircraft simulators will become the premier *combat survivability*

*trainers*. Refining threat systems signatures within simulation will ensure aircrew are trained adequately to properly identify threats and refine their instinctive tactical solution selection process.

These simulation platforms must be updated more closely to the ASE suite fielding timelines, specifically to units which are not provided B-kits for routine operational training.

Active combat ranges must be utilized in order to achieve total understanding and employment capabilities. *Electronic warfare ranges* which replicate true threat systems are the best method in order to fully rehearse and refine tactics required to break contact and exit the weapons engagement zone.

Working as a team to advance upon and neutralize the threat systems capabilities ensuring combat survivability is another area which requires consistent rehearsal and refinement. Using flares and MAST on ranges will refine tactics used against missile threats.

CST should be conducted within the current training plan and is a coordinated effort between TACOPS and standards. Instructor pilots evaluate the performance of maneuvers coupled with the TACOPS evaluation of the tactics selected against the threat presented resulting in a total combat survivability training program.

Candid mission evaluations with all crews involved will aid in retaining the tactical advantage. The desired goal is maximum combat survivability resulting in the preservation of combat power for Army Aviation.



CW5 Michael L. Reese is the chief warrant officer of the Aviation Branch and CW5 Michael S. Kelley is the Branch tactical operations (TACOPS) officer both with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.



# Army Aviation Maintenance in Transition

By CSM James H. Thomson Jr.

**A**rmy Aviation maintenance dates back to the days of the Wright Brothers. During the procurement and test process of the Army's first heavier than air machine at Fort Meyer in June 1909, Aeroplane No. 1 crashed into a tree damaging the airplane's skids and one of its wings.

A team of mechanics immediately went to work on the damaged aircraft right there in the field and had it fully mission capable in just four hours.

Thus began a long tradition of organic Army Aviation maintenance able to be conducted anywhere, anytime and under any conditions ensuring the Army's flying machines remain mission ready.

During the past ten years of fighting overseas, our combat aviation brigades have flown an astronomical number of flight hours. In FY11 alone, the entire fleet of Army Aviation flew 1.1 million hours.

The maintenance man hours associated with each flight hour are exponentially larger depending on the airframe; using an average of 4.25 man hours for the maintenance to flight hour ratio, that equates to 4.6 million maintenance man hours for Army Aviation in FY11.

Make no mistake; this incredible feat was accomplished by the professional and talented Soldiers, NCOs, warrant and commissioned officers and civilians of our aviation maintenance workforce.

## Lessons Learned

It's important to recognize that we've learned many great lessons in Aviation maintenance over these past ten years and we must capture and incorporate those lessons into our future maintenance training and operations as we transition from an Army at war to an Army training for war.

Most of our CABs have had to task organize into multi-functional aviation task forces to fight in both OIF and OEF. This of course created challenges in having enough of the right support personnel with the requisite skill sets to conduct aircraft maintenance on multiple airframes.

Units often turned to cross training those Soldiers in similar Military Occupational Skills to increase their ability to generate and sustain combat power and they did so with phenomenal results. Recognizing this, our schoolhouse is taking a hard look at the way we train our aviation Soldiers during their Advanced Individual Training.

## Refining the Training Model

While trying to make an all around general purpose aviation mechanic during AIT is really not feasible given the complexities of our diverse aircraft and systems, certainly we can group like MOSs and focus their initial training on



U.S. ARMY PHOTO 3RD CBT AVN. EDE

SGT Chance Harvey, a UH-60 "Black Hawk" helicopter phase team leader with the 603rd Aviation Support Battalion, 3rd Combat Aviation Brigade, talks with COL John H. Hort, deputy commander-rear of the Third Infantry Division, about the repairs his team is making to a Black Hawk helicopter Aug. 29 at Hunter Army Airfield, GA.

mastery of those associated common skills and knowledge thereby producing a more flexible and adaptive apprentice aviation mechanic that is ready to specialize in his or her assigned MOS. At a minimum this approach lends itself to enhancing the ability of units to cross train maintenance personnel as needed.

Most would agree that aviation Soldiers truly start to learn their specialized craft and master their MOS during the years between graduating AIT and attending the Advanced Leader's Course. This experiential learning is critical to the development of our apprentices into journeymen; however, that training unfortunately is often unstructured and undocumented.

It is imperative that we provide a detailed roadmap for the progression of our Soldiers that not only can they follow, but their leaders can use to guide that experiential training while at the same time document the tremendous amount of "hands on" learning that occurs on our flight lines and hangar floors.

Aircraft maintenance is training, and we must do a better job of documenting it just as we do all of the other Soldier training conducted. Furthermore, this methodology will

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SPC Kayan C. Robertson, a CH-47 Chinook crew chief with B Company, 3rd Battalion, 10th Aviation Regiment, Task Force Phoenix, applies break away safety wire to the hoist control valve on his aircraft Aug. 9, at Wheeler-Sack Army Airfield, Ft. Drum, NY.

### Creating an Environment for Success

In addition to refining the maintenance training model for our aviation Soldiers, it is equally as critical that we create an environment whereby they want to put on the uniform and report every day to serve as maintainers and warriors.

Again, as we transition to a training Army, leaders must instill a sense of purpose in our Soldiers so that they have a strong desire to succeed and perform to the highest of standards. Striking the right balance between contract maintenance and Soldier maintenance in our units is essential to inspiring our maintainers.

Our phase team leaders and maintenance supervisors must place the proper emphasis on collectively training phase teams to perform these critical battle tasks.

It is essential to the future of Army Aviation maintenance that the “green suit” to “blue suit” ratio be balanced.

Over the past ten years, Army maneuver forces have come to rely on Army Aviation to support and enable them to engage and win decisively regardless of the mission and we have earned their trust.

A crucial component to preserving that trust is enhancing a strong and talented aviation maintenance corps of men and women who are excited and proud to pick up a wrench with greasy hands eager and willing to get to work fiercely dedicated to keeping our aircrews “Above the Best!”

CSM Thomson

[jim.thomson@us.army.mil](mailto:jim.thomson@us.army.mil)

certainly provide opportunities for our aviation mechanics to pursue professional certifications like Federal Aviation Administration Airframe and Powerplant ratings.

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.



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# Everybody's Business

By BG Timothy J. Edens

*Everyone has pet peeves, and one of mine is litter. I can't pass by a piece of trash, no matter how big or small, and just let it continue lying on the ground. I have to pick it up and find a garbage can, even though it's not technically my "job" to do so. I look at it like this: We all share the same common spaces, and everyone should do their part to take care of it. Rank and position don't matter – it's about doing what's right for the greater good. Besides, it's what, 10-20 seconds out of my day?*

**I**t's the same with safety. Just because you have unit safety officers doesn't mean you should overlook safety violations or breaches of standards, thinking it's their job to handle the issue.

One of our most fundamental duties as Soldiers is executing our missions at minimum risk. When you see your fellow Soldiers violating standards, whether intentionally or unintentionally, and don't speak up, you miss the opportunity to maintain standards and prevent a needless accident; at worst, the situation ends in the tragic loss of life.

## The "Eighth" Army Value

This is where a discussion of culture becomes relevant. Our Army culture is defined by the Warrior Ethos and our seven Army Values, with many other subcultures at play (for example, Aviation doesn't have the same culture as Infantry, and so on).

Safety, I believe, is at its core an unspoken "eighth" Army value that affects every branch, every MOS and every person. We should be building a safety culture that motivates everyone on the team to do the right thing all the time, for both themselves and their fellow Soldiers.

The term "safety culture" was born from the Chernobyl nuclear disaster, the first time in modern history that at-



Safety is everybody's business.

titude, at both the individual and organizational level, was recognized for directly impacting not only safety, but also efficiency and accuracy.

Private industry soon adopted the safety culture model, and our nation's military has taken a special interest in it during the last decade or so.

The Army's sustained downward trend in accidents during the past several years shows our safety culture is evolving in the right direction. But that doesn't mean we don't have room or the obligation to grow. There are still "pockets" where safety is seen more as an externally applied mandate that comes from the top and trickles its way down to the lowest level.

Studies from both the private and public sectors have shown, however, that safety culture fully matures only when change comes from the top and bottom simultaneously. In effect, we have to make every Soldier a safety leader with ownership of not only their personal safety, but the Army

Safety Program, and give them a voice in the safety process.

That means leaders will have to listen, and those charged with safety functions within their units must realize safety isn't proprietary – it's everyone's business.

## Everyone's Business

We've also got to move away from a compliance-based mindset. Those "check the block" requirements outlined in regulations and directives provide only a framework for safety programs. Commanders who fail to look within and allow their Soldiers a say in safety are building a very shaky house, one that cannot stand up to the tests of hazards and risk.

Filling in the gaps between those directives with thoughtful, proactive mitigation strategies tailored to the unit's unique circumstances provides the best foundation for Soldiers to stay safe 24/7, whatever their duty status or activity.

U.S. ARMY PHOTO BY SSG DONNA DAVIS

Finally, I believe we need to rethink the way we look at “accidents.” The term itself suggests we’re not in control of anything going on around us.

Combined with the generally accepted notions that accidents just happen and a certain amount of risk is to be expected, we’ve set up our Soldiers for failure.

The plain truth is we are in control, accidents aren’t inevitable and while risk may be ever-present, there’s certainly a lot we can do to mitigate, reduce and even eliminate it.

As leaders, fate can play no part in establishing a proper safety culture, and we must not approach our safety programs believing it does.

### Feedback

I said in my introductory column here a couple months ago that I don’t have all the answers. I’m still learning, and from what I know right now, I truly believe there is no end to the progression of our safety culture.

It will change with the times and be affected by countless external factors, like whether our Army is at peace or war or how funding shortfalls affect every aspect of operations. What’s important is that we keep up and evolve right along with it.

I welcome your feedback on this subject and any problems or concerns you have. To do my job effectively, I must know your needs first. Please let me know how I can help and how the USACR/Safety Center is or isn’t assisting you and your Soldiers in meeting your safety goals.

You all do a remarkable job every day for our Soldiers, their families and our civilian workforce. I thank you for that and hope you have a wonderful fall season. Remember that many of your Soldiers will be taking advantage of the cooler weather for long motorcycle rides or celebrating with friends at tailgates and football parties.

Looking out for one another and treating safety as an absolutely imperative part of your job will do a lot to ensure everyone makes it home alive.

Army Safe is Army Strong!



*BG Timothy J. Edens 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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# Aircraft Survivability Equipment

By WO1 Yolanda M. Blaess and SSG Seth Poulin

*This month, I've tasked two of our aircraft survivability equipment instructors, WO1 Blaess and SSG Poulin, to describe some of the relevant course content being taught in your school house.*

*COL Dean Heitkamp, Commander*

**A**ircrew and aircraft survivability is the ultimate goal of aviation. In Vietnam, 53% of Army aircraft losses were attributed to enemy combat operations. These results drove the development process of tactical requirements, systems, and associated concepts known as aircraft survivability equipment (ASE). ASE is designed to aid aircraft survival by providing threat information to the aircrews, positively enforcing crew responsiveness to enemy threats.

Today's aircraft have a suite of integrated ASE threat warning and countermeasures equipment necessary to survive a wide array of threats to the aircraft to include: anti-aircraft artillery, man-portable air defense systems, armed helicopters and tactical and strategic surface-to-air missile systems.

Because of the sophistication and variety of enemy threats, pilots must use a series of tactics, signature reduction, threat warning, jamming and countermeasures to eliminate threat engagements.



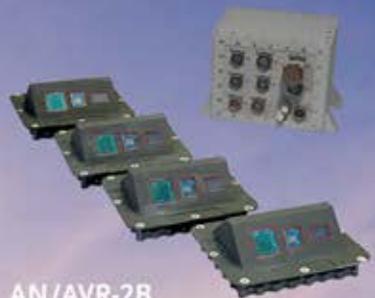
128TH AVN. BDE COURTESY PHOTO

SGT Corey Dahlstrom (left) from 1st Bn., 112th Avn. Regt. of the North Dakota Army National Guard trains on the CH-47D Chinook CMWS Training System with instructor, SSG Nathaniel W. Harris.

## DAS

Early warning of the location, type, and status of threat systems in the vicinity of the aircraft is vital to aircraft survivability. With this information, the aircrew can perform evasive maneuvers timed with the delivery of the proper expendables, jamming or deceiving to generate significant errors into the threat system's fire control system.

A warning coupled with a combination of appropriate active and passive techniques will significantly improve the probabilities of survival. A Defensive Aids Suite (DAS) is a system of sensors, controllers and effectors that defends the platform from threats. Sensing may be carried out passively or actively. A platform's own sensors provide valuable situational awareness. The control function processes



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SSG Nigel West (left), an instructor with the 128th Avn. Bde., works with student, PFC Cameron Harris on the AN/AAR-57(v)5 Common Missile Warning System (CMWS) Training System for the CH-47D Chinook.

the sensor information and cues the effect, which can be a warning to the crew and/or automatic activation of countermeasures.

### Types of Systems

The ASE systems in use on today's military aircraft include: signature reduction, radar warning, common missile warning systems, radar jamming and countermeasures; both chaff and flares.

*Signature reduction* is the form of reduced radar cross section or reduced infrared (IR) signature which will enhance aircraft survivability.

Reducing the reflected or generated electromagnetic energy of an aircraft will adversely affect threat systems.

By using signature reduction, the threat system's reaction time and its engagement envelope limits its ability to acquire, track, and engage.

These delays reduce the chances of the aircraft becoming engaged, thereby improving its survivability.

A *radar warning* system detects radio frequency within a given waveband used by threat systems. The system must classify, locate and determine the status of threat radar systems and then display this information to the crew.

It is important that these threat systems are detected in a timely manner and prioritized to enable the crew to make an appropriate decision.

A *laser warning system (LWS)* is designed to warn the crew of imminent attack from fire control or weapon lasers and then the LWS may also activate a countermeasure system.

A number of technologies can be used to achieve missile warning. Active radar systems can be used to track the incoming missile. Missiles generate optical emissions during the boost and sustain stages as a by-product of the combustion of fuel. Ultraviolet sensors can be used to detect the missile rocket motor flare at launch.

The *Common Missile Warning System (CMWS)* is an aircraft missile warning system designed to provide automatic, passive detection of incoming surface-to-air infrared missiles and threat declaration warning to the aircrew. It uses software reprogramming, false alarm suppression, and cues to other on-board systems to command automatic employment of IR countermeasures.

Countermeasures have been available for years, such as shielding high IR sources, using special non-reflective paints to reduce IR levels ra-

diated, IR decoys, and the tactic of ejecting infrared flares to cause false lock-ons of IR weapons.

### Jamming and Decoys

Jamming and decoys are used against radars. Noise jamming may be thought of as a "brute force" method. It is designed to mask an aircraft's radar echo. Deception jamming is more of a decoy and uses transmitted signals that are designed to confuse or fool the particular threat system radar. Radio frequency jamming on board the aircraft can provide a self-protection function, known as electronic defense.

Chaff was first used during World War II by the British to confuse German air defense radar systems. When released into a turbulent airflow, chaff forms a cloud of dipoles that reflect radio frequency energy. This chaff cloud will appear as an extended false target on a radar system, hopefully confusing the threat system, enabling a break of radar lock and enhancing the survivability of the aircraft.

Flares are a self protection infrared countermeasures device designed to decoy heat-seeking missiles by providing an alternative and more desirable target. A flare works by emitting radiation in the IR waveband. This seduces the seeker in the IR homing missile by providing a 'better' target. The separation of the flare from the aircraft draws the missile away from the aircraft, providing a large enough miss distance.

Aircraft are an important element of U.S. Army peacekeeping and warfighting operations. They are required to operate low and slow in a hostile environment making them susceptible to threats ranging from ground-based weapons to sophisticated anti-aircraft systems.

Threat situational awareness by the aircrew will improve survivability by increasing the possibility of threat avoidance. Aircraft survivability equipment, as an essential element of aircraft operations, provides Army aviation with the capability to operate in areas that would otherwise be denied, ensuring a higher mission success rate.



*W01 Yolanda M. Blaess and SSG Seth Poulin are aircraft survivability equipment instructors with Company C, 1st Battalion, 210th Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.*



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# Aircraft Survivability



A CH-47 equipped with Advanced Threat IR Countermeasures (ATIRCM) and the Common Missile Warning System (CMWS).

PMASE COURTESY PHOTO

## Project Manager, Aircraft Survivability Equipment Update

By COL John R. Leaphart

Last year I provided you an update on our approach to integrated aircraft survivability equipment (IASE). This year I want to give you insight into some other forces that are impacting the ASE portfolio and how we look at its management.

There are four primary forces that will drive how we manage the ASE portfolio as we begin the early stages of transition from an Army at war to a peacetime Army. Those are existing capability gaps, declining budgets, drive for commonality across the services, and Future Vertical Lift (FVL).

### The Existing Capability Gaps

The existing capability gaps are defined in the Hazard Prioritization List that was developed at the Aviation Synchronization Conference in October 2011. The top two gaps in the list that are in the ASE portfolio are the IR gap and the RF gap.

There is general agreement that the IR gap has been largely mitigated by the current investment in the Common Missile Warning System (CMWS) and Advanced Threat IR Countermeasures (ATIRCM), as well as the continuing investment in Common IR Counter-

measures (CIRCM).

CMWS and ATIRCM have proven to be highly effective at countering the threat we currently face in theater. CIRCM, which achieved its Milestone A decision in Dec 2011 to enter into the Technology Development phase, will provide the overmatch capability against new and evolving threats that we will face in the next fight.

A contract was awarded in February to both Northrop Grumman and BAE to engage in a competitive prototyping effort during this phase. So CIRCM's development effort is in full swing and



**CIRCM - Northrop Grumman**

Common IR Countermeasures – Northrop Grumman



**CIRCM - BAE Systems**

Common IR Countermeasures – BAE Systems

PMASE COURTESY PHOTOS

An AH-6 Armed Aerial Scout helicopter is shown in flight, viewed from a low angle. The helicopter is olive drab with a blue cockpit. It is equipped with a rocket pod on the left pylon and two missiles on the right pylon. The background is a desert canyon with mountains in the distance.

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## APR-39D (V)2



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Radar Warning Receiver

going well. The RF gap then becomes the #1 priority for PM ASE. We have ignored this gap for a long time.

The first APR-39 was installed on an Army aircraft back in the mid-70s. I know because my dad, a retired Army colonel, was the guy who did it. The system we are flying today is relatively unchanged since then. We need to bring this capability into the 21st century. So we have a 3 phased approach.

The first phase is to conduct an obsolescence upgrade to the existing system so that it is maintainable and sustainable for the immediate future. We have that upgrade on contract, the APR-39C(V)1, and will start fielding the heavy lift fleet with that system in FY14.

The next phase is to develop and field an advanced radar warning receiver (ARWR) that would provide a relevant capability against the existing and future threat. To accomplish this we are planning on piggybacking on the Navy's APR-39D(V)2 effort.

We have very common requirements in this mission area. Where they are not identical, the Navy has accommodated the more stringent of the two sets in the specification for the final system. We are headed to an acquisition decision on this system in 2QFY13 and anticipate being able to field these to the attack fleet in FY17.

The final phase will be the development of an RF countermeasure. One of the reasons we are pursuing the APR-39D(V)2 is that it maintains an upgrade path for a jammer. This provides a clean and low cost route to get to an RF countermeasure without bringing an entirely new system to the platform.

### Declining Budgets

The next major factor, declining budgets, has begun to impact our plan-

ning and management. Already we are looking at dramatic decreases in funding in the FY18 and out timeframe. We will deal with this in 3 different ways.

First, we have already begun moving to a portfolio management focus as opposed to a product management focus. This enables us to take a more holistic approach to how we manage each product in the portfolio and focuses on the combined capability instead of individual capabilities. This drives us to a common supportability concept. We are moving to a common support chain that will support the entire portfolio and bring down support costs.

For CMWS/ATIRCM we have already made the transition from BAE field service representatives (FSRs) to CECOM FSRs. That has saved us a significant amount of money.

The next step will be to expand the training of those FSRs so they have the capability to support every product in the portfolio, not just one or two. The same approach will be taken from a depot perspective.

We have put into place a support infrastructure at Tobyhanna for CMWS/ATIRCM that we will expand over time to cover the entire ASE portfolio. This all must be managed very carefully to ensure that we don't lose support capability during this process.

The last thing this portfolio focus does is help identify solutions that close gaps and save money. CIRCM and APR-39D(V)2 are great examples. Both systems are directly tied to closing the IR and RF gaps. Both will provide significant savings to the Army by leveraging a Navy investment.

### Future Vertical Lift

Future Vertical Lift is another major factor facing us. The Army is commit-

ted to developing the next generation rotary wing platform.

With prototypes planned for FY18 and production beginning in the FY29/30 timeframe, we have to begin to plan now for the IASE capability that will be on FVL as it rolls off the assembly line. As such, we will make a decision at the Army level in the FY18-20 timeframe on what suite will be going onto FVL. Our focus is to make investments in the future that have potential to be leveraged across the legacy fleet.

As we look at sensor and processor upgrades for the combined medium wave/long wave/high frequency (MW/LW/HF) system for FVL, are there pieces that can be used for the legacy fleet? HF QRC, now core to CMWS, leverages an untapped existing capability, the CMWS sensor, to get additional capability for just the cost of software.

### Drive Commonality Across the Services

The last force I want to discuss is the push from Congress to drive commonality across the services in the ASE arena. There is a definite concern on the part of Congress that the services are duplicating efforts and building capability that already exists in another service. This is not without merit. But we are working hard to alleviate that concern where it makes sense.

Already we are on a path for a common hardware solution for RWR and IRCM (APR-39D(V)2 and CIRCM) with the Navy. As we look at options for the combined MW/LW/HF system for FVL, we will look to see if leveraging existing Navy efforts makes sense. Not only does this help alleviate congressional concerns, it drives down costs by sharing the development and sustainment of these systems.

Bottom line, we have to figure how to get after capability in the most cost effective fashion possible as we move into the future. In PM ASE we have a plan for doing that. I am confident you will be able to see the results of that plan as we move forward.



*COL John R. Leaphart is the Army project manager for Aircraft Survivability Equipment, Program Executive Office for Intelligence, Electronic Warfare & Sensors, located in Huntsville, AL.*

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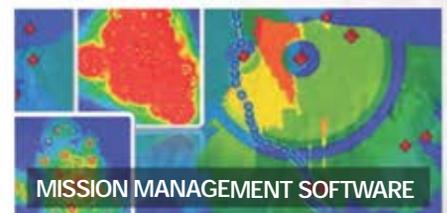
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OCTOBER 31, 2012



# Army Advanced Seekers Roadmap



By Dr. Leslie A. Litten, Dr. Paul G. Zablocky, Mr. Mark J. Calafut, and Mr. Jose A. Fernandez

## SPECIAL FOCUS

### Aircraft Survivability

The Army's philosophy for addressing the future advanced seeker threat is a spiral based approach that synchronizes science and technology (S&T) activities with the projected threat deployments.

Each spiral consists of experimentation to characterize the projected threat followed by threat exploitation in order to develop countermeasures.

The key to this approach is predicting where advanced seeker technology will be in the next two decades in order to ensure airborne survivability equipment (ASE) under development today remains viable in the future.

The Army's approach to addressing advanced seeker threats involves many facets including software techniques, flares, situational awareness, and fusion of data, as seen in Figure 1.

#### Leveraging Surrogates

In order to experiment with future threat seekers, the Army plans to create a flexible next generation surrogate that leverages North Atlantic Treaty Organization (NATO) and Naval Research Laboratory (NRL) surrogate designs.

The initial spiral surrogate will be limited in capability, but future spirals will be multispectral and multimode.

As part of this effort, the Army will work with the intelligence agencies to develop a prioritized list of specific parameter combinations, most likely to appear in theaters of interest. An appropriate set of parameters such as combinations of operating modes and signatures based upon motion will be utilized.

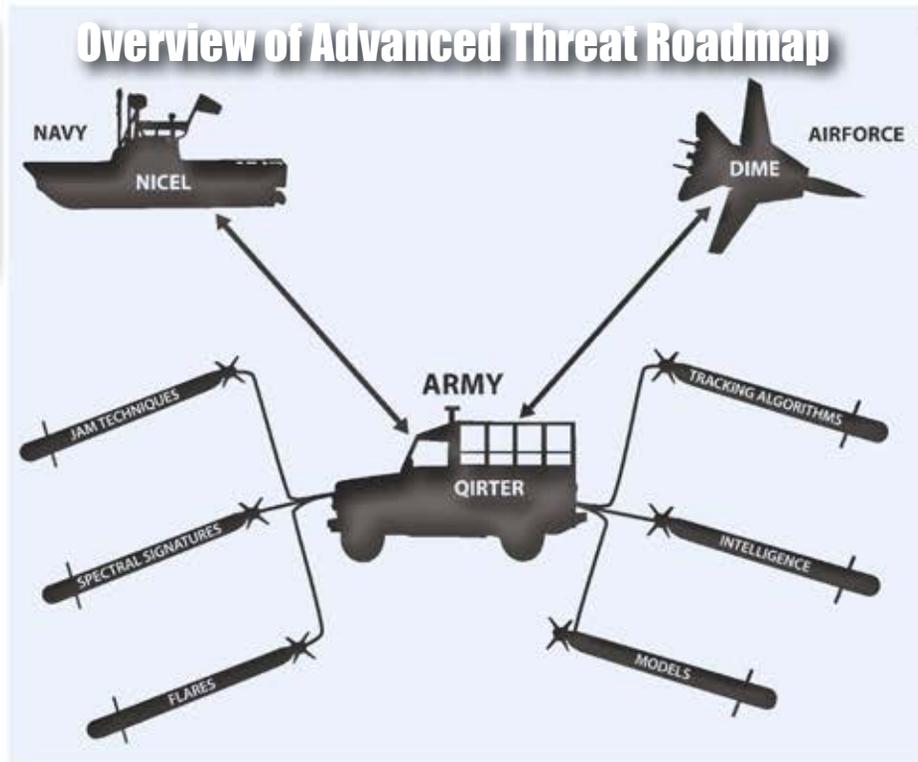


Figure 1

The Army will collaborate within its research, development, and engineering centers (RDECs), specifically Communications-Electronics Research, Development, and Engineering Center (CERDEC) Night Vision and Electronic Sensors Directorate (NVESD), in order to understand the future focal plane array (FPA) technology parameters which will ensure the lab environment is capable of measuring maturing technologies.

This characterization work will be conducted in the new Quantitative InfraRed Testing and Evaluation Research (QIRTER) S&T lab at CERDEC Intelligence and Information Warfare Directorate (I2WD).

#### Red/Blue Team Methodology

Once the representative seekers are characterized, Red/Blue teams will

be established. The red team will create tracking algorithms and identify potential improvements for the threat test asset. CERDEC I2WD plans on collaborating with Aviation and Missile Research, Development, and Engineering Center (AMRDEC)'s expertise in missile tracking algorithms. The blue team will test and characterize laser techniques in the QIRTER lab to better understand their potential impact on advanced threats. They will also evaluate the use of advanced flare countermeasures designed by Armament Research, Development, and Engineering Center (ARDEC) along with jam techniques developed by CERDEC.

Once a specific threat is "defeated", the red team will be able to redesign their algorithm in an attempt to redefeat the new countermeasure. This experimentation has the capacity to

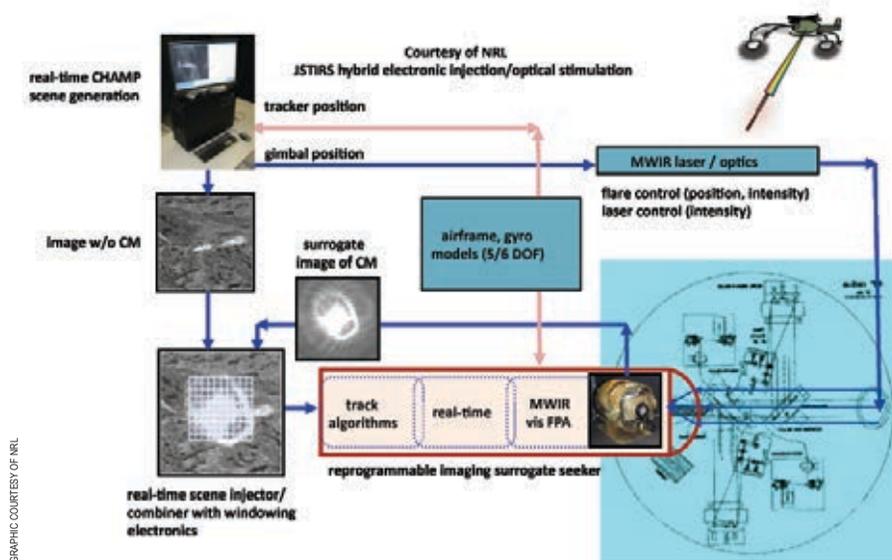


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# Advanced Seeker HWIL Testing



GRAPHIC COURTESY OF NRL

demonstrate robustness of techniques against likely threat counter-countermeasures, and should be ongoing.

In subsequent spirals, new spectral signatures acquired from AMRDEC Aviation Applied Technology Directorate (AATD) test collections will be added. This will entail building a surrogate that can emulate a variety of missile seeker modes. This approach will be continually reconsidered and updated based upon intelligence data and newly developed technologies created by other RDECs throughout the services.

The end state of this effort is to characterize and exploit advanced seeker threats in a wide variety of combinations and develop a missile seeker surrogate capable of emulating all current and postulated future threats. Key to validating the seeker models is the availability of actual advanced seekers.

Testing against real threats will also drive enhancements to the surrogate in order to better represent the future seeker threat. This is one of the most challenging aspects of this endeavor.

The Army's Distributed Aperture Directed Infrared Countermeasures (DIRCM) System (DADS) will leverage the experimentation and exploitation described above to develop advanced missile seeker identification techniques and hardware capable of defeating advanced seekers using a priori knowledge.

This approach will identify the seeker or class of seeker detected and select the appropriate countermeasure to defeat the threat. The hardware and algorithms developed will support the engagement timelines postulated for future missile attacks against rotary wing platforms.

## Countermeasures

In the area of countermeasures, ARDEC is developing flares that can be deployed based on the class of missile being engaged and flares that more faithfully replicate the signature of a helicopter. The characteristics of the flares can be tested in the QIRTER lab to assess their effectiveness before initiating a field test.

Since it is impossible to predict all of the advanced seeker variations that may materialize in the future, the Army is planning an S&T effort to capture data on missile seekers that are categorized as unknown by identification algorithms aboard a rotary wing aircraft.

Sensors and processing hardware will be developed to collect as much information as possible regarding the missile's flight characteristics and active and passive signatures. This natural progression will allow the Army to develop engagement algorithms that learn how to defeat the threat by leveraging the collected data to intelligently select a set of countermeasures and observe the threat response.

## BIAS Program

The Army's Battle-space Integrated Aircraft Survivability (BIAS) program is focused on leveraging multiple platforms to address future missile engagements.

If an advanced threat is declared, the aircraft can off-board the data to a ground station for situational awareness, intelligence gathering, or possible notification to fires control.

Legacy aircraft flying within a sortie may be able to counter an advanced system by working in cooperation with one another.

A legacy aircraft could fly with an aircraft with advanced hardware, and be able to leverage the knowledge of the advanced platform by on boarding the declaration data.

Aircraft could distribute hardware systems across a sortie to save on size, weight, and power. The systems aboard each aircraft could work collaboratively through on boarding and off boarding of data. This approach offers a new set of options for engaging the advanced seeker threat with legacy ASE systems, new ASE systems, or a combination.

Each of the above facets is needed in order to be successful in this advanced threat technology challenge. Subject matter expertise is needed from across all the RDECs, and collaboration is key.

Verification and validation can be achieved by working closely with the Air Force and Navy via their Dynamic Infrared Missile Evaluator (DIME) lab and Navy Infrared Countermeasure Effectiveness Lab (NICEL).

This concerted effort along with continuously updating the threat based upon intelligence or breakthroughs in technology ensures the success of defeating the oncoming advanced threat.



*Dr. Leslie A. Litten is the senior engineer for the Electronic Warfare Air and Ground Survivability (EWAGS) division of the Intelligence and Information Warfare Directorate (I2WD), Communications-Electronics Research, Development, and Engineering Center (CERDEC); Dr. Paul G. Zablocky is the I2WD senior research scientist for EW; and Mr. Mark J. Calafut and Mr. Jose A. Fernandez are electronics engineers in the Futures Branch of EWAGS. All are located at Aberdeen Proving Ground, MD.*



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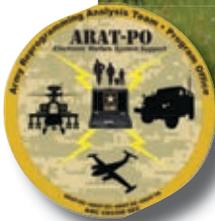
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# Aircraft Survivability



ARAT staff fire a signal to test radar detection during an exercise.

U.S. ARMY PHOTO BY PETE MCGREW



## Supporting Electronic Warfare at 20 and ... Moving Forward

By Mr. Michael J. Crapanzano and Mr. John M. Sensing

Established in 1992, the Software Engineering Center (SEC) Army Reprogramming Analysis Team-Program Office (ARAT-PO), Aberdeen Proving Ground (APG), Maryland, celebrates its twentieth anniversary this year.

From its inception at Fort Monmouth, New Jersey under the Communications and Electronic Command (CECOM), the ARAT-PO has remained singularly focused on its mission – to provide superior software sustainment of Army electronic warfare systems. Over the last 20 years the ARAT-PO has delivered over 300 Mission Data Sets (MDS) to soldiers in the field.

The SEC ARAT-PO, chartered by the Headquarters, Department of the Army (HQDA) and as prescribed by AR 525-15, is the U.S. Army organization responsible for the software reprogramming of electronic warfare (EW) and target sensing systems (TSS).

SEC ARAT performs its mission by identifying changes in threat systems in the operational environment; conducts emitter threat analysis; develops mission software to counter the threats; and disseminates aviation MDS and ground EW threat loads using a classified distribution and communications infrastructure.

In addition, the ARAT-PO Operations Center provides reach back assistance to the Soldier.

### In the Beginning

In the late 1980's, analysis by the Army Science Board (ASB) identified shortcomings in the existing U.S. Army operational EW processes.

One shortcoming was the depth in mission focus for EW processes, which previously focused on communications jamming equipment organic to the Army Security Agency Division and military intelligence battalions.

The Army did not recognize EW

systems in other Army branches such as Aviation, Air Defense Artillery, and Field Artillery which operated within the electromagnetic spectrum. As a result, EW processes were not encompassing the total Army.

The Army leadership understood that software changes could be far less expensive than producing new hardware in TSS type equipment. As a result of those studies, they established the requirements for rapid software reprogramming of systems sensitive to changes in threat or operational environments, which produced the ARAT concept.

### Validating the Concept

From the earliest conceptualization of ARAT, CECOM SEC was tasked to lead the development of the initiative to create a process and infrastructure to facilitate rapid software reprogramming of EW systems.

HQDA G-3 directed SEC to par-

ticipate in a command post exercise (CPX) under the 1989 Joint Staff Serene Byte (SB) exercise to validate the proof of concept. The exercise commenced with SEC receiving a recommended threat change from DoD Intelligence Centers, which the SEC initiated for verification and validation to determine the impact to field EW systems.

Upon verification and validation of the new threat and impact to the EW system, the SEC submitted the recommended threat change to the Electronic Warfare Laboratory at Fort Monmouth, NJ to develop software code changes into a programmable read-only memory (PROM) chip, updating the system with the change.

The U.S. Army implemented these MDS development processes as a result of participation in multiple SB exercises, and gained valuable first-hand experience in threat analysis and MDS development during Operation Desert Storm in 1991.

With the proof-of-concept process firmly established by SB exercises and wartime applications, in 1992 the Army directed the U.S. Army Materiel Command (AMC) to establish the ARAT Project Office at CECOM SEC for rapid software reprogramming of TSS. The SEC ARAT-PO became a budget line in the U.S. Army, FY 92-97 Program Objective Memorandum (POM) establishing the program to rewrite software to help countermeasures and EW systems defeat kinetic energy attacks.

The SEC ARAT-PO was chartered by AMC as the Army's executive agent for TSS rapid reprogramming software support in 1994.

### Organization

ARAT EW system support infrastructure includes cells at Ft. Rucker, AL, supporting the U.S. Army Aviation Center of Excellence (USAACE); Huntsville, AL, supporting the Program Manager-Aircraft Survivability Equipment (PM ASE), as well as Program Executive Officer Aviation (PEO AVN) platform PMs; Patuxent River, MD, supporting U.S. Navy and Army Research Laboratory PM activities; China Lake, CA and Yuma Proving Ground, AZ both supporting ground-based field testing; Atlanta, GA, supporting research and development activities that contribute to EW and rapid reprogramming initiatives;



ARAT staff configuring an Apache system with soldiers from 1-104th ARB, PA ARNG.

and Washington, DC, supporting the Department of the Army, G-3/5/7, Electronic Warfare Division.

Also included in this organizational structure are the Flagging Office at Lackland AFB, Texas and threat analysis operations originally at Eglin AFB, Florida, and recently relocated to Ft. Rucker, AL.

### Innovation & Creativity

Creative processes and innovative solutions have been integral to the SEC ARAT-PO. The transfer of the AN/APR-48 Radar Frequency Interferometer System (RFIS) from contractor support to an organic government software sustainment capability produced savings of \$1.3M per MDS, and a far superior product.

SEC ARAT developed automated test and validation tools reducing the time for MDS testing from months to days and improving response time to the Soldier. Development of system-specific flagging models for Army Aviation systems enables SEC ARAT to utilize a three-person staff as opposed to a 25+ person staff utilized by other Department of Defense flagging elements.

Special cables for Memory Loader Verifier (MLV) kits that are software compatible with any Microsoft-equipped PC provided a \$300 solution

in lieu of the \$25,000 computer solution that was required previously.

In conjunction with PM-ASE, the SEC ARAT-PO developed aircraft-specific computer based ASE training (CBAT). Each aircraft type has a CD dedicated to its particular ASE configuration and is distributed through USAACE at Ft. Rucker, AL.

These innovations in technology and processes saved the Army \$70M dollars over the last five years and provided more timely support to the Soldier.

### Moving Forward

In 2010, SEC ARAT relocated to Aberdeen Proving Ground, MD as a result of the 2005 Base Closure and Realignment Commission (BRAC) consolidation. The SEC ARAT-PO maintained 24/7 operational support to the Soldier without mission disruption. In 2011, as prescribed by Army Regulation 525-15, General Ann E. Dunwoody, then commanding general of Army Materiel Command, formally chartered the SEC ARAT-PO as AMC's executive agent responsible for reprogramming EW and TSS mission software.

SEC ARAT-PO embarks on its next chapter with the development of successful processes that provide the Army with the ability to maintain systems across the EW spectrum in



ARMY PHOTO BY JAMES MARCANTEL

ARAT staff with Soldiers of 1st Bn. (Atk./Recon.), 104th Avn. Regt., PA ARNG in front of one of their Apaches.

support of air and ground operations through tactically effective and efficient software reprogramming.

The transfer from costly original equipment manufacturer (OEM) to organic government software sustainment capability presents a cost-efficient model which saves the Army millions of dollars, while providing the soldier a more robust tactical solution.

The SEC ARAT-PO plans to implement this model in two new programs within the SEC ARAT-PO portfolio including the Common Missile Warning System (CMWS) and the Counter Radio Controlled Improvised Explosive Device Electronic Warfare (CREW) Duke V2/3 systems.

In 2011, SEC ARAT-PO became the Software Support Activity (SSA) for all CMWS capabilities. With ARAT performing SSA for AN/AAR-57, CMWS GEN-2 UDM (User Data Modules) and OFP (Operational Flight Program) programming, the Army will soon possess the organic capability to reprogram the CMWS system, the premiere missile warning system, against Man-Portable Air Defense Missile Systems (MANPADS).

In 2012, SEC ARAT-PO finalized a Transition Charter between the Product Manager CREW, Program Manager Electronic Warfare, and the SEC ARAT-PO, that provides a transition

plan for the ARAT to assume Post Production Software Support (PPSS) for CREW Duke, the Army's primary Counter-IED ground system.

PPSS for the CREW Duke is essential in maintaining the capability to respond to existing and emerging worldwide asymmetric warfare threats and provide Soldiers the most current force protection updates. This effort supports the Army's mandate to estab-

lish a core ground electronic warfare capability infrastructure for the United States Army.

The SEC ARAT-PO provides the U.S. Army, and those soldiers supporting the EW mission a tactical advantage via its core capabilities to support the proactive rapid software reprogramming in response to changes in the EW threat environment.

The coordinated partnership with system program managers, defense industries, academia research, development organizations, and testing facilities leverages existing infrastructures into a cooperative enterprise methodology that offers enhanced, economical software engineering solutions to U.S. Army air and ground forces.

As the Army marches into the future of continuing its focus on building a core electronic warfare capability in support of both EW and cyber activities, ARAT will continue its focus to provide the soldier the core capability to rapidly adjust to a changing EW environment to ensure mission success in support of Army requirements.



*Mr. Michael J. Crapanzano is the program officer of the Communications-Electronics Life Cycle Management Command (CECOM) Software Engineering Center (SEC) Army Reprogramming Analysis Team (ARAT) and Mr. John M. Sensing is its executive officer, both based out of Aberdeen Proving Ground, MD.*



ARAT COURTESY PHOTO

ARAT-PO Program Officer Michael Crapanzano (second from right) with ARAT staff (from the left) Aaron Anthonson, EW Engineer, ARAT-SC, Atlanta; James Holland, Senior EW Engineer, ARAT-SC Patuxent River; Crapanzano, and Hassan Azzam, ARAT Software Engineering Lead while on a foreign military sales trip to Jordan.

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Four AH-64D Apache Block III helicopters and a CH-47F Chinook helicopter take off from the Boeing flight line at their production facility plant in Mesa, AZ. Piloted by newly-trained U.S. Army aviators from 1-1st Attack Reconnaissance Battalion at Fort Riley, KS, the aircraft flew to Ft. Irwin, CA, to participate in the Army's Initial Operational Test and Evaluation to certify the technologies and capabilities of the new helicopter. Continuing to deliver new capabilities such as the AH-64D Block III and the CH-47F while sustaining legacy fleets will be a challenge for Army aviation in years ahead.

AMCOM COURTESY PHOTO

# Improving and Adapting: AMCOM in Transition



By MG Lynn A. Collyar

## SPECIAL FOCUS Aircraft Maintenance

**A**s one of the newest members of the Army Aviation team, I want to extend my greetings to the entire family that is Army Aviation and salute you for the many accomplishments you've achieved over the years.

I am proud to be a part of the Aviation and Missile Command and I look forward to working with everyone in the Aviation community in delivering readiness, sustainability, and innovative solutions to our Soldiers in aviation units world-wide.

Like the rest of the Army, AMCOM is facing a reduction in resources as we transition from a period of tremendous effort in support of the war efforts in Iraq and Afghanistan, to a period of reduced operational tempo and more traditional CONUS-based training of our force.

The achievements the entire Aviation Enterprise racked up over the last ten years – success in combat, high readiness rates, rapid platform upgrades, and accelerated acquisitions and fieldings – are a testament to our strength as a team.

Now we have to shift our sights to some equally tough targets - maintaining aging fleets, reducing the costs of readiness, right-sizing our maintenance capabilities, and responding to force generation requirements – all in a resource-constrained environment.

I have no doubt that we'll succeed

in these tasks, because the Aviation Enterprise team is intact and already taking on the new tasks.

### The Priorities

I've set three priorities for the AMCOM team: Warfighter Support; Stewardship Excellence; and Workforce Development. Put simply, we will continue to make support of our Warfighters our number one priority, while implementing multiple efficiencies to save money, while we make our work force even better.

In this issue several articles will describe how we're meeting the dual challenges of maintaining readiness while saving money for the Army. Developing our workforce is a specified and implied task for all AMCOM leaders and multiple initiatives are under consideration and execution on this front.

## ACLC

At Fort Rucker, COL Mike Aid is now commanding our Aviation Center Logistics Command (ACLC), a crucial partner with the U.S. Army Aviation Center of Excellence (USAACE) in supporting the training fleet and Flight School XXI.

Mike will tell you how ACLC is re-establishing an OH-58 A/C fleet at Rucker to support Army training requirements – one vitally important mission of many that illustrates how ACLC contributes to Army Aviation.

## CCAD

COL Chris Carlile, commander of Corpus Christi Army Depot (CCAD), will update you on several ongoing initiatives at the depot and will describe, in detail, how CCAD is executing the UH-60L to L recapitalization program. The UH-60L is critical to our Army and, hitting the recap program's performance and schedule goals at an affordable cost, is a tough, non-negotiable task that CCAD is meeting head on.

## IMMC

Mr Keith Roberson (Senior Executive Service) leads AMCOM's Integrated Materiel Management Center (IMMC) and in that role, presides over the day to day execution of AMCOM's supply and maintenance missions. He and his team are providing two articles for this issue. The first will describe how we're improving multiple aspects of our supply chain and detail the positive effects of this effort on our War Fighters.

The second article will address our maintenance structure, which stretches from the depot at Corpus Christi to just behind our deployed CABs, and will soon include operational control of the six installation aviation maintenance activities of the Directorate of Logistics (DOL) at their respective installations.

Control of these maintenance activities gives us management flexibilities in several areas, which in turn lead to cost reduction opportunities in critical areas such as reset.

## ABMO

Last but not least, CW5 Keith Langewisch, Aviation Branch Maintenance Officer, will provide a description of how various initiatives are translating into concrete improvements on the flight line for our green suit aviation maintainers – our ultimate customer.

I hope you find these articles to be informative and timely. And I hope these add to the dialogue we already conduct with the field, and within the Aviation community, on how we can improve on what we do.

I look forward to the challenges and to your feedback as we move forward in support of our aviators, worldwide.

Above the Best!



*MG Lynn A. Collyar is the commanding general of the U.S. Army Aviation & Missile Life Cycle Management Command.*

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OH-58A/C in maintenance at Shell AAF.

U.S. ARMY PHOTO BY ROY TEMPLIN, ACLC, FT. RUCKER, AL

# Sustaining a Legacy Fleet through Partnerships and Innovation

By COL Michael C. Aid

**H**ow did Army Aviation support an increased training requirement while also building partnerships across the enterprise? The OH-58A/C Fleet Sustainment program is a good example of how Army Aviation training and sustainment programs adapted to support commanders in the field with trained, proficient aviators.

An increase of initial Aviation training requirements from 1,200 to 1,498 initial entry aviators in FY10 was a direct result of Aviation Transformation and the key enabler was Flight School XXI (FSXXI). This new curriculum gave aviators more training time in the modernized fleet, their go-to-war aircraft, and provided a more proficient aviator to the field.

This strategy relies on a common core curriculum for all aviators in the TH-67 Creek prior to progressing to their advanced aircraft. The school had insufficient common core training assets (TH-67A+, OH-58A/C) on hand to support this increase.

Fortunately, the Army was divesting the OH-58A/C and this became a ready pool of aircraft. Helicopters needed to support the increase in students were no longer a constraint. The

challenge was now sustaining the fleet; partly due to the age of the venerable OH-58A/C Kiowa and the weakened supply posture since the OH-58A/C had been scheduled for retirement.

## The Sustainment Plan

Ft. Rucker continues to explore every avenue available within the stringent rules of engineering and critical safety item (CSI) requirements. The sustainment plan to revive a divested and aging fleet was developed with partnerships built across the enterprise in six major avenues.

The first partnership avenue leverages the Army Supply System and the Defense Logistics Agency (DLA). With little or no recorded demand history, it was critical to communicate the anticipated need (forecast) to the number one source of supply, DLA. DLA required this demand data to support an increased flying hour program.

ACLIC signed a collaboration agreement with DLA to start forecasting and to directly communicate with DLA on future increases/decreases of components to support the fleet. Currently, Ft. Rucker's Supply Support Activity (SSA) stocks 8,457 lines of

OH-58 series repair parts and the OH-58A/C Prescribed Load List has 204 authorized lines. In 2012, this agreement resulted in an average of 12 OH-58A/C lines zero balance per month – well within the DA standard of 8%.

## Internal Capabilities

The second avenue takes advantage of internal repair and return to service capabilities. While the Army was divesting the OH-58A/C, it was also divesting the support structure. OH-58A/C depot capability at Corpus Christi Army Depot (CCAD) was dismantled and turned-in.

With Ft. Rucker's increased requirement, CCAD quickly teamed with ACLIC to relocate equipment, tooling, and repair parts to Ft. Rucker to sustain this legacy fleet.

In addition to organic field level capability and approved sustainment level maintenance, special tools and non-standard, high-tech machines augmented Ft. Rucker's capability to ensure support of a monthly 23,000 flying hour program of which 3,200 are OH-58A/C hours.

The advanced tooling capability includes computer controlled machines,

a water jet cutter, and circuit board mapping equipment. The repair facility now processes nearly 1,500 maintenance-to-maintenance work orders for the OH-58A/C fleet annually.

This effort saves time, is cost effective and in some cases, is the only way to get a part back to the mechanic.

### Increased NMP Lines

ACLCL also partners with Aviation and Missile Life Cycle Management Command's (AMCOM) Integrated Material Management Center (IMMC) through the National Maintenance Program (NMP). Establishing increased NMP approved lines was a critical element of the sustainment plan with the loss of OH-58A/C support at CCAD. The NMP-authorized depot maintenance lines are awarded technical certification every three years by the Army Materiel Command (AMC) G-4 providing additional repair capability in support of Army Aviation worldwide.

Twenty-seven percent of the NMP lines at Ft. Rucker are in direct support of the OH-58A/C fleet. Ft. Rucker is the primary, and in some cases, the sole source of OH-58A/C component depot level overhauls.

In FY12, the Fort Rucker NMP overhauled 15 main transmissions, 19 freewheeling units, 71 starter generators, 32 swash plates, 5 main rotor hubs, 5 mast assemblies, and 11 vertical stabilizers. The NMP program will add repair of the vertical speed indicator in FY13.

### Commercial Parts

Commercial Parts procurement is the fourth avenue of the sustainment program. Through experience with commercial components needed to repair the TH-67, ACLCL leveraged commercially equivalent parts which were candidates to support the OH-58A/C. This process required Aviation Missile Research Development & Engineering Center (AMRDEC) approval of these commercial variant components on the OH-58A/C.

While the process is intricate and sometimes requires additional approval from the program manager (PM), the payoff is important.

Particular attention is paid to CSI parts that must come from vendors with approved processes, documentation, and manufacturing oversight. Non CSI parts are easier to acquire,



OH-58A/C taking off at Shell AAF.

U.S. ARMY PHOTO BY ROY TEMPLEIN, AALC, FT. RUCKER, AL

but they too must adhere to standards.

In FY12, DLA sought the purchase of 105 repair parts. Sixty-eight of these parts were successfully acquired, preventing maintenance impacts to the OH-58A/C fleet; ACLCL continues to expand the program.

### Harvest Program

In the fifth avenue, ACLCL has partnered with the PM through the Harvest Program. The 2008 U.S. Army Aviation Center of Excellence (USAACE) proposal to increase the OH-58A/C fleet size of 108 aircraft included 88 to support FSXXI and Foreign Military Training and 20 additional aircraft for parts harvest.

The establishment of a Harvest Program was the foundation and the critical element of a bridging strategy between the National Guard, PM's office, and USAACE as part of the Army Campaign Plan (ACP) Divestment Realignment/Retirement schedule.

ACLCL's requirement is to depopulate aircraft selected by the PM and the National Guard using a save list developed by Ft. Rucker and approved by the PM. This program is projected to save Ft. Rucker more than \$12M in parts alone, sustaining the current program and reinforcing the ASL by stocking obsolete items not currently in the Army Supply System.

Approximately 75 parts are removed from each aircraft, inspected, tested, tagged, and submitted to the ACLCL Supply Branch for approval. To date, 972 parts have been harvested to sustain the fleet.

Once depopulated, the PM office is notified and they issue a transfer order to CCAD for induction into the A to D

Cabin Program. Ten cabins have been prepared for program induction and three have been shipped to CCAD.

### Other Resources

The sixth, and final avenue, is partnering with other agencies for legacy fleet support. When a part cannot be located through the Army sources of supply, the commercial market, or repaired, the only avenue remaining is other units/agencies that maintain the OH-58A/C. Other sources include National Guard units or the theater aviation sustainment maintenance groups (TASMG).

The OH-58A/C equipment, logistics, and property specialists maintain an extensive list of possible resources and points of contact that may be able to provide assistance. This is a two-way relationship as ACLCL provides support in return.

These partnerships across the enterprise highlight an innovative approach to mission and cost-effective aviation maintenance support and supply chain management. Collectively we have achieved an average Mission Capable rate of 79 percent (March 2012 – August 2012) for the fleet. Teamwork is the key to our success and ACLCL is committed to continuing this approach, leveraging capabilities across the Army Aviation enterprise.

Our goal remains to provide superior maintenance and logistics support to ensure rotary wing capability and sustainment to Army Aviation and the Warfighter.



*COL Michael C. Aid is the commander of Aviation Center Logistics Command at Ft. Rucker, AL.*

## SPECIAL FOCUS

# Aircraft Maintenance



CCAD flight test crews inspect a UH-60 Black Hawk.

U.S. ARMY PHOTO BY ERVEY MARTINEZ

# Sustaining the Black Hawk Fleet: Ten Years of Recap at Corpus Christi Army Depot

By COL Christopher B. Carlile, Mrs. Brigitte Rox, and Ms. Jaclyn Nix



U.S. ARMY PHOTO BY ERVEY MARTINEZ

A CCAD artisan trains U.S. Army Soldiers on CCAD's first UH-60L to L recap.

This is an exciting time for the Army Aviation and Missile Command. We are coming down from over a decade of war and focusing on new challenges that will test how we maximize our capabilities with limited resources.

Through it all, Corpus Christi Army Depot (CCAD) has been critical in its support to aviation maintenance and nowhere else is this support more evident than with its sustainment of the UH-60 Black Hawk fleet. With more than 2,000 aircraft providing vital utility roles, the UH-60 remains the largest fleet of aircraft in the Army inventory.

They move people & goods, perform medical evacuation, insert troops, and carry command and control assets. We wouldn't have these capabilities or this size military without the fleet. It goes without saying that the UH-60 is the workhorse of Army aviation.



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It's been one of our greatest endeavors to modernize these birds since our Warfighters first set foot in Iraq and Afghanistan. When I came on as depot commander in 2010, CCAD was in the middle of its recapitalization journey. We are now in our tenth year of recap and I could not be prouder.

In 2004, we recapitalized 11 "Alpha" to "Alpha" Black Hawks. We then produced 48 "Alpha" to "Lima" recaps in 2011, achieving a capacity we didn't expect for another four years. This year, we produced our first "Lima" to "Lima" and, with it, our fiftieth UH-60 for the fiscal year.

As the joint Warfighter's preferred value solution for rotary wing and unmanned aircraft systems (UAS), CCAD is a single point for aviation sustainment. The recapitalization program is an investment in Army aviation's future and the best way to sustain capability of the entire Black Hawk fleet.

Capability alone is not enough for our industry these days. The key is for Army to think like Big Business and, I believe, the efficiencies here at CCAD make us better, faster, and more cost effective.

### The Mission

Our mission really is a function of available assets. In our case, we have been steadily driving down the cost.

Today, we are about 20% below what we were the day we started. Now that we're transitioning to L to L, it's going to cost even less as we move forward. It's all about reducing cost. We can't afford to purchase the number of aircraft that CCAD puts back into the fleet. The cost to recap a Black Hawk is four million dollars less than a new

one and, with aircraft costs nearing twenty million dollars apiece, there is no other cost effective solution available.

It is cost prohibitive to buy new and even cost prohibitive to contract the work we do here. We simply cannot afford to not recap the fleet. It's just like taking care of the equipment on your car—if you don't perform regular maintenance, it won't last nearly as long.

CCAD maintains the Army's arm for utility operations on the battlefield. This really is the single point of failure for the DOD when it comes to helicopters due to the large number of secondary items we provide: transmissions, gearboxes, engines, rotor blades—all the things that are required for an aircraft to fly. We do so much of that work right here.

We take those beat up Black Hawks and fully restore the craft but with cutting-edge technology and systems. Our artisans beef up the structure, the two engines, the airframe and every component with more capability and power. Not only is the bird's life extended for up to a decade, but it leaves our hangar in better-than-new condition.

### Not a One-Size-Fits-All Program

Each Black Hawk is different. They all come to us worn out from intensive use on the field but they have issues.

There are over 2,100 variances of the H-60 out there and each one has its own story. Because of that, each bird is recapped slightly differently than the last one. Recap isn't a one-size-fits-all program but CCAD artisans have found a way to streamline that process to maximize the time they spend here.

Everyone at the depot plays a vital role in sustaining our



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Black Hawks. It isn't just about the people who put their hands on the aircraft.

It's everyone's responsibility: the folks in delivery, the ones inputting time, the administration assistants, our information technology team and our engineers. We could not have achieved 50 UH-60s had it not been for the entire team.

What we've done in the past two years is prepare for the future. We make sure we have the right people in the right jobs, with a focus on continuous education. It's an investment in intellectual capital and we have an amazing Skills and Development staff ensuring our team receives the best training opportunities.

### Workforce Empowerment

When you add the workforce empowerment campaign we implemented during our depot reorganization last year, you start to see what sets us apart in DoD. We have business acumen like no other time in the history of this depot. We have people running the OH-58 Kiowa Warrior program and the Unmanned Aerial Vehicle Shadow program, doing things we never thought possible.

We have teams of civilians coming up with ideas to make us better, faster and more cost effective – things that weren't even on our radar. They're making the course of CCAD history and it's because they're personally invested. I don't see anything this workforce can't do.

We also train folks how to use the Logistics Modernization Program and Electronic Shop Production System to maintain schedule and quality. We learned about LMP the hard way but I feel it's essential as we move forward in our transition out of war to make it work for us. There is so much value in this system.

Every installation in DoD should learn how to make this software work if they expect to reduce the cost of readiness in a resource-constrained environment. We welcome anyone in the joint forces to visit CCAD to see what we've done. It might give you some good ideas for your own enterprise to adapt.

### Turning Challenges into Success

The operational tempo from the drawdown is a big change for us and our new mission to act fiscally conservative is a challenge, however, a lot of good comes from this.

We now have the opportunity to decelerate the rate of hours we're putting on our aircraft but, it in no way means our work will slow down. We're producing even more in the future. Our next goal is to increase our capacity to 60 recaps by 2014 and 96 by 2015.

Around 2020, we will have our first "Mike" model Black Hawks coming in for recap and we're initiating new workload with the UAS. The future of Army aviation is looking bright for the next decade and CCAD is poised for success.

In turn, being cost effective is good not just for the American taxpayer, but for our joint Warfighters. They now have more capabilities to train, execute, and sustain the future fight and be prepared for the Nation's battles and you can bet that CCAD will be there giving them the best aircraft for the job.



*COL Christopher B. Carlile is the commander of Corpus Christi Army Depot; Mrs. Brigitte Rox is a public affairs specialist and Ms. Jaclyn Nix is a public affairs clerk for CCAD, at Corpus Christi, TX.*



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# Supply Chain Improvement Initiatives

By Mr. B. Keith Roberson

## SPECIAL FOCUS Aircraft Maintenance



**W**ith the Department of Defense expected to cut its budget by nearly half a trillion dollars over the next 10 years, all elements of all military services are seeking ways to reduce costs and improve efficiencies.

In the Summer of 2011, MG James Rogers, the commanding general of the U.S. Army Aviation and Missile Command (AMCOM) directed the Integrated Materiel Management Center (IMMC) to lead an analysis of the end-to-end supply chain for secondary items for Aviation and Missile, with the goal of improving and streamlining processes to dramatically reduce lead times and costs.

Improving and streamlining processes at the Command directly benefits the soldier. Reductions in administrative, repair, and production lead-times will enable items to be entered into government inventory faster, therefore improving stock availability.

Improvements in stock availability will result in a reduction in backorders, thereby increasing demand satisfaction rates. Additionally, improvement in forecast accuracy will result in ensuring the availability of the right parts being on hand at the right time to support the soldier.

### Transformation Team

Upon completion of the initial analysis at the enterprise level, a comprehensive Supply Chain Transformation Team was launched to delve into greater detail about all aspects of the supply chain process. This team consisted of 17 process improvement teams which identified over 150 opportunities for improvements.

The Integrated Process Teams were focused on the following: inventory reductions, depot inventory reductions, repair analysis, invalid dues in, backorder reductions, unliquidated obligations, administrative, production and repair lead time reductions, repair cycle time, acquisition strategy and sourcing, metrics, strategic communication, forecast accuracy, training, both current and future, the demilitarization process, product verification audits, and financial reporting.

Multiple supply chain and process improvement initiatives occur at Corpus Christi Army Depot (CCAD) that result in quicker delivery along with significant cost reductions. Here, CCAD artisans inspect the tail of a Black Hawk being assembled at the Depot.

CCAD COURTESY PHOTO.

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Reducing the cost of resetting Army aircraft is one focus of AMCOM's supply chain process review. Here, artisans conduct OH-58D Reset at an AFMD facility.

In November, the U.S. Army Aviation and Missile Command had a total on-hand spares inventory valued at \$12.1 billion. The initial goal was to reduce this value 30 percent or \$3.6 billion by June 2012 against March 2011 baseline. Additional goals included increasing data accuracy by 20 percent and reducing lead time and storage cost by 20 percent.

Within a few months, MG Rogers was very pleased with the work of the teams and how much they had accomplished in such a short period of time.

Those accomplishments are: inventory reduction, \$2.77 billion; backorder reductions, \$724 million; unliquidated obligations, \$770 million; lead-time reduction, \$242 million; and invalid due-ins, \$1.78 billion.

The teams also received recognition for their outstanding efforts from the Army Materiel Command commanding general, Ann Dunwoody, and Assistant Secretary of Defense for Logistics and Materiel Readiness, Mr. Alan Estevez, who visited AMCOM on May 22, 2012.

### Phase II

The teams are in the process of completing phase one and preparing to enter the second phase of the value streams.

During the second phase, the teams will leverage the lessons learned from phase one to look deeper into resource allocations, processing time in targeted areas as well as standardizing procedures across the enterprise.

There will also be focus on four pilot programs with industry leaders, General Electric, Sikorsky Aircraft Corporation, Raytheon, and Boeing.

The objectives of the pilots are: to evaluate all production and repair processes, to include nodes in collaboration with suppliers, to identify opportunities to reduce production lead-time and repair lead-time, improve inventory turns decreasing cost of spares, reduce inventory, and improve transparency of information throughout supplier chain.

It is imperative that a continuous focus be applied to improving the AMCOM Supply Chain in order to gain efficiencies without sacrificing effectiveness of support to the warfighter.



*Mr. B. Keith Roberson, Senior Executive Service, is the director of the Integrated Materiel Management Center (IMMC), U.S. Army Aviation & Missile Life Cycle Management Command, Redstone Arsenal, AL.*

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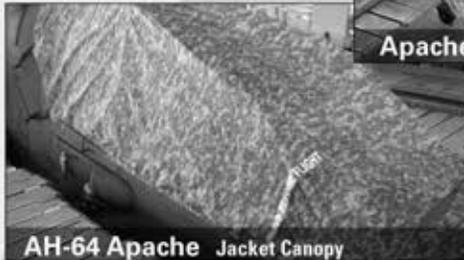
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## SPECIAL FOCUS

# Aircraft Maintenance

A UH-60 nears completion of reset at Ft. Hood. Field level maintenance activities are critical to the sustainment of the Blackhawk fleet.



U.S. ARMY PHOTO BY MITCH DELK-AMCOM

# Aircraft Maintenance Support Meets the Future Head-On

By Mr. Mitchell S. Delk and Mrs. Brigitte M. Rox



U.S. ARMY PHOTO BY SOPHIA BLEDSOE, AMCOM/PUBLIC AFFAIRS

The 1st Sqdn., 6th Cav. Regt. from Ft. Riley, KS, accepts the log book and keys from Corpus Christi Army Depot during an OH-58D Kiowa Warrior Wartime Replacement Aircraft rollout ceremony. Standing in front of aircraft 10-01331 are, from left, Jim Shultz, OH-58 program manager from Bell Helicopters; LTC Paul Cravey, squadron commander; COL Christopher Carlile, CCAD commander; and LTC Mathew Hannah, Kiowa Warrior product manager.

**T**he Army and Army Aviation face a challenging future. Supporting the ongoing war fight, planning for impending DOD budget reductions, and rebalancing to support future missions with the impending post-war drawdown will affect every aspect of Army Aviation.

To prepare for the “new normal” presented by these challenges and to ensure exceptional Aviation sustainment support remains in place, the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) has instituted an Aviation Maintenance Enterprise (AME) strategy that will streamline aviation maintenance support and improve capabilities.

Beginning in 2013, AMCOM will be responsible for nearly all aircraft maintenance support from just outside the combat aviation brigades (CAB) through the depot. As an all-encompassing, enterprise-wide effort, AME



An AH-64 undergoes Reset at Ft Campbell. Disassembly and cleaning of the aircraft is the first step in the Reset process. Corrosion and damage to the airframe can occur during overseas deployment. Aircraft are stripped of their major components and airframe deficiencies are discovered and corrected.

will promote efficiency, reduce cost and improve support for Army Warfighters.

At the field level, two of the primary components of the AME strategy are the consolidation of aviation maintenance efforts at Army installations under a single organization, and the establishment of a new AMCOM Aviation Field Maintenance (AFM) contract for field support missions.

### DOL Realignment

The Department of the Army directed the realignment of the Directorate of Logistics (DOL) from the Installation Management Command (IMCOM) to the Army Materiel Command (AMC) effective in Fiscal Year 2013.

As part of this realignment the DOL aviation maintenance operations at Fort Drum, Ft. Bragg, Ft. Campbell, Ft. Hood, Ft. Bliss and Ft. Carson will transfer to AMCOM and the Aviation Field Maintenance Directorate (AFMD).

This transfer will eliminate the split mission responsibility that currently exists between IMCOM and AMCOM and will combine management of the six DOL aviation maintenance activities with the ten AFMD operations in both CONUS and OCONUS. All of these activities are government managed operations with an aviation maintenance contractor work-force.

This new structure will provide

the ability to consolidate operations, eliminate redundancies, reduce costs, streamline management oversight, ensure standards of quality and provide flexibility to reallocate aviation maintenance workload to best support Army Aviation requirements and priorities.

It will also allow AFMD & AMCOM to right size the support structure as mission and resource changes dictate. These integrated operations will provide aviation units with field and limited on-site sustainment level maintenance support, including pass back maintenance, application of aircraft modifications, and aviation Reset, as well as provide support to program managers and foreign military sales (FMS) customers.

### One Standardized Contracting Strategy

The AMCOM AFM contract is an important part of the AME strategy. This new contract will eliminate multiple contracts and contract administration efforts that currently exist and consolidate support under one standardized contracting strategy managed by AMCOM and the Army Contracting Command-Redstone.

As a cost-plus-incentive-fee (CPIF) contract, it will encourage efficiency and continuous improvement by contractors. Support areas will be divided

into four CONUS and one OCONUS region, aligned with active component CABs, with a single contractor performing all AMCOM field level work within a region.

This will eliminate the challenges caused by multiple contractors sharing facilities and equipment, and provide flexibility to move work and resources based on customer requirements, OPTEMPO, capability and capacity. The AFMD contract award is currently scheduled to occur in the first quarter of FY13.

### The AFMD – CCAD Partnership

Under AME a strong partnership between AFMD and Corpus Christi Army Depot (CCAD) will remain vital. When non-standard or major above AVIM level repairs are needed at AFMD sites today, CCAD often deploys a Depot Forward Team (DFT) to perform or assist with repairs.

These DFTs have a growing presence at many field level sites, the strongest being at Ft. Rucker, AL. When helicopter repair is impossible at field level sites, aircraft are shipped to CCAD in Corpus Christi, TX for depot-level repair.

CCAD continues to grow its capabilities and programs to provide DoD customers with the best rotary wing maintenance and repair support anywhere. This growth has led to the con-



U.S. ARMY PHOTO BY MITCH DELK/AMCOM

Battle-weary CH-47 Chinooks are reset at Ft. Campbell, preparing them for future missions.

struction of a state-of-the-art Dynamic Components Repair Facility that will be in full operation in FY13.

The expansion gives CCAD the facilities it needs to ensure continued helicopter repair and world-class fleet sustainment to DoD, industry and foreign military. An example is the Rotary Blade Repair Facility, which enables CCAD to produce rotor blades in sufficient quantities to meet the needs of the Warfighter.

With more unmanned aircraft systems (UAS) used by the military, the depot is taking on new challenges. This year, CCAD will begin repair on the UAS Shadow, setting the stage for additional platforms.

CCAD is capable of recapitalization, overhaul, repair and modification of all rotary-wing platforms and components for DoD and foreign militaries. These programs increase

the capabilities and lifespan of critical aircraft that would be otherwise destroyed. The crash battle damage repair program alone is a special asset to Army Aviation, achieving \$922 million in cost avoidance in the past eight years.

### Reorganized for Optimal Support

A depot-wide reorganization transformed CCAD to reflect best business practices and maintain optimized support during a time of budget cuts and operational fluctuations. A number of programs, along with initiatives from the workforce, increased CCAD's level of efficiency.

A cost-conscious culture empowers CCAD employees to improve multiple processes, resulting in increased production and lower fixed price rates in its first year after reorganization.

The Logistics Modernization Pro-

gram (LMP) allows for financial accountability with total asset visibility, improved communication and reduced costs while the Electronic Shop Planning System (ESPS) reduces the need for contract timekeepers.

Through these combined initiatives, CCAD offers competitive rates to the customer while saving taxpayers money. CCAD's adoption of an efficient culture results in unprecedented cost avoidances for each helicopter it supports, and the work prolongs the life of the fleet.

CCAD artisans and industry experts continually analyze current processes to maximize efficiency at every step. By committing to repair and restoring aircraft, CCAD saves the American taxpayer millions of dollars that otherwise would be used to purchase new aircraft and components.

Through repair and restore efforts, CCAD minimizes the need to purchase new airframes and avoids the additional \$2 million to purchase new OH-58D Kiowa Warriors, \$4 million on each UH-60 Black Hawk, and \$21 million on each AH-64D Apache.

Overall, by repairing and restoring components and airframes, CCAD saved taxpayers more than \$15 billion between FY2003 and FY2011 for new airframes and components. By fully utilizing CCAD's unique capabilities, efficiencies in cost and time will be achieved at the highest quality in existing aircraft and components.

Challenging times lie ahead for Army Aviation, and AMCOM stands prepared to face these challenges with an enterprise approach to help absorb budget reductions and adjust for shifting mission requirements.

Partnership and synchronization between maintenance activities combined with a visionary approach to the future will lead to a more streamlined, efficient and flexible support structure. A commitment to providing superior support for our Warfighters is, and will remain, the highest priority for AMCOM.



*Mr. Mitchell S. Delk is a logistician assigned to the Strategic Integration Office of AMCOM's Integrated Materiel Management Center (IMMC) at Redstone Arsenal, AL; and Mrs. Brigitte M. Rox is a public affairs specialist assigned to Corpus Christi Army Depot, Corpus Christi, TX.*

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Two unmanned aircraft system operators perform flight checks and prepare the Shadow UAS for flight. The Shadow is the Army's UAS workhorse and Shadow platoons are recent additions to aviation squadrons and brigades.

# Aviation Branch Maintenance Officer Update

By CW5 Keith L. Langewisch

## SPECIAL FOCUS Aircraft Maintenance

**A**s the Aviation Branch Maintenance Officer assigned to the Aviation and Missile Command (AMCOM), I represent all our maintainers in the field to an organization of over 9,000 folks, of whom the vast majority are civilians.

Many of these civilians are prior military while some are career civilians with little or no interaction with military members.

As AMCOM is the sustainment arm of Army Aviation, I monitor programs inside AMCOM to ensure efforts of our workforce support what our maintainers in the field need to successfully do their job.

In this article, I will provide an update on several lines of effort we are working here, or that I participate in with other Army organizations.

### Lifting Device

The Aviation Sustainment Division (ASD) of the TRADOC Program Office-Aviation Brigades (TPO-AB) at Ft. Rucker is updating our MTOEs with a new family of cranes to meet our ever changing requirements in varying areas of operation.

All will agree that the legacy SCAMP and Lorain 7.5T cranes are hearty pieces of equipment but have mobility challenges in meeting our

needs for a transportable crane that can execute recovery missions in unforgiving terrain.

Units have submitted Operational Needs Statements (ONS) requesting such a crane, and a number of light, airmobile crawler cranes have gained popularity in meeting this requirement.

The ASD has done research and received much help from the field in getting this type of crane into the MTOE in the numbers which would support Task Force designs in multiple areas. Of course, the family of cranes will include a modernized replacement for our standard flight line crane.

### Condition-Based Maintenance+ (CBM+) Training

Comments from maintainers I run into have a common theme when asked about CBM+: "Great system; data transfer not so easy; not much in-

formation in the manuals about maintaining the system; and need more in the regulations about sending data.”

Recognizing the need to get CBM+ maintenance actions into technical manuals (TM), the U.S. Army Aviation Center of Excellence (USAACE) Department of Training and Doctrine (DOTD) began hosting a Training IPT in February 2012.

Over the past six months the Training IPT, comprised of representatives from across the aviation acquisition, sustainment, doctrine, and training communities, has focused efforts on CBM+ standards, developing maintenance tasks for appropriate Aviation MOS's and skill levels, and identifying required changes to doctrine and policies.

Establishing the Training IPT is a step in the right direction but its only one of several actions underway to support the field. Aviation PM's have integrated more CBM+ related tasks into maintenance TMs and continue to update information in platform manuals.

AMCOM is developing revisions to DA PAM 738-751 in coordination with Aviation stake holders in the Department of the Army G4, Program Executive Officer (PEO) Aviation, and the U.S. Army Aviation and Missile Research, Development, and Engineering Center (AMRDEC).

Informal CBM+ training is provided on a limited basis at institutional schools, and training material for all aviation platforms is available through the Joint Technical Data Integration portal (<https://upw.jttdi.mil>).

AMCOM and the Aviation program managers conduct CBM+ training for Logistics Assistance Representatives (LARs) at the AMCOM and Corpus Christi Army Depot LAR Universities and the AMRDEC conducts recurring CBM+ training for Aviation Logistics Engineers.

With over 80% of the rotary wing fleet equipped with Health Usage and Monitoring Systems, Aviation leaders have recognized the need to fully implement CBM+. Implementation tasks have been incorporated into the Aviation Campaign Plan as key elements of the Aviation Branch Chief's "Aviation Vision 2030."

### **ULLS-A(E)... Life Support or What?**

The Unit Level Logistics System-Aviation (Enhanced) (ULLS-A(E)) has transitioned into the sustainment phase of its life cycle and is scheduled

to end in FY17.

A replacement Enterprise capability was initially planned for development by Global Combat Support System-Army (GCSS-Army); however, in December 2010 GCSS-Army recommended transfer of materiel developer responsibility to Aviation as GCSS-Army requirements did not include disconnected operations. TRADOC validated these Aviation requirements in Jan 2011.

On 2 November 2011, HQDA G-4 requested G-3/5/7 (DAMO-CI) approve a Directed Requirement for the Aviation Logistics Enterprise-Platform (ALE-P) to replace ULLS-A(E).

Recommendation was made for USAACE to be the ALE-P capability manager and PEO Aviation to be the materiel developer for execution.

ALE-P is a merging of manned ULLS-A(E) and Unmanned Aviation Systems-Interim (UAS-I) unmanned capabilities into a single baseline system. ALE-P will be the Aviation interface with GCSS-Army. ALE-P, as ULLS-A(E) is today, will allow aviation units to operate during periods of no network connectivity.

Once connectivity is established information will transmit between ALE-P and GCSS-Army. ALE-P will maintain aviation unit level aircraft digital data management and functionality, provide on-demand aircraft status, historical records, and maintenance management/evaluation information to tactical commanders and maintenance personnel to enable airworthiness and safety of flight processes as required by Law.

### **Publications**

Yes, we know DA PAM 738-751 is dated, as is AR 700-138 and TM 1-1500-328-23. The Aviation Enterprise is working diligently to update these publications. The Army Publishing Department (APD) has directed that policy be separated from procedural directives in regulations and that is being done at this time.

Consideration is also being given to drafting a maintenance regulation (possibly AR 95-4?) which will contain maintenance-only regulatory information. This is still being discussed at the DA G-4 level for applicability.

### **Unmanned Aviation Systems (UAS) Integration and Mentoring**

PM UAS recently hosted the Chief Warrant Officer of the Branch and the

Branch Command Sergeant Major to discuss training issues for the 15E, 15W and 150U MOS's. This field continues to grow in the Army and our sister services, and the level of maintenance tasks continues to change.

Simultaneously, USAACE continues to refine the tasks of our UAS operators and maintainers. This requires changes to our programs of instruction (POIs) at Ft. Huachuca, AZ, possibly at Ft. Eustis, VA and changes to how the UAS community conducts its operations.

Incorporation of Shadow platoons into attack/recon squadrons and Gray Eagle companies into divisions also impacts how manned aviation formations conduct operations. We can no longer say "Those little guys!"

They will be operating in our maintenance areas as well as flying in our airspace. We must begin to incorporate them into our training briefings and missions as well as provide mentorship in maintenance procedures and standards.

Of immediate concern is the Shadow platoons that are assigned to the brigade combat teams (BCT).

The UAS warrant officers and Soldiers operate autonomously from manned aviation's vast experience in maintenance and flight practices and procedures.

If there is a Shadow platoon in the BCT on your post, camp or station, reach out to them. Have them come to your brigade level meetings.

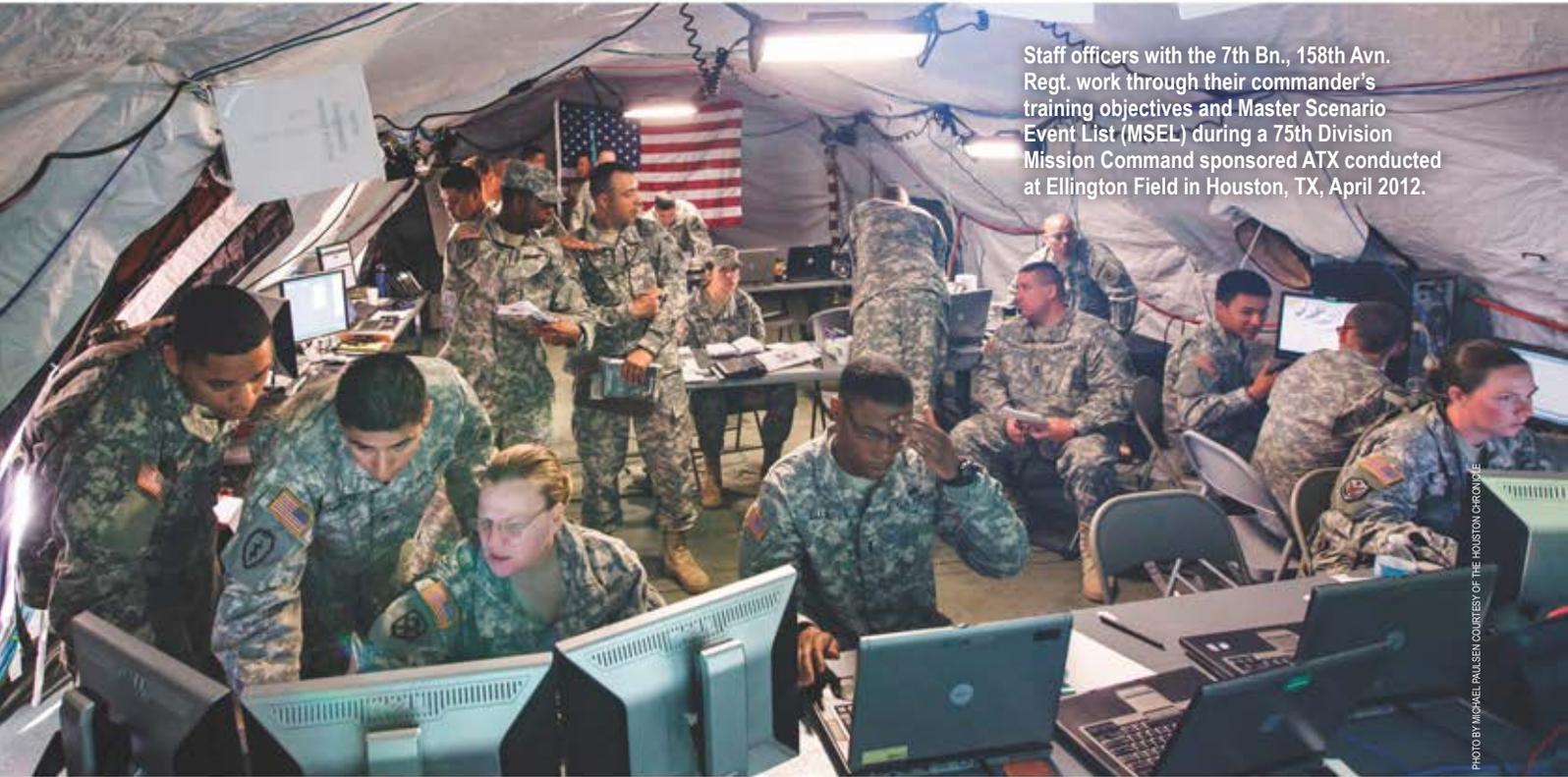
Have your maintenance officer, standardization pilot, and safety officer visit them and see what their issues are and then help them resolve those issues.

Finally, I'd like to welcome CW5 Don Washabaugh to PEO AVN. Don has recent assignments as the BAMO for 1st Air Cavalry Brigade and completed a two year assignment to DA G-4 and brings a wealth of knowledge to the Aviation Enterprise team members here at Redstone.

Please feel free to reach out to Don or me with your maintenance issues.



*CW5 Keith L. Langewisch, U.S. Army Aviation & Missile Life Cycle Management Command, Redstone Arsenal, AL, is the Aviation Branch Maintenance Officer.*



Staff officers with the 7th Bn., 158th Avn. Regt. work through their commander's training objectives and Master Scenario Event List (MSEL) during a 75th Division Mission Command sponsored ATX conducted at Ellington Field in Houston, TX, April 2012.

PHOTO BY MICHAEL PAULSEN COURTESY OF THE HOUSTON CHRONICLE

# Reserve Component Training – A Total Force Aviation Effort



By COL Jason Walrath

When the U.S. Army Primary Helicopter Center and School aviation training facility at Fort Wolters, TX closed in 1973, the U.S. Army Aviation Center of Excellence (USAACE) at Ft. Rucker, AL, became the Nation's premier rotary-wing aviation training center.

Carrying forward the historical lessons learned from Ft. Wolters, USAACE embraces a "Total Force" concept for training aviators by using training assets from both active and reserve component (RC) training organizations. Reserve Aviation units benefit from Rucker's state-of-the-art facilities as combatant commander's pre-deployment training guidance requires all RC aviation brigades to attend an Aviation Training Exercise (ATX) at Ft. Rucker.

Validating deploying RC units into the theatre of operations is a complex team effort requiring the talents of First Army-West's Ft. Hood, TX based 166th Aviation Brigade and the 75th Training Division-Mission Command (MCTD).

The 75th, a U.S. Army Reserve

(USAR) unit headquartered at Ellington Field in Houston, TX provides flexible mission readiness exercise (MRE) mobilization training at Ft. Hood and validation of RC Aviation units per the ATX convention at Ft. Rucker. The 1st Bde., 75th Div. maintains a habitual training relationship with First Army's 166th Avn. Bde. to train RC Aviation units. The Division is the Army's only MCTD with mission command training brigades (MCTB) located in California, Texas, Alabama, Illinois, and New Jersey.

The 166th is a multi-component command (RC/AC) providing mobilization training support to Army Reserve and National Guard aviation units and is the only unit in the Army with the authority to validate the post-mobilization training of RC aviation units.

## Executing the ATX

Executing an aviation brigade ATX triggers a five-stage process that includes design, planning, preparation, execution, and evaluation/analysis/reporting stages with the process starting two years out from a unit's mo-

bilization date. Upon notification, the ATX is constructed and supported by three major organizations: USAACE, the 166th Avn. Bde., and the 1st Bde., 75th MCTD.

In the design stage, an exercise project officer (EPO) from the 75th will coordinate meetings with the mobilizing unit's commander and begins structuring the ATX to meet the commander's training objectives per the Joint Event with Life Cycle (JELC) process.

An example of this process, and the benefits of Fort Rucker's "Total Force" concept of leveraging RC training assets, occurred when the 7th Bn., 158th Avn. Regt., a USAR unit from Ft. Hood, conducted an ATX at Ellington Field in Houston in April of 2012. As Group Commander, I focused our team to execute a unique mission absent of any Active Component (AC) support.

Executing an abbreviated JELC timeline (about four months) and using only 75th assets at Ellington Field, the mission was executed with intensity and complexity equal to that of a Rucker based ATX.

The significance of this exercise was that prior to April 2012, this was the first RC-to-RC simulated ATX designed, planned and executed by an RC aviation training unit exclusive of AC support. One unique challenge we faced was scheduling and synchronizing the event to occur during the unit's battle assembly and annual training (AT) periods.

### Exercise Background

It is against this backdrop that the 2nd Mission Command Training Group (MCTG), 1-75th MCTB in support of 7-158th General Support Aviation Battalion (GSAB) conducted an ATX at Ellington Field. The 7-158th convoyed to Houston from Ft. Hood driving 26 vehicles 200 miles and arriving with 57 personnel.

The unit immediately set up a life support structure outside 1-75th's 40,000-square-foot Mission Command Training Center (MCTC). Although our MCTC is capable of supporting multiple tactical operations center (TOC) suites, LTC Jim Fitzgerald, 7-158th's commander, opted to set up his TOC and equipment outside on the available concrete pads equipped with connectivity to the MCTC.

The four-day ATX consisted of a multitude of staff administrative and operational injects exercising the unit's ability to execute battle drills and conduct internal and external communication/coordination and planning for a capstone event.

Although early in their ARFORGEN cycle, the Longhorn Soldiers of the 7-158th applied a laser-like focus



PHOTO BY MICHAEL PAULSEN COURTESY OF THE HOUSTON CHRONICLE

CW2 James Wylie (right) controls a virtual Apache Attack Helicopter using gaming joysticks under the watchful eye of 2nd Group, 1st Bde. Observer Controller/Trainers during the 7th Bn., 158th Avn. Regt.'s ATX with the 75th Mission Command Training Division at Ellington Field in Houston, TX in April, 2012. Wylie piloted the craft using Virtual Battle Space 2 (VBS2) rotary flight control package that's designed to simulate aviation missions planned by the battalion's staff.

when executing their administrative and operational battle drills. In my estimation, their performance validates a notion that units are capable of performing high intensity, externally evaluated training irrespective of their progress in the ARFORGEN cycle.

### Simulation Systems Enhancements

Although the Ellington Field ATX was executed on a smaller scale in terms of tempo and simulation complexity than a typical CAB ATX, the exercise rivaled the Ft. Rucker experience. The 1-75th MCTB, in conjunction with the brigade's MCTC, pro-

vided the entire exercise envelope to include:

- The Joint Conflict and Tactical Simulation (JCATS) software; driver for the constructive battlefield simulation.
- Army Battle Command Systems (ABCS) integration.
- Scenario development to include the Joint Master Event Scenario List (JMESL) supporting the multitude of injects.
- Exercise control providing synchronization of JMESL, Master Events List, and dynamic re-scripting.
- Simulation of higher, adjacent, lower, supporting, supported (HALSS) units the 7-158th would see in the operating environment; in this case an Afghan-based scenario under the 25th Combat Aviation Brigade.
- Observer Trainers.
- Use of Virtual Battlespace (VBS2) as the gaming medium.

The 1-75th MCTC contractors creatively introduced virtual rotary-wing aviation to the mission command training via VBS2. According to the Director of the National Simulations Center, VBS2 is not normally used for aviation exercises.

As such, off the shelf joysticks (collectives) and cyclics were purchased to enhance the gaming aspect of this medium normally used to simulate squad sized elements and ground vehicles. Input from simulated aerial missions was fed into the TOC via the



PHOTO BY YAMU MARK T. WILLIFORD, 2ND GP, 1ST BDE, 75TH DIV, PACO

The 7th Bn., 158th Avn. Regt.'s aviation training exercise (ATX) was controlled from the 75th's 40,000 square foot Mission Training Complex (MTC) completed last year at Ellington Field as part of a \$100 million construction project revitalizing the former WWII base. The MTC's new Distributed Simulation Capability allows National Guard and Army Reserve units to conduct simulation exercises at home station or in a field environment from multiple locations.

unit's ABCS to facilitate tracking and battle drill training.

The creativity our contractors exhibited via the innovative use of VBS2 further validates them as an integral part of the Total Force concept.

In the final after action review, we validated the concept that RC units possess a proven capacity to execute complex, high intensity training using the live-virtual-constructive format during AT and battle assembly weekends thus efficiently reducing training costs while effectively meeting a commander's training objectives.

### RC Aviation Training – The Way Ahead

To mitigate the impact of impending budget cuts on training our force, a review of cost effective solutions enabling RC units to maintain a baseline standard of individual and collective training is a must.

High impact training that is planned, coordinated and conducted within the man-day constraints of our drilling members (one weekend a month and 14-29 days a year of AT depending on the complexity or "tier" of their organization) is paramount. Even at the top end, this limited number of training days per Citizen-Soldier is tight. Cor-

respondingly, training competes with basic administrative/logistics, mandatory training, and medical readiness events for the Soldiers, planners and the leadership's time.

Regardless of the simulation tools available, a more comprehensive systematic and diagnostic approach to how we train within the five-year ARFORGEN construct is required. Currently, the preponderance of discussion and energy appears devoted to the "TR-3 and Available" years of the model, with associated reference to personnel, equipment and training "aim points."

The personnel and equipment aim points are primarily metrics-based and their measurement is more binary (e.g. either you have the personnel in the right grade and skill sets or you don't). Correspondingly, the measure of training in the early years of the cycle tends toward a subjective assessment by the unit commander.

The term "progressive readiness" is used with minimal explanation and the movement from one level (aim point) to the next is often based solely on the attendance at a particular AT event vice the successful demonstration of a threshold level of operational performance (in a real or simulated

environment).

Realistic, meaningful and measurable training at both the individual and collective level should transcend the entire ARFORGEN spectrum from RESET through AVAILABLE.

Structured events earlier in the ARFORGEN cycle, such as the 7-158th's ATX at Ellington Field, must be made available to allow (require) commanders to select the best venues to exploit their unit's limited resources in a measurable way. The processes of designing the application of these tools and the events that serve as their platform, compete for the precious time we addressed above.

While baseline (non-complex) mobile or distributed simulation training can be planned and executed with limited (3-6 months) preparation/coordination time, the more elegant exercises of TR-3 require the better part of 12-18 months and should initiate in RESET and TR-1 as part of a training culture of "progressive readiness."

As we demonstrated with 7-158th, the 75th is well postured to play a meaningful, pre-mobilization training role early in the ARFORGEN cycle.

Option one is attendance at one of five 75th MCTCs.

Option two, under the evolving concept of distributed simulation, is for the 75th to bring simulation equipment and trainers to a unit's location for either a long three-day weekend of events or fragmented AT periods.

As the distributive simulation concept matures, some combination of options one and two provide additional methodologies, depending on the client and where they are in the ARFORGEN cycle.

In summary; we can develop cost effective strategies via distributive simulation for mission command training that transcend the ARFORGEN cycle and not focus exclusively on the TR-3 and Available years for complex training.



*COL Jason Walrath, USAR, is the commander of the 2nd Mission Command Training Group, 1st Brigade, 75th Training Division (Mission Command) located at Ellington Field, Houston, TX; he formerly served as commander of 7th Bn., 158th Avn. Regt. from 2006-2009 and is a business-jet pilot in his civilian life.*

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An Apache from 1st Bn., 151st Avn. Regt. lands on the USS New Orleans off the coast of Kuwait, Jan. 27, 2012.

# A New Environment for “New Dawn”

U.S. ARMY PHOTO BY LTC J. RAY DAVIS, 1-151ST ARB

By LTC J. Ray Davis and LT Jason Dickerson (U.S. Navy)

**T**he 1st Battalion (Attack/Recon), 151st Aviation Regiment has recently completed a twelve month deployment in support of Operation New Dawn (OND) and follow-on support of Operation Spartan Shield in Kuwait.

Upon completion of Operation New Dawn in mid December 2011, the 1-151st ARB was tasked with completing training requirements to allow the unit to conduct overwater attack/reconnaissance operations in the Northern Arabian Gulf (NAG) in support of ARCENT and NAVCENT mission requirements.

This mission support required the unit to step outside of normal operating profiles and complete deck landing qualification (DLQ).

## Preparations

A thorough mission analysis was conducted to determine the manning, equipping, and training requirements.

The unit had approximately 30 days to complete all overwater mission training requirements. Refer-

ences that were utilized included the NAVAIR CV NATOPS Manual for Aircraft Carriers, NAVAIR LHA/LHD NATOPS Manual for Amphibious Assault Ships, Shipboard Helicopter Operating Procedures, JOINT PUB 3-04 .1 Joint Tactics, Techniques, and Procedures for Shipboard Helicopter Operations, and FM 1-564 Shipboard Operations, among others.

When the unit began training for this mission, it was advantageous to utilize the assistance of a Naval rotary wing aviator as a liaison officer to advise and teach the vast amount of new publications and procedures necessary, for a successful transition into this new environment.

Individual requirements included academic training and water survival and simulator periods, survival training in the Shallow Water Egress Trainer (SWET), Modular Egress Training System (METS), or “the Dunker,” and the emergency breathing system.

Longbow Crew Trainer (LCT) simulator scenarios were also a vital part of our initial training and included over-

water ditching emergency procedures and practice deck-landing approaches.

Camp Humphries, South Korea was identified as the best location for this training because it operates an Apache specific METS and an LCT. There was also constant support from 4th Bn., 2nd Avn. Regt., which currently has an overwater training requirement.

The 1-151st gained a tremendous amount of institutional knowledge from 4-2nd ARB and our training for this new and challenging mission wouldn’t have been possible without their support.

To complete the initial DLQ requirements an aviator must complete all academic training and perform five day and five NVS field deck landing practice (FDLP) approaches within 14 days. Then each aviator must complete five day and five NVS shipboard landings.

The 1-151st ARB utilized Taxiway “Golf” at Udairi Army Airfield in Kuwait which is marked appropriately for FDLPS. The ability to use Udai-

ri for the FDLPs was a tremendous help for the unit, however, there were still many challenges ahead before we could actually land the AH-64D on a vessel at sea.

### Creating Qualified Instructors

The 1-151st was presented with the unique challenge of creating qualified AH-64D deck landing IP's since there were none in the Army at the time.

To meet this challenge, the support of the US Navy's 2515th Naval Air Ambulance Detachment (NAAD) based at Udairi Army Airfield was enlisted and approval was granted at the MACOM level from both services to complete the initial IP qualification.

To do this, two of our unit SP's would complete the full DLQ requirements in the Navy's MH-60S Seahawk followed by two Navy helicopter aircraft commanders (HACs) completing DLQ's in the front seat of the AH-64D. A thorough risk assessment and analysis was conducted by both the 1-151st ARB and the 2515th NAAD before conducting these difficult evolutions.

The commanding officer and executive officer were chosen from the 2515th NAAD to perform the tasks from the Navy's side and the 1-151st ARB's battalion SP and master gunner were chosen to be the first Aviators from our unit to become qualified.

Our Navy liaison officer advised through every step of the process and was able to dispel much of the confusion that may otherwise have been a hindrance to mission success.

Once complete, our SP's were set to begin the daunting task of performing FDLPs and full DLQ for the remainder of the unit's aviators. In all, twenty-nine aviators completed this training.

Being able to adapt the AH-64D's systems and sensors to the overwater and shipboard environment also proved challenging. The battalion staff worked diligently to identify TTPs and write an SOP on how to effectively operate in this new environment.

They then were able to test and essentially conduct proof-of-concept operations with these TTPs, thus gaining many lessons learned during the training and operations.

Advice from our Navy liaison was heavily relied upon, along with the experience of our battalion's wealth of highly seasoned and experienced pilots. These combined assets proved



A 1-151st AH-64D being guided on final approach by the Landing Ship Enlisted (LSE) off the coast of Kuwait, Jan. 27, 2012.

U.S. ARMY PHOTO BY LTC J-RAY DAVIS, 1-151ST ARB

to be invaluable during the course of our training.

### Success

On January 27, 2012, after coordination by the 1-151st ARB and the US Navy, Army aviators landed the first Apaches aboard the USS New Orleans (LPD-18) off the coast of Kuwait.

The USS New Orleans is referred to as a "Dock Landing, Amphibious Assault Ship" and has multiple helicopter landing spots on the flight deck. Because we were able to safely and efficiently execute the requirement of obtaining Deck Landing Qualification, our unit was able to participate in multiple joint operations while in theater.

The 1-151st ARB participated in several joint Navy-Army and international exercises in the Arabian Gulf as well as conducting overwater reconnaissance and patrol training missions

off the coast of Kuwait.

A mission such as this is currently a rarity in today's conventional Army attack community. As the necessity for a joint capability increases and the threat of a littoral nature is constantly on the rise, missions like this could become more commonplace.

The opportunity to complete deck-landing qualifications greatly enhanced our unit's mission capability and expanded our operational reach. This experience proved to be an excellent opportunity to work in the joint environment.



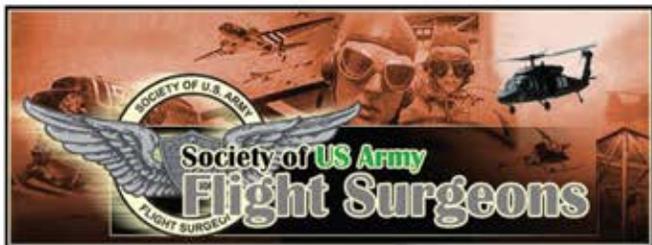
*LTC J. Ray Davis is commander of the 1st Bn. (Attack/Recon), 151st Avn. Regt. of the South Carolina Army National Guard. LT Jason Dickerson (US Navy) recently separated from Active Naval service and has been commissioned as a CW2 in the 1-151st ARB.*





## SoUSAFS Annual Awards

By Dr. (LTC) Joseph Puskar



*This month I am turning the column over to Dr. (COL, Ret.) Steve Bernstein, to recognize our outstanding flight surgeons for the past year. We'll resume our normal column next month. Fly safe, and see you at the flight line!*

*Doc Puskar*

**T**he Society of U.S. Army Flight Surgeons, in conjunction with the U.S. Army Aviation Medicine Association, announced and presented its annual awards during the USAAvMA luncheon on May 14, 2012 as part of the 83rd Aerospace Medicine Association Scientific Assembly in Atlanta, GA.

The awardees are as follows:

**2011 Spurgeon Neel Flight Surgeon of the Year** (selected by awards committee): **MAJ Brock A. Benedict**, 1st Bn.-160th Spec. Ops. Avn. Regt. (Abn.), Ft. Campbell, KY;

**2011 Theodore Lyster Flight Surgeon of the Year** (selected by fellow flight surgeons, aviators, chain of command): **MAJ John W. Strain**, HHC, 1st Bn. (Gen. Spt. Avn.), 171st Avn. Regt., 40th Cbt. Avn. Bde., 25th Inf. Div., Schofield Barracks, HI;

**2011 Army Aerospace Medicine Specialist of the Year:** **COL Eric W. Olins**, 2nd Bn., 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div., Camp Marmal, Afghanistan;

**2011 Aeromedical Military Order of Merit:** **COL Joseph F. McKeon**, Aeromedical Consultant to the Surgeon General, Director, U.S. Army Aeromedical Activity, Ft. Rucker, AL;

**2011 Aeromedical Outstanding Achievement Award:** **MAJ Patrick T. Birchfield**, 101st Cbt. Avn. Bde., Ft. Campbell, KY;

**CPT Nathan K. Cornwall**, 2nd Bn., 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div., Camp Marmal, Afghanistan;

**COL Regina M. Curtis**, U.S. Army Institute of Environmental Medicine (USARIEM), Ft. Belvoir, VA;

**CPT Lisa M. Harris**, HHC, 122nd Avn. Spt. Bn., 82nd Cbt. Avn. Bde., 82nd Abn. Div., Ft. Bragg, NC;

**LTC Daniel T. Johnston**, 1st Cbt. Avn. Bde., 1st Inf. Div., Ft. Riley, KS;



SOUSAFS COURTESY PHOTO

During the event, retired astronaut, Neil Armstrong, gave a lecture at the NASA Flight Surgeons luncheon and then posed for the Kodak moment with some of the U.S. Army flight surgeons who attended. Pictured are (from the left): LTC (Ret.) Shean Phelps, LTC David Cole, COL (Ret.) James McGhee (rear), COL (Ret.) Stephen Bernstein, COL (Ret.) John Campbell, LTC (Ret.) Richard Scheuring, Armstrong, COL Joseph McKeon, LTC Katrina Hall, CPT Thomas Gray, LTC Justin Woodson, and COL (Ret.) Robert Weiner.

**LTC Samuel W. Sauer**, program director, Occupational Medicine and chief, Residency Branch, Pensacola NAS, FL; and, **CPT Vern Alan Wagner**, HHC, 82nd Cbt. Avn. Bde., 82nd Abn. Div., Ft. Bragg, NC.

In addition to the above awards, the U.S. Army Aviation Medicine Association was proud to present its annual award for excellence in rotary wing published writing (research or article) during the same event. The 2011 award was presented for the article titled, "Whole Body Vibration In Helicopters: Risk Assessment In Relation To Low Back Pain." The lead author was **Dr. Jan Ivar Kasin** with coauthors **Dr. Neil Mansfield** and **Dr. Anthony Wagstaff**. The article was published in the August 2011 edition of the *Aviation, Space, and Environmental Medicine* journal.

The Society of U.S. Army Flight Surgeon awards are presented annually at either the Operational Aeromedical Problems Course or, as done in more recent years, at the Annual Aerospace Medicine Association Meeting.



*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 Ft. Rucker, AL; he also serves as the secretary of the Society of U.S. Army Flight Surgeons.*

*Dr. (COL, Ret.) Stephen A. Bernstein is a former Army flight surgeon and director of the U.S. Army Aeromedical Activity and is the treasurer of SoUSAFS.*



# AAAA Scholarship Foundation – A Half-Century of Serving Soldiers and Families

By COL Tom Harrison (Ret.)

**D**ecember 6, 1963 was a momentous day for the Army Aviation Association of America, (AAAA). On that day a separate charitable not-for-profit corporation, the AAAA Scholarship Foundation, Inc., was formed to create what would become the biggest most tangible benefit for AAAA members.

It started modestly enough with a donation of \$1,000 from Ryan Aeronautical Company of San Diego, CA. It has grown from there to over \$4,000,000 in assets. The investment returns from this principal, plus annual donations from our chapters, industry corporations, affiliated heritage organizations, and individuals, result in over 200 scholarships and over \$350,000 a year going to AAAA members and their families.

Although the AAAA Mission Statement of “Supporting the Aviation Soldier and Family” was decades away from

being articulated and codified in the AAAA By-Laws, there is no doubt that from the start the Scholarship Foundation did exactly that in a very tangible way. One of the truly unique characteristics of this program from inception is that 100% of all donations go either to scholarship principal or as awards to students themselves.



APRILE PHOTO

**BG John J. Tolson congratulates Robert Spears, son of LTC Leroy C. Spears, left, on his being awarded a \$500 AAAA Scholarship in 1963. BG Tolson was visiting Atlanta to address the Atlanta AAAA Chapter membership.**

This is possible because the separate membership association, the AAAA, which was formed six years earlier in 1957 pays 100% of the overhead of the Foundation. From audits, to mailings, and printing, AAAA pays for it all directly so that all of your donations go directly to benefit your families.

In the early years after the 1963 formation, the Foundation received most of its money from individual donations and the sale of 5,000 copies of sheet music of the Army Aviation song. The famous popular composer and lyricist team of Sammy Cahn and Van Huesen not only wrote the lyrics and music, but donated the rights to the Scholarship Foundation with support from the Douglas Aircraft Company.

The first 20 years showed modest growth. In fact it was

*Continued on page 67*

## History of AAAA Scholarship Foundation, Part 2



The origins of the AAAA Scholarship Foundation remain open to question, since a written record of the initiative has yet to come forth. The first award is the result of a contribution by the Ryan Aeronautical Company of San Diego, California.

This gesture of generosity is generally considered the inspiration for the annual effort by AAAA to render financial assistance to those members of the Association, or, their spouses, unmarried siblings, unmarried children and unmarried grandchildren of current or deceased members who are looking to pursue a college-level education.

The Scholarship Foundation was incorporated in the State of Connecticut on December 6, 1963. The Foundation is incorporated separately from AAAA; but, remains within the support structure of the parent organization. AAAA is chartered in the Constitution State as well. Since its inception, the Scholarship Foundation has bestowed more than \$4,130,475 to 2,484 candidates.

The original standards and principles of the Scholarship Foundation are thus:

- 1) Render financial assistance to the college-level education of selected children or members of AAAA.
- 2) Conduct fund-raising activities for the purposes of supporting the activities of the corporation.
- 3) Do all and everything necessary, suitable and proper for the accomplishment of the purposes of the corporation whether alone or in association with other corporations, firms or individuals.



# Thunder Mountain Chapter

By COL (Ret.) Robert D. Carter

**T**his month LTC Vic Hamilton, Thunder Mountain Chapter's Senior Vice President, has agreed to share their chapter's events with us.

Thanks for their input and continued support to the Aviation Soldier and their families.

### Chapter Background

The AAAA Thunder Mountain Chapter was formed in 2006 shortly after the Aviation Branch assumed proponentcy of Unmanned Aircraft Systems (UAS) at Fort Huachuca, Arizona. During the last six years, the Chapter has grown to a Senior Chapter with membership of approximately 100 members.

The Chapter is not a conventional Army Aviation Association chapter; it is comprised of a large percentage of Unmanned Aircraft System Soldiers, civilians and contractors. The 2nd Battalion, 13th Aviation Regiment, formerly the Unmanned Aircraft Systems Training Battalion (UASTB), was established in 2011 and is the Chapter's sponsor.

The Chapter remains diligent in conducting quarterly meetings and annual fund raising activities and has contributed annually to the AAAA Scholarship Program for the last four years.

### Chapter Activities

Innovation is the Chapter's key to success. It collaborates with the Ft. Huachuca BOSS program and many other local Ft. Huachuca and Sierra Vista agencies to ensure it remains a positive influence in the community.

In 2011, AAAA Members from the Thunder Mountain Chapter, along with personnel from the 2-13th Avn. Regt. provided numerous hours of community service.

In May of 2011 the Chapter, with help from the Ft. Huachuca BOSS Program, the Ft. Huachuca Morale Welfare and Recreation (MWR) Programs, and the 2-13th conducted the



Thunder Mountain Chapter members gather for the start of their annual 5k Cross Country Run in May at Fort Huachuca, AZ.

highly successful AAAA Thunder Mountain Chapter 5K Cross Country Run raising over \$1,000.

In October 2011 the Chapter held its annual AAAA Golf Tournament which raised over \$2,400.

In November and December of 2011, the Chapter and the 2-13th raised over \$3,100 for the Ft. Huachuca Chaplain's Annual Community Christmas Bike Drive where over 100 bicycles were purchased and distributed to local Sierra Vista children.

The most important community support event was the effort by individual Chapter members who opened their homes to many displaced residents when a significant portion of southern Sierra Vista, Arizona was evacuated during the June 2011 wild fire.

In addition, several of our Soldiers and members were awarded the Military Outstanding Volunteer Service Medal for their volunteer work in the community.

The Thunder Mountain AAAA Chapter offers support to the 2-13th Aviation Regiment Family Readiness Group to support its deploying and redeploying Gray Eagle Quick Reaction Capability Companies and assists with the planning and execution of the highly successful annual 2-13th Christmas Party and Ball.

### Chapter Recognition

The Chapter provides the names of 15W graduates for publication in the AAAA magazine and with support from the AAAA National Office provides Aviation Crew Member Wings for all students graduating from any of the Unmanned Aircraft System Military Occupational Specialty (MOS) producing courses conducted by the 2-13th. Each course Honor Graduate receives a Certificate of Achievement individually signed by the president of AAAA.

Thunder Mountain Chapter was proud to be named the 2010 and 2011

AAAA Senior Chapter of the year and was excited to have SSG Boehning and SSG Peterson selected for the 2010 AAAA UAS Soldier of the Year as well as the 2-13th receiving the 2010 AAAA UAS Unit of the year.

The Chapter has nominated the 2-13th and five outstanding NCOs for those prestigious awards in 2012.

Thanks again to Vic and the Thunder Mountain Chapter for their tremendous support.

### Chapter Activities Reports Coming Due

The time is coming around for the annual Chapter Activities Reports submitted by the Chapters and due to National by 1 January of each year. In the October 2011 magazine issue I wrote an article entitled "3 Simple Questions" that discussed the gathering of information and submission of the report.

Would ask that chapter presidents and secretaries go back and review the article and dig into the AAAA Info File for the requirements. The information provided by the chapters is used to help the Association to assist our Chapters in the execution of their programs.

The questions are very simple:

- What programs and activities did your Chapter sponsor during the past year that were most successful in terms of member participation?
- Did your Chapter sponsor any programs that were not successful? If so, please explain what and why, in your opinion?
- What additional services or programs could the national organization provide to assist your Chapter?

As your VP for Chapter Affairs, I will use this information to assist you in meeting your individual Chapters' goals. 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 72 Chapters, let me know and I will use this column as the voice across the Association. As a reminder my email address is [bob.carter@quad-a.org](mailto: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

### A Half Century of Serving Soldiers and Families

*Continued from page 65*

not till after 1985 that the Foundation ever exceeded 20 awards per year. In 1986 the Foundation board set a 10-year goal of having \$1,000,000 under management.

The push was on and amazingly they accomplished their goal four years early in 1992. From there it has seen four-fold growth as outstanding support from industry starting with the first "matched" award from COL(Ret.) Joe Durrant and his Cobro Corporation. We now have over 20 corporate matching fund scholarships.

We also have a "Heritage" matching fund program that started with the Vietnam Helicopter Pilots Association (VHPA) in the latter 1990s.

By now you may be asking, "What is a 'matched' program?" Well, matching was started to encourage our chapters to initiate scholarships at the national level, managed by the SFI, which would first benefit their particular chapter's members. Under the Matching program, the SFI will match dollar for dollar any chapter donations up to \$5,000 per each AAAA Chapter per year.

If your chapter raises say \$1,000 from a golf tournament for example to establish a chapter scholarship, the

SFI will match it and two chapter families can benefit that year. The Industry, Heritage and even Individual Matching programs have different parameters.

Did I mention that this program has always been merit based? The names of the applicants, parents, all ranks etc are redacted before the awards board ever sees the packets.

This way there is no bias to senior leaders or acquaintances. In fact award board members are advised to recuse themselves if they even recognize whom the packet may represent.

From the time of the first award to 2LT Joel Graft in 1963 to the present, the AAAA Scholarship Foundation is second to none in its efficiency in getting 100% of donations to support our students while always focusing on rewarding excellence.

In coming months as we celebrate the 50th Anniversary of the founding of this great AAAA membership benefit we will dive deeper into many of the aspects mentioned above, and especially on how you can make a difference. The culminating event will be the formal AAAA Annual Banquet at the 2013 Annual Professional Forum in Fort Worth, TX on Saturday April 13.

Thanks for all your past support and look forward to seeing you there!



COL (Ret.) Tom Harrison, President,  
AAAA SFI

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I certify that the statements made by me in this statement and dated October 1, 2011 are correct and complete.

William R. Harris Jr., Publisher



# What's in a Name?

By CW5 Mark W. Grapin

**A**n email arrived in distribution to the AAAA National Office a few weeks ago that boiled up for immediate attention: The frightful notion of folding a chapter.

For any of thousands of reasons, interest in a local chapter may wax or wane and the intent of the senior Army Aviation leadership of the given locale may simply be unaware of the breadth or depth of challenges of those who typically do the heavy lifting required to maintain the day-to-day business of the chapter and of our Association.

There are several flags we watch for – not the least of which is the number of order requests for Bronze Order of St. Michael certificates and medallions that far outpaces the number of magazine write-up submissions for the awards.

Even within these write-ups, if “*Aviation Service*” and “*substantial and enduring*” fail to connect in the nomination narratives, the National office watches closely to ensure the standards of the Association and our awards programs are maintained.

On the heels of this initial email and follow-up phone calls came another wave of communiqués: One with a request to change the name of the chapter. Another yellow flag on the field, sports fans! Bearing in mind there are almost always three sides to the same story, what was evolving in one of our most recognizable nameplate chapters had become front-burner business for those of us tied to Membership or to Chapter Affairs.

The local senior Army Aviation leadership was engaged, but the engagement was not universally broadcasted. The challenges faced in the local chapter even being able to meet at key on-post facilities centered on the perceptions on how the professional association was related to the Army and to the post; and the most elegant and enduring solution was in simply



The Mid-Atlantic chapter is but one chapter that epitomizes structuring itself to best serve its membership – whether geographically locating the headquarters flag, renaming the chapter, or both. Here chapter president, LTC (Ret.) Ed Carnes, addresses the chapter members at the annual luncheon during this year's National Annual Professional Forum in Nashville in April. It is one of the few times that members from all regions of the chapter get together including, Tobyhanna Army Depot, PA; NJ NG Aviation/ Communications-Electronics Research, Development and Engineering Center (CERDEC), Lakehurst Flight Detachment & 244th Theater Avn. Bde., Joint Base McGuire-Dix-Lakehurst, NJ; 29th Cbt. Avn. Bde., Edgewood, MD; and Communications-Electronics Life Cycle Management Command (CECOM), Aberdeen Proving Ground, MD.

changing the name of the chapter to best reflect this holistic solution.

So to that end, we welcome the Flint Hills chapter to the fold as that serving the Ft. Riley and surrounding community in the Flint Hills area of Kansas. And while a large-scale geographic change wasn't required in this adaptation to circumstances, the officers and members of the former Big Red One chapter had great footsteps in which to follow: those of the Mid-Atlantic Chapter.

Not only did the former Monmouth Chapter shift their geographic seat of operations, they also adopted a broader chapter name to accurately reflect the communities they serve.

Whether the entire demographic of a chapter has changed, such as the case of the Greater Atlanta chapter, or the

times and circumstances have changed to compel a visitation of accuracy of the chapter's name, we must remain flexible in our service to our membership. And while the Flint Hills chapter is merely the latest to make such a change, they certainly will not be the last.

While the Herculean effort to morph the Monmouth chapter into the Mid-Atlantic Chapter required a long-term focus and substantial attention to detail, this dedication to task shows itself as the norm over and over again in the sweat on the brow of each of our outstanding volunteers.

### Small Business Membership Programs Revisited

For the sake of discussion, I think the conversation may be warranted as

*Continued on Page 70*



# Spotlighting Absentee Voting, Military Spouse Career Portability, Post 9/11 GI Bill, and Hotels for Heroes Programs

By Judy Konitzer

**M**any of our readers may be aware of some of the following programs, but I thought these to be worthy of review this month.

### Exercising Your Right to Vote Is Made Easier

Election Day is just around the corner, and the Federal Voting Assistance Program has made the voting process easier for military families, especially those serving overseas. Pam Mitchell, the program's acting director, says "We firmly believe that voting assistance for our absentee voters is absolutely the best that it's ever been. There are a lot of tools in our arsenal to help those voters both register, get an absentee ballot and to exercise their right to vote."

Their website [fvap.gov](http://fvap.gov) includes a tab for each state's deadlines for registering to vote and for casting absentee ballots. It also has online registration and absentee ballot assistance, and includes a mobile app.

The Military Postal Service Agency provides free, expedited ballot delivery and ballot tracking to your local election office for overseas-based service members and their families.

It can be obtained from the local post office or postal clerk. Use Label 11 DOD form on your absentee ballot and mail it. You can then go to [www.usps.com](http://www.usps.com) to track the status of your ballot. If you didn't receive a ballot by October 6, you can use the Federal Write-In Absentee Ballot available on the website as back-up.

For those wishing to go in person, there are 221 installation voting offices which the program supports. Any additional help needed is available by calling 1-800-438-8683, DSN 425-1584 (CONUS) or 312-425-1584 (OCONUS). You can also follow this on Facebook and Twitter at @FVAP.



COURTESY PHOTO

### Military Spouse Career Portability

In February 2012, The Department of Defense and the Department of the Treasury released a report *Supporting Our Military Families: Best Practices for Streamlining Occupational Licensing Across State Lines*, which addressed how state licensing requirements affected the lives of licensed military spouses.

The report found that nearly 35 percent of military spouses in the labor force require licenses or certification for their profession. It also reported that military spouses are ten times more likely to have moved across state lines in the last year compared to their civilian counterparts.

State licensing and certification requirements are intended to ensure that practitioners meet a minimum level of competency. But because each state sets its own licensing requirements, these requirements often vary across

state lines. As a result, these variable and frequently time-consuming licensing requirements disproportionately affect military spouses and stymie their efforts.

Increasing the transferability of their credentials would help raise their personal and financial well-being, as well as decrease the unemployment rate of this population.

The best practices on how state governments could facilitate license portability suggested in this report included:

- License by endorsement – the new state recognizes the credentials a spouse already holds from another state, but there may be additional requirements that must be met before being licensed in the new state; however, you could be allowed to work.
- A temporary license which allows a military spouse with a current license from another state to begin working

in the new state while completing the state-specific requirements.

■ Expedited review procedures would allow for fast tracking the review of a military spouse's application if the licensing process is too lengthy.

Twenty-six states currently have enacted supportive spouse legislation, and the National Military Family Association (NMFA) applauds the efforts these state legislators and governors have undertaken.

NMFA would also like to improve the process by having you share your state credentialing experience during a transition. Go to [militaryfamily.org](http://militaryfamily.org) or call 703-931-6632. They will share your experience with other military spouses and hopefully move legislation further along using your personal stories.

You can find more detailed information on spouse employment issues and policies at <http://www.militaryfamily.org/speak-up/policy-issues/issues/spouse-education-employment.html>.

### The Post -9/11 GI Bill

The Department of Veterans Affairs (VA) has provided educational benefits to 773,000 veterans and their family members since it implemented the Post 9-11 GI Bill in August 2009.

The Bill pays tuition and fees on behalf of Veterans or eligible family members directly to the school in which they are enrolled.

Eligible participants can also receive a monthly housing allowance and up to \$1,000 annually for books and supplies.

The program provides a wide range of educational options, including undergraduate and graduate degrees, vocational/technical training, on the job training, flight training, correspondence training, licensing and nation-

al testing programs, entrepreneurship training, and tutorial assistance.

All training programs must be approved for GI Bill benefits.

For more information, visit <http://www.gibill.va.gov>.

### Heroes Program Helps Families Travel

The Defense Department and the Fisher House Foundation have teamed up to oversee the Hotels for Heroes program, which allows the American public to donate their unused hotel reward points to families of wounded warriors so that they might stay for free in hotels around the country while their family member receives medical treatment.

Currently 57 Fisher Houses are built on the grounds of major military and VA medical centers, and families can stay there without incurring expenses for lodging, however, sometimes families travel to locations where there isn't a Fisher House or where the accommodations are already full.

Six major hotel companies – Marriott, Wyndham, Best Western, Starwood, AmericInn, and Choice Privileges Hotels are participating in the program and people can donate points by going to their hotel rewards club website, each of which has a tab for Fisher House donations.

Fisher House Foundation President, David Coker, said "We are honored to help facilitate the process and are confident that the American public will help make this new program a success."

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

### What's in a Name?

*Continued from page 68*

to the accuracy of the names of two of our more modest-scaled corporate membership programs: *Associate* and *Sustaining*. My first, unschooled, impression of *Associate* memberships was for that term denoting the spouse of a paying member; and for *Sustaining*, that program dedicated to our cheerleading squad or associate glee club.

Mercifully, first impressions are often mistaken, and it is very worth our collective while to continue to emphasize these unique membership programs, tailored specifically to sole proprietorships and to partnerships.

For the modest price of \$40 and \$75, a local small business opens the door to a broader Aviation fellowship in shared interest – much as a barber-shop might offer a dollar or two off the haircut of each Quad-A Member, or a donut shop owner might throw in two extra donuts for each dozen purchased by a member showing their card.

The remuneration back to the local chapter for such memberships makes the entire effort very worthwhile for individual and corporate members, and only serves to deepen the sense of community around the hub of the chapter. I cannot imagine many other more effective means to open so many doors that adjoin our individual and corporate members than to seek the opportunities afforded by our Associate and Sustaining Memberships.

Details on these, and each of the Membership programs, are further described in the AAAA *InfoFile*, and I welcome your questions at [mark.grapin@quad-a.org](mailto:mark.grapin@quad-a.org).

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



## Post Career Employment Program (PCEP) website – A unique benefit for all AAAA members.

**Click on the PCEP link to get started today!**

The Post Career Employment Program serves two AAAA member groups; AAAA Individual Members retiring or leaving active service, and AAAA Industry Members seeking highly qualified soldiers to enhance their work force. For our members it clearly demonstrates that AAAA is the professional organization that supports all ranks and Army Aviation specialties. For our Industry Members we offer opportunities to access highly-skilled and disciplined personnel who can be productive members of their work force.

**[www.quad-a.org](http://www.quad-a.org)**

**FROM THE  
ARCHIVES**  
ARMY AVIATION Magazine  
Original Article -  
December 31, 1999 Issue

# Fond Farewell to the **Cobra**

By CPT James W. Jackson, commander of Company C, 1st Battalion, 25th Avn Regt, in Hawaii

The memorial flight overflew both the USS Arizona Memorial and the USS Missouri in Pearl Harbor, HI.

*March 15, 1999, marked the end of an era for the AH-1 Cobra. The 1st Battalion, 25th Aviation Regiment – the attack-helicopter arm of the Hawaii-based 25th Infantry Division – conducted a memorial final flight for this proven warrior. The battalion was the last active-duty MTOE unit to fly the stalwart pillar of the attack aviation community.*

**T**he AH-1 Cobra was the world's first dedicated attack helicopter. It served continuously in Vietnam from September 1967 on, earning a well-deserved reputation as a lethal air-to-ground weapons platform. The Cobra went on to burnish that reputation in every major conflict since Vietnam, including Grenada, Panama, Operations Desert Shield and Desert Storm, and Somalia. The AH-1 also did yeoman duty patrolling the borders of the Free World in Europe and Korea, and saw service with the armed forces of Japan, Israel, Jordan, Pakistan, South Korea, Thailand, Greece, Taiwan and Turkey.

Accompanied by three OH-58A+ helicopters, six AH-1F Cobras – pilot-



ed by the senior aviators from throughout the 25th Inf. Div. aviation brigade – left Wheeler Army Airfield in formation for that final flight. The aircraft soared over the USS Arizona Memorial and the USS Missouri in Pearl Harbor, and flew through Kulekole Pass to land, one last time, at home station. Needless to say, emotions ran high when the honor company touched down in front of the soldiers and guests at the memorial ceremony.

"I'm really sorry to see them go," said CWO 4 Lyle Cram, an armament

officer who has logged more than 50 combat hours and 2,500 total hours. "The Cobra is the finest attack helicopter in the inventory. As we were landing, we remarked that we are really going to miss the Cobra."

Lt.Col. Kelly J. Thomas, commander of the 1st Bn., 25th Avn., said he felt deeply honored to command the last fighting unit of AH-1s in the active Army inventory. He said that leading the final flight was a distinct privilege, and one both magnificent and humbling at the same time. And 1st Lt. Eric Guttormsen, one of the last four AH-1 pilots trained at Fort Rucker, Ala., said he was "and always will be proud to say I have been a part of the Cobra community. It's a great aircraft to fly."

Though no longer part of the active inventory, the Cobra will continue to serve in Army National Guard units throughout the country. In its place the 1st Bn., 25th Avn., will field the modernized OH-58D(I) Kiowa Warrior. With its impressive reconnaissance capabilities and technological achievements, the Kiowa Warrior will ensure that the heritage of the mighty AH-1 continues into the 21st century.



*CPT James W. Jackson was the commander of Company C, 1st Battalion, 25th Aviation Regiment, in Hawaii at the time this article was published.*

# Industry News

And Announcements Related to Army Aviation Matters

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

## EADS North America Demos Armed Aerial Scout



EADS COURTESY PHOTO

**EADS North America** has begun its voluntary flight demonstration (VFD) for the Army's Armed Aerial Scout helicopter program, flying two aircraft at a high-altitude test site for a series of demonstrations that will showcase the superior performance of the company's AAS-72X+ offering. The AAS-72X+, an armed derivative of the Army's UH-72A Lakota Light Utility Helicopter, will be manufactured by the company's American Eurocopter business unit in Columbus, MS. Lockheed Martin provides the mission computer and integrates the mission equipment. The aircraft would be built in the same facility as the Army's UH-72A Lakota, 240 of which have been delivered by EADS North America.

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

**Bell Helicopter Textron Inc.**, Hurst, TX, was awarded a \$59,036,571 firm-fixed-price contract as a modification of an existing contract in support of the OH-58A to OH-58D Cabin Conversion Program. Work will be performed in Hurst and Amarillo, TX, with an estimated completion date of Oct. 31, 2014.

**The Boeing Co.**, Ridley Park, PA, was awarded a \$7,227,085 cost-plus-fixed-fee contract for the modification of an existing contract to procure Infrared Suppression System A-Kits and engine covers – work will be performed in Ridley Park, with an estimated completion date of May 30, 2014; and, a \$12,090,189 cost-plus-fixed-fee contract for maintenance services in support of the CH-47F aircraft – work will be performed in Ridley Park, with an estimated completion date of September 11, 2015.

**The Boeing Co.**, Mesa, AZ, was awarded a \$136,757,822 firm-fixed-price contract for the modification of an existing contract to remanufacture AH-64A aircraft into AH-64D aircraft – work will be performed in Mesa, with an estimated completion date of Dec. 31, 2013; and, a \$17,700,000 firm-fixed-price contract for the procurement of Apache Block III aircraft and related support – work will be performed in Mesa, with an estimated completion date of Dec. 31, 2015.

**EADS-NA**, Herndon, VA, was awarded a \$10,851,124 firm-fixed-price contract for the modification of an existing contract for services in support of the UH-72A Lakota – work will be performed in Columbus, MS, with an estimated completion date of September 28, 2013; and, a \$33,512,268 firm-fixed-price contract for the modification of an existing contract to procure Security and Support Mission Equipment Packages for the UH-72A Weapon System – work will also be performed in Columbus, with an estimated completion date of Aug. 31, 2014.

**Integrated Composites Inc.**, Marian, CA, was awarded a \$15,200,000 firm-fixed-price contract for services in support of the OH-58D aircraft. Work will be performed in Marina, with an estimated completion date of Sept. 24, 2013.

**Lockheed Martin Missiles and Fire Control**, Orlando, FL, was awarded a \$12,105,361 cost-plus-fixed-fee contract for the modification of an existing contract to procure services in support of the modernized Target Acquisition Designation Sight/Pilot Night Vision Sensor System. Work will be performed in Orlando, with an estimated completion date of Sept. 30, 2016.

**Longbow L.L.C.**, Orlando, FL, was awarded a \$39,000,000 firm-fixed-price contract for services in support of the Radar Electronic Unit and Unmanned Aircraft System Tactical Common Data Link Assembly. Work will be performed in Orlando, with an estimated completion date of Aug. 31, 2013.

**Senate Builders and Construction Managers, Inc.**, Norristown, PA, was awarded a \$43,152,610 firm-fixed-price contract for the construction of an Army Aviation Support Facility for the New Jersey Army National Guard. Work will be performed in Lakehurst, NJ, with an estimated completion date of Nov. 1, 2014.

**Sikorsky Aircraft Corp.**, Stratford, Conn., was awarded three contracts: a \$44,457,596 firm-fixed-price contract for the procurement of the gearbox accessory in support of the UH-60 – work will be performed in Stratford, with an estimated completion date of Sept. 25, 2012; a \$242,247,456 firm-fixed-price contract for the modification of an existing contract to procure UH-60M Plus-Up Helicopters – work will be performed in Stratford, with an estimated completion date of Sept. 16, 2016; and, an \$84,000,000 cost-plus-fixed-fee contract for the engineering and support services for the Black Hawk system – work will be performed in Stratford; Huntsville, AL; and West Palm Beach, FL; with an estimated completion date of Sept. 19, 2015.

**TFAB Manufacturer L.L.C.**, Madison, AL, was awarded a \$19,563,711 firm-fixed-price contract for the procurement of Common Missile Warning System A-kits in support of Kiowa Warrior OH-58 aircraft. Work location will be determined with each order, with an estimated completion date of March 29, 2013.

**URS Federal Services Inc.**, Germantown, MD, was awarded a \$54,529,100 firm-fixed-price contract for rotary wing flight training services. Work will be performed in Fort Rucker, Ala., with an estimated completion date of Sept. 30, 2013.

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# POTM

## PEOPLE ON THE MOVE

### Change of Command/ Charter

#### Francis Takes Over 10th CAB

U.S. ARMY PHOTO BY MELODY EVERLY



MG Mark A. Milley, Fort Drum and 10th Mountain Division commander, passes the 10th Combat Aviation Brigade colors to **COL David J. Francis** during the Falcon Brigade's change of command ceremony July 17, at Wheeler-Sack Army Airfield, Ft. Drum, NY. Francis, who comes to the 10th CAB from attending the U.S. Army War College, assumed command from COL Pedro G. Almeida, who led the unit through a deployment in Afghanistan and is slated to become chief of staff for U.S. Africa Command.

#### Hager Takes the Reins at Apache PMO

U.S. ARMY PHOTO BY RANDY TISOR, PEO AVN PMO



MG William "Tim" Crosby, left, presents **COL Jeffrey Hager** with the Project Office Charter for Apache Attack Helicopter during a change of charter ceremony Aug. 9, at Bob Jones Auditorium, Redstone Arsenal, AL. Hager previously served as the Apache Block III product manager and as the product director for Integration within the Utility Helicopter Project Office. In 2010, he became the assistant PEO Aviation, Foreign Military Sales, performing duties in Saudi Arabia alongside the Office of the Program Manager, Saudi Arabia National Guard.

#### Aviation Systems PMO Changes Charter

U.S. ARMY PHOTO BY RANDY TISOR, PEO AVN PMO



MG William "Tim" Crosby, left, presents **COL Gerald Davis** with the charter for the Aviation Systems Project Office during a change of

charter ceremony at the Bob Jones Auditorium, Redstone Arsenal, AL, July 30. The newest project manager in PEO Aviation most recently served as the director for Soldier and Maneuver Systems, Office of the Assistant Secretary of the Army for Acquisition, Logistics and Technology. He had previously served as the product manager for UH-60 Modernization, Utility Helicopter Project Office.

#### Apache Longbow PMO Changes Charter



COL Shane Openshaw, project manager for the Apache Attack Helicopter Project Office, presents **LTC Talmadge Sheppard** with the charter for the Apache Longbow Product Office during a change of charter ceremony, Aug. 7, 2012 at Redstone Arsenal, AL. Sheppard most recently served on the Department of the Army Staff as the aviation analyst in the Program Analysis and Evaluation Directorate.

#### Cheney Heads the LUH Product Office



COL Thomas Todd, left, project manager for Utility Helicopters, presents **LTC David Cheney** with the charter for the Light Utility Helicopter Product Office at a change of charter ceremony held July 31 at the Bob Jones Auditorium on Redstone Arsenal, AL. Cheney's PEO Avn. assignments include assistant product manager Test and Production, Assistant Product Manager P31, UH-60M Product Office, and Headquarters Department of the Army Systems Coordinator for Utility Helicopters. He recently completed an assignment as a government acceptance pilot with the Defense Contract Management Agency at Sikorsky's production facility in Stratford, CT.

#### SUAS Gets New PM



COL Timothy Baxter (left), project manager for the Unmanned Aircraft Systems Project Office, presents **LTC Nickolas Kioutas** with the charter for the Small Unmanned Aircraft Systems Product Office during a change of charter ceremony Aug. 17th at the Bob Jones Auditorium, Redstone Arsenal, AL. Kioutas had previously served as an assistant product manager for the Gray Eagle and as officer in charge of the Forward Operations Center in El Mirage, Calif.



**COL Timothy Baxter**, left, project manager for the Unmanned Aircraft Systems Project office, presents **LTC Tony Davila** with the Charter for the Medium Altitude Endurance Product Office during a change of charter ceremony held Sept. 4 at the Bob Jones Auditorium, Redstone Arsenal, AL. Davila was most recently assigned to the Defense Science and Technology Center-Europe in Wiesbaden, Germany, as the executive officer/operations officer.

### Change of Responsibility



COL Kevin Vizzarri, right, commander of 166th Aviation Brigade "Wings of the West," Division West, First Army, passes the traditional NCO sword to **CSM Glen Vela** during a change of responsibility ceremony at Fort Hood, Texas, Aug. 9, 2012.



Join AAAA Today!  
[www.quad-a.org](http://www.quad-a.org)

### Transfer of Authority

U.S. ARMY PHOTO BY LT KRISTOFER BAUMGARTNER, PAC, 29TH CAB



COL David Carey (left), commander of the 29th Combat Aviation Brigade, and CSM Thomas Beyard, 29th CAB CSM, case the brigade colors as the 29th CAB officially handed its mission in Kuwait to the 35th CAB during a transfer of authority ceremony at Camp Buehring, Kuwait on Aug. 10, 2012. The 29th CAB deployed in August 2011 and was among the last U.S. troops to leave Iraq in December 2011 before assuming its follow-on mission in Kuwait.

### Deployments/Redeployments

#### 164th Arrives in Kuwait

U.S. ARMY PHOTO BY MR. RAY HANSEN



COL Michael L. Shenk (left) and SGM Dexter Kimble, commander and senior NCO of the 164th Theater Airfield Operations Group (TAOG) uncased their colors on July 26 at the Gateway pavilion at Camp Buehring, Kuwait. 164th TAOG provides mission command to deployed airfield operation battalions (AOBs) throughout the Army Central Command (USARCENT) theater of operations. Currently, 2nd Bn., 58th Avn. Regt. and 3rd Bn., 58th Avn. Regt., both AOBs, support USARCENT and International Security Assistance Force (ISAF) operations in Kuwait and Afghanistan respectively.

### Awards

#### DFC Awarded to 10th CAB Flight Medic

U.S. ARMY PHOTO BY STAFF SGT TODDL POULIOT, 10TH CAB PAC



MG Mark A. Milley, Fort Drum and 10th Mountain Division commander, pins the

Distinguished Flying Cross to the uniform of **SSG Brian D. Cammack** during a ceremony June 29 at Wheeler-Sack Army Airfield, as COL Pedro Almeida, 10th Combat Aviation Brigade commander, looks on. Cammack, a flight medic, earned the prestigious award by treating and extracting from the battlefield six wounded American Soldiers and three Americans killed in action March 29, 2011, in eastern Afghanistan.

#### 5,000 Black Hawk Hours



SIKORSKY COURTESY PHOTO

**CW4 Robert R. Tyler, Jr.**, 2nd Bn., 10th Cbt. Avn. Bde., Fort Drum, NY, is congratulated by Sikorsky Helicopters president, Mick Maurer, for achieving over 5,000 hours in the company-built Black Hawk helicopter during a ceremony at the Sikorsky plant in Stratford, CT on Sept. 11th. Tyler was given a tour of the plant, to include seeing the founder, Igor's, original office; followed by a flight down Long Island sound and into the New York city area on the anniversary of the 9/11 tragedy



U.S. ARMY PHOTO

Chalk 2 flying past the new Freedom Tower in New York City on the return flight from the Sikorsky plant in Stratford, CT on Sept. 11, 2012.

#### 29th CAB Presents Mural to ARCENT CSM



U.S. ARMY PHOTO BY STAFF SGT TODDL POULIOT, 10TH CAB PAC

CSM Thomas Beyard, 29th Cbt. Avn. Bde. CSM, presents a 29th CAB mural to Third Army/ARCENT

**CSM Stephan Frennier**, at a farewell luncheon following the unit's transfer of authority ceremony at Camp Buehring, Kuwait on Aug. 10, 2012.

### Retirements

#### TF Wings Aviator Makes Final Flight



U.S. ARMY PHOTO BY SGT DANIEL SCHROEDER, PUBLIC AFFAIRS NCO

Soldiers of Company A, 2nd Battalion, 25th Aviation Regiment, 25th Combat Aviation Brigade gather with **CW4 William Miller**, company standardization officer, for a group photo after he completed his last flight in the Army after 21 years of service as a rotary wing aviator on Kandahar Airfield, Afghanistan, Sept. 21.



U.S. ARMY PHOTO BY HRC PAC

**Brenda Twyford** stands by a few of her aviation mementos. She is a career manager who retired Sept. 20th from the Aviation Branch under the U.S. Army Human Resources Command's Officer Personnel Management Directorate at Fort Knox, KY after 30 years of government service. Over the course of her career, she assisted more than 20,000 Army aviators.

## Flight School Graduates

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

### 26 Officers, August 9

#### IERW OH-58D/R Track

WO1 Clayton T. Cable

#### IERW UH-60 Track

WO1 Jennifer C. Johnson – DG  
 LT Christopher O'Connor – DG  
 WO1 Joseph P. Jackson – HG  
 WO1 Samuel A. Lovell – HG  
 LT Steven A. Schott – HG  
 WO1 Summer M. Allen  
 WO1 Seth D. Bradstreet \*  
 LT Brandon P. Edens  
 LT Chloe M. Flores \*  
 LT Nigel A. Harrison  
 LT Mark C. Hoffman \*  
 WO1 Justin B. Kelly  
 LT Jeffrey M. Leversedge  
 LT James A. Litzinger  
 WO1 Vincent P. Masigat \*  
 LT Jeffrey A. Mason  
 WO1 Gary P. Merrill  
 LT Christopher S. Messaros  
 WO1 Kevin D. Oliver \*  
 LT Morgan P. Rosseel  
 WO1 Raymond A. Schneider  
 LT Hans C. Seller \*  
 WO1 Jeremy W. Smith  
 WO1 Joshua D. Williams

#### IERW UH-60A/M Track

LT Ryan R. Pfeiffer \*

### 63 Officers, August 23

#### IERW AH-64D Track

WO1 Ryan W. Reaves – DG  
 LT Shahn R. Trussell \* – DG  
 WO1 Nickolas J. Boyd – HG  
 WO1 Andrew Wiegand – HG  
 LT Brian C. Anderson  
 WO1 Marc N. Ballif  
 WO1 Joshua D. Chubb  
 WO1 John D. Curatella  
 LT James W. Foster  
 WO1 Scott L. Francis  
 LT Justin W. Hagel \*  
 LT Matthew A. Johnson  
 WO1 Daniel J. McDonough  
 WO1 Mindy S. McNeil

LT Kevin B. Sklenicka \*  
 WO1 Reginal M. Smith  
 WO1 David A. Tobin  
 WO1 Ron D. Warren  
 WO1 Jordan T. Watt  
 WO1 Ryan A. Wetherington

#### IERW CH-47F Track

LT James R. Carver \*

#### IERW OH-58D/R Track

LT Samuel O. Maxcy – DG  
 WO1 Luis A. Rosado \* – DG  
 LT Ronald G. Bocsa II  
 WO1 Daniel A. Cruz  
 LT Megan A. Harris \*  
 LT Ryan S. Perruquet \*  
 LT Jordan M. Schumacher \*  
 WO1 Jackson R. Thatcher  
 LT Guy B. White \*

#### IERW UH-60 Track

WO1 Jonathan Barnett – DG  
 LT Adric Marenius \* – DG  
 LT Colin Buchans – HG  
 LT Hallie R. Huggins – HG  
 WO1 Alexander Sanderson \* – HG  
 LT Charles J. Bradley  
 WO1 Landon B. Cordell  
 WO1 Christopher J. Dansereau  
 WO1 Seth Hamre  
 LT Roy W. Hyde  
 LT Adam J. Kessler \*  
 LT Megan J. Liesenfelt \*  
 LT John A. MacLean \*  
 WO1 Max D. Meier \*  
 WO1 Trac B. Pham  
 WO1 Joseph W. Reed  
 LT Daniel Snow \*  
 WO1 Luis G. Tejada  
 LT Brandon L. Thorne  
 LT Christian L. Thorson  
 WO1 Gustavo Vasquez  
 LT Lan D. Vo \*  
 WO1 Drew Welborn

#### IERW UH-60M Track

WO1 Brian A. Lucas – DG  
 LT Joshua E. Rosner \* – DG  
 LT Brittany M. Antonellis \*  
 WO1 Richard P. Boudreau  
 WO1 Kelly J. Edwards  
 LT Philip M. Greene  
 LT Adam W. Henderson  
 LT Robert M. Hofer \*  
 LT Joseph Hunter  
 WO1 Robert P. Shumer

### 43 Officers, September 6

#### IERW CH-47D Track

WO1 Corey A. Gilreath \* – DG  
 WO1 Jacob D. Airhart  
 WO1 Jesse N. Bander  
 WO1 Bryan P. DeBourge \*

#### IERW OH-58D/R Track

CPT Jack R. Noblin

#### IERW UH-60A/M Track

WO1 Jeremy N. Andrew – DG  
 LT Fred S. DeBruzzi \* – DG  
 WO1 Joseph M. Emery  
 LT Daniel E. Magar  
 WO1 Aaron J. Mongeon  
 WO1 Erik T. Rae  
 WO1 Jared L. Schiro  
 WO1 Bryan A. Breza  
 LT Jon G. Thompson \*  
 LT Jason R. Trudell \*

#### IERW UH-60 Track

LT Adam J. Nebydoski – DG  
 WO1 Erik A. Clark – HG  
 WO1 Charles Hernandez – HG  
 LT Michael I. McAlister \* – HG  
 LT Derek T. Overmyer \* – HG  
 WO1 Kyle R. Ritchie – HG  
 LT Erik P. Albrecht  
 LT Lawson M. Bartlett \*  
 WO1 Bryan A. Breza  
 LT Matthew A. Brown \*  
 LT Steven J. Convery \*  
 WO1 Eric W. DiGiovanna  
 WO1 Lester S. Fink  
 WO1 John M. Grashel \*  
 WO1 Patrick W. Hickey  
 LT Charles M. Houk \*  
 WO1 Aimee S. Jansen  
 WO1 William J. Johnson  
 WO1 Daniel G. Kaup  
 WO1 Thomas Kopyck  
 LT Robert J. Manchester  
 WO1 Jamie B. Mischler \*  
 LT Guice R. Moore \*  
 LT Justin T. Peterson  
 LT Jeremy J. Rehbein  
 LT Matthew I. Robbins  
 LT Matthew L. Schmitzer  
 LT Robert W. Zauche \*

### 31 Officers, September 20

#### AH-64D Track

WO1 Adam M. Fackler – DG  
 LT Dustin P. Roark – DG  
 WO1 Miles L. Soppo – HG  
 WO1 Benjamin A. Adkins  
 LT Alexander J. Brown  
 WO1 Joshua L. Crowley  
 WO1 Harold V. Johnson  
 LT Kevin S. Joyce \*  
 LT Christopher J. Lindley  
 WO1 Jaimie L. Logan  
 LT Nicholas L. McPhail  
 WO1 Jason A. Morelli  
 WO1 Damien M. Sansom  
 WO1 Lee M. Smith  
 LT Joshua D. Swedberg  
 WO1 Charles N. Wade \*  
 WO1 Jason A. Walters  
 WO1 Kevin M. Weiss

#### CH-47D Track

LT Kyle J. Selig \*

#### OH-58D/R Track

WO1 Steven M. Dionne \* – DG  
 LT Timothy Hybart – DG  
 WO1 Caleb D. Ashby \*  
 WO1 Timothy D. Carroll \*  
 LT Jayson L. Cooper \*  
 WO1 Nicolas H. Cyin  
 LT Zachary S. Haynes  
 LT John A. Lemmon  
 WO1 Colton R. Neal \*  
 LT Steven T. Sanders  
 LT Elizabeth J. Slabaugh  
 WO1 John K. Whetsel

## UAS School Graduations

### TACTICAL UAS

#### OPERATIONS TECHNICIAN

AAAA congratulates the following warrant officer graduates of the Tactical Unmanned Aircraft Systems Operations Technician Course, MOS 150U, at Fort Huachuca, AZ.

### Class: 12-005

#### 8 Graduates, August 17, 2012

CW3 Debra J. Harlow \* – HG  
 WO1 Mark C. Helms II \* – HG  
 CW4 David S. Behm \*  
 WO1 Jeffrey A. Hawkins \*  
 WO1 Michael A. Lingelbach \*  
 CW4 Charles W. McCullough  
 WO1 Marcus P. Murray  
 CW2 Anthony R. Smith

### UAS OPERATOR

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

### Shadow UAS Operator Course

### Class: 12-547/548

#### 19 Graduates, August 9, 2012

SPC Darren Arends – HG  
 SGT Jason C. Arnold – HG  
 PFC Fabian Alcantar Jr.  
 PV2 John S. Alexander  
 SGT Jorge C. Ben  
 PV2 Corey K. Carter \*  
 SPC Jose R. Diaz  
 SPC George S. Garcia  
 PV2 George C. Gersuk  
 PV2 Seth M. Goddard  
 PV2 Jonathan EGuevara  
 SPC James S. Marr  
 SPC Eric W. Nielsen  
 PFC Nathan S. Ray  
 PV2 Joshua A. Ross  
 PV2 Emily A. Schlenker  
 SPC Jose D. Victoria  
 SPC Sean T. Warnock  
 PFC Michael N. Welsh

### UAS REPAIRER

AAAA congratulates the following Army graduates of the Unmanned Aircraft Systems Repairer Course, MOS 15E, at Fort Huachuca, AZ.

### Shadow UAS Repairer Course

### Class: 12-057 / 12-058

#### 12 Graduates, July 31, 2012

PFC Seth T. Killebrew – HG  
 SSG Jeffrey A. Dougan  
 SSG Derik D. Douget  
 SSG Guy S. Weaver  
 SSG Sean C. Whitlow \*  
 SPC Edward Cosmevazquez  
 SPC Jeffrey M. Ramsey  
 PV2 Austin M. Pugh  
 PV2 Dillon D. Ritter  
 PV2 Judson L. Welch  
 PV2 Riccarrdo V. Young  
 PVT Robert C. Ruzick

### Shadow UAS Repairer Course

### Class: 12-059 / 12-060

#### 14 Graduates, August 28, 2012

SSG Leslie Underwood – HG  
 PV2 Oliver Westmoreland – HG  
 SSG Duane Brooks  
 SFC Alido Borrero  
 SPC Dallin C. Cook  
 SGT Anthony Dowden  
 PFC William R. Goeden  
 SPC Hwan U. Lee  
 PV2 Aaron J. Novy  
 SPC Joseph Quiles  
 SPC Michael M. Repecki  
 SSG Angel E. Rosado  
 SSG Sang W. Son  
 PFC Dakota J. Whaley

### Shadow UAS Repairer Course

### Class: 12-061 / 12-062

#### 16 Graduates, September 12, 2012

SPC Daniel P. Gilbert – HG  
 SFC Kevin S. Gervais  
 SSG Darnell A. Arnold \*  
 SSG Robert D. Beck  
 SSG Allen J. Coleman  
 SSG William J. St. Thomas  
 SSG Lawrence R. Trapp  
 SSG William J. Youkers  
 CPL Charles M. Girlinghouse  
 SPC Danny R. Bearley \*  
 SPC Gregory A. Dyer  
 SPC Heath A. Martens  
 SPC Miguel Ortiz  
 PFC Robert D. Learned  
 PFC David W. Manson  
 PV2 Joseph C. Garcia

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

## New Members

### Air Assault Chapter

LTC Thomas Emmet Burke  
CW4 Michael L Lewis Jr.  
SGM Robert Allan McConnell  
1SG Terrance Yates

### Aloha Chapter

PFC Christopher Abbott  
SPC Joseph Abernathy  
SPC Matthew Abplanalp  
PFC Cory Absmeier  
CPL Manuel Acevedo  
1SG George Ackerman  
SPC Jonathan Adamessoto  
SGT Casey Adams  
CW2 Thomas Adams  
SPC Ethanmay Aganon  
SPC Johnlery Agaton  
SPC Adore Alagar  
SFC Jimmy Alcorn  
CPL Greg Alik  
SGT Nathanael Allcock  
SGT Andre Allen  
SPC Patrice Allen  
SSG Patrick Allen  
SPC Sean Allen  
SGT Iker Allen-Limon  
PFC Joseph Allibone  
SSG Robert Alsup  
SGT Gregory Alvarado  
SPC Deivin Alvarez  
MAJ David Amamoo  
SSG Aebieann Anaya  
SPC Austin Anderson  
SPC Chester Anderson  
CW2 Damien Anderson  
SPC Jacob Anderson  
1LT Kenneth Anderson  
CW2 Michael Anderson  
SSG Phillip Anderson  
1LT Valeria Andreassen  
PFC Heston Andrews  
SPC Michael Andrews  
MAJ Brian Angell  
SFC Margaret Antonio  
1LT Anthony Aponte  
SGT Christian Araza  
SPC Jerry Armel  
SPC Jarrod Armstrong  
CW3 Roger Armstrong  
SPC Michael Arnett  
PFC David Arnold  
MSG Francisco Arteaga  
SPC Prashanth Arumalla  
SPC Alexander Arvai  
SPC Daniel Ashenfelter  
CW2 Aaron Assad  
CW2 Arnulfo Astorga  
PFC Zachary Atchley  
SSG Jean Attulien  
CPT Dallas Austin  
SPC Jason Austin  
SGT William Austin  
CW2 Jesus Avalos  
MAJ Michael Avenick  
SPC Mateo Aviles  
PFC Shawn Awtrey  
SPC Jorge Badia  
SSG Nam Baek  
SPC Eduardo Baez  
SSG Alhassane Bah

SPC Shon Bahr  
CW2 Erin Bailey  
SPC Scott Bailey  
SPC Jeffrey Bailley  
1LT Victoria Baires  
SPC Edwin Baireschavez  
SPC Ashley Baker  
CW2 Dennis Baker  
SPC Kyle Baker  
1LT Christian Ballester  
SGT Joash Baniqued  
CW2 Rusty Banks  
SPC Dustin Barefoot  
PFC Jeffrey Barefoot  
CPT Richard Barker  
SPC Jason Barnes  
SPC Jodie Barnes  
SSG Sean Barnes  
1LT Craig Barnhill  
CW3 Carlos Barrera  
SPC Timothy Bartman  
CW2 Charles Basham  
SGT Lakisha Basnight  
CPT Nathanael Bastian  
SSG Paul Bates  
CW4 Scott Bean  
CW3 Chad Beck  
CW4 Stephen Beech  
SPC Collin Beighley  
CPT Paul Belcher  
SSG Brian Bell  
CW2 Michael Bellucci  
SSG Tina Bendele  
SGT Jerome Bender  
SPC Mineisi Benitezmatos  
SFC Kevin Benson  
SGT Julio Bernardavila  
CW2 Bartlett Berns  
SGT Randall Berry  
SPC Austin Bertie  
SPC Jeffrey Best  
1LT David Biemer  
SPC Jason Bierman  
SGT Aj Billups  
SPC Emrson Binongcal  
SFC Donald Blackall  
CPT Rian Blahut  
SPC Jeffrey Blazeff  
SPC Robert Blevins  
CW2 James Boggs  
SSG Timo Boggs  
CW2 Thomas Brown  
SGT Troy Brown  
SPC Christopher Browning  
SPC Justin Brownlee  
SSG Brian Brownlow  
CW2 Patrick Brum  
CW4 Richard Brusuelas  
SPC Nicholas Bruzas  
SGT Diarra Bryan  
SPC Matthew Bryan  
SPC Charles Bryant  
SPC Adam Buckley  
PFC Jordan Buckley  
CW2 James Bueby  
PFC Matthew Bueche  
SSG Mark Bulifant  
MSG Ben Bunch  
SGT Jeffrey Bunch  
CW2 Stephen Burnham

SSG Brandy Burns  
SPC Richard Burton  
SGT Jerrod Busbey  
PFC Austin Buske  
SPC Arismendy Cabrera  
PFC Daniel Cadenas  
SPC Damon Cain  
SSG Jhon Calderon  
PFC Victoria Calderon  
PFC Jordan Caldwell  
SSG Michelle Caliwliv  
CW3 Jason Call  
SPC Stephen Callaway  
SSG Miguel Camacho-Hernandez  
CW2 Nathaniel Camasso  
SGT Bradley Cambra  
SPC Charles Cameron  
SPC Billy Campbell  
SPC Jesse Campbell  
SFC John Campbell  
PFC Zachariah Campbell  
SGT Irene Campos  
SGT Juan Campos  
SPC Samantha Cantu  
SSG Christopher Caraway  
SPC Daniel Carlson  
SPC Peter Carlson  
SPC Ian Caron  
SPC Shawn Carriere  
SSG Billy Carroll  
SPC Casey Carter  
PFC Nathan Carton  
SSG Klarke Castellanos  
SPC Martin Castillo  
CW2 Preston Caudill  
CW2 Jason Cave  
CPT Nathaniel Cave  
SSG Randy Centorani  
SPC Diogenes Cerda  
SPC Michael Chamberlin  
CW3 Jason Chambers  
SFC David Chandler  
PFC Zachary Charvet  
SGT David Chavez  
SPC Marena Cherry  
SPC William Cheskie  
SPC Paul Chingo  
PV2 Sebastian Chomic  
SGT Jeffrey Chong  
SPC Danyelle Cills  
SFC Mark Claudio  
1SG Santiago Claudio  
MSG Craig Clayton  
SPC Michael Clemente  
SGT Steven Clementir  
PV2 Sequoia Clementponce  
SPC Donald Cleveland  
SPC Lakeisha Cleveland  
SGT Andrew Clevenger  
PFC Christie Clevenger  
CW2 Orin Cloningier  
SPC Janine Clymo  
SPC Joshua Cobb  
SSG Moses Cobb  
SGT Christopher Cogswell  
SSG Rudolph Cole  
CPL Alec Davidson  
SSG Aaron Davis  
SPC Gordon Davis  
SSG Jonathan Davis  
1SG Lester Day  
SGT John Debettencourt  
SPC Kenneth Deboard  
PFC Lance Debra

SSG Desiree Decker  
1LT Matthew Dedmon  
SPC James Delamater  
SPC Juan Deleon  
SSG Carlos Delgado  
SSG Jose Delgado  
SPC Jose Deloeraolvera  
PFC Cristobal Deluna  
SPC Jessica Denman  
PFC Joshua Denney  
SFC Nkosi Dennie  
SPC Cameron Deupree  
SPC Gregory Devaney  
PFC Nicholas Devol  
SSG Jose Diaz  
SGT Misty Dichristina  
SFC Vito Dichristina  
SPC Alvie Dillon  
SPC Jacob Dionne  
SPC Juan Dislaciaprian  
SPC David Dittman  
SGT Kaylub Divine  
SPC Justin Dixon  
SGT Stuart Doolin  
SPC Bradley Dorroh  
CW4 Johnell Dotson  
CPL Kameron Doulatabadi  
CW2 Matthew Dower  
CW3 Allen Dowling  
SSG Sean Downing  
PFC Chad Draper  
CW2 Matthew Dubois  
SPC Aaron Dufrene  
SSG Vincente Dumbrique  
SFC Melvin Dunbar  
PFC Dale Duncan  
SPC Laison Dunnivant  
SSG John Dupree  
SPC Jose Duran  
SPC Christopher Duysings  
SPC Matthew Dykes  
CPT Neil Dysart  
SPC John Eacho  
CW4 Joseph Eble  
CW2 Tyson Edkin  
SGT Jomar Espiritu  
SPC Richard Essex  
SPC Lisa Estes  
SPC Ace Estiamba  
SSG Victor Gonzalez  
CW3 Christopher Johnson  
MAJ James F. Lawson  
**Arizona Chapter**  
Andrew Augenstein  
Colette Barker  
Chris Collins  
Marc Sklar  
**Armadillo Chapter**  
Rhett Harris  
**Aviation Center Chapter**  
WO1 James R. Aldana Sr.  
WO1 Brent R. Allred  
WO1 Alejandro J. Amezcua  
MAJ John D. Atwell  
2LT Charles B. Auer  
SSG Michael R. Bahr  
COL Daniel Barreto, Ret.  
WO1 Brian D. Bellamy  
SSG Eddie G. Byrd  
CW4 Timothy Duane Carley  
2LT Jarred C. Cook  
WO1 Matthew J. Corica  
2LT Matthew S. Corriveau  
1LT Brandon Dotson

WO1 Kial ES Downs  
2LT Richard J. Earnest  
WO1 Nicholas S. Freeman  
SFC Paul D. Gentry  
MAJ Richard W. Greenwood  
MSG Brian J. Heusterberg  
2LT Kyle F. Hughes  
SSG Anthony L. Jordan  
WO1 Russell King  
2LT William Dean Klinetobe  
2LT Timothy S. Kranz  
2LT Michael DF. Kromenacker  
SFC Clenten C. Lewis  
LTC Ton Linszen  
CPT Jonathan N. Lord  
2LT Benjamin Madera  
2LT Bradley M. Martin  
CW4 Max Maxwell  
CW2 Michael McHugh  
LTC Eric Y. Merck  
CPT James L. Mitchell  
1LT Michael A. Mitchell  
1SG David Montalvo  
CW4 Dann G. Myers  
MAJ Sean Michael O'Connell  
2LT Catharina M. Palmer  
2LT James M. Reaves  
CPT David D. Robinson Jr.  
1SG Dennis A. Rodriguez  
SFC John E. Santoro  
PFC Chad Holly N. Simon  
WO1 Jonathan Ray Spade  
2LT Sean D. Springer  
SGM Curtis V. Stapleton  
2LT Ryan F. Stapleton  
2LT Paul J. Strella  
2LT Maxwell Taylor  
SSG Nathan L. Teach  
SPC Jose David L. Weblar  
2LT Matthew D. Welker  
2LT Eric C. Zieliński  
**Black Knights Chapter**  
MAJ Jesse Fleming  
CDT Robert Dolan Hildebrand  
**Central Florida Chapter**  
Lt. Col. Edward Jezisek II, Ret.  
1LT Justin Michael Lococo  
Maj. Elizabeth Lee May  
Gary Muse  
**Colonial Virginia Chapter**  
1SG Brian Scott Blomberg  
CPT Nathan Chernecke  
SFC Brandon Michael Fank  
SFC Jesus Garcia  
SFC Jaime C Gomez Sr.  
CW2 Alexander Gonzalez  
CPT Taylor Markward  
Alan Rosenberg  
SFC Robert Starowicz Jr.  
MSG Harold Thomas Sullivan Jr.  
SSG Maria Tina Taylor  
LTC Michael R. Williams  
**Connecticut Chapter**  
Richard L. Allard Jr.  
Travis Davidson  
COL Dale E Watson  
**Corpus Christi Chapter**  
Robert Brent Adams Jr.  
Nicholas Clayton Allcott  
Jose E Rodriguez  
**Delaware Valley Chapter**  
Jeff T. Blaies  
Mike Dimai  
William A. Downey

## Continuing Resolution Authority and Sequestration Update

The House of Representatives passed a Continuing Resolution Authority (CRA) on September 13th, by a vote of 329 to 91.

It is clear the CRA did not take any radical savings as spending for the first six months of the fiscal year (FY) will hold at the FY 2012-level plus an average of less than one-percent increase.

As currently written, the CRA essentially defers any decisions on the budget until the lame duck congressional session following the November elections.

The House, Senate and the White House agreed on the CRA funding levels and kept the Department of Defense (DOD) and Veterans Affairs (VA) at the 2012 level with slight increases. Other noted highlights include limiting Overseas Contingency Operations (OCO) spending to no more than those submitted in the President's Budget for Fiscal Year 2013 (PB13), limits base budget spending to approximately .6% above the FY 2012 base budget, and precludes any new program starts or new multi-year program contracts.

Even though the CRA seems to continue spending without any cuts based on FY 2012 status quo funding, defense spending in the impending sequestration may immediately trigger a cut of \$55 Billion to the department. With sequestration looming on January 2, 2013, the house passed a party line measure that could force the President to deliver a plan to avoid the automatic cuts. It is expected that the Senate will take no action on the sequester issue until after the election when deliberations will begin in earnest.

It is also interesting to note that at a recent Center for Strategic International Studies (CSIS) symposium former Secretary of Defense William Gates and Chairman of the Joint Chiefs of Staff, Admiral (ret) Mike Mullen recently spoke out against the sequestration crisis. They called on Washington politicians to act like "adults" and prevent the automatic cuts which would be overwhelming and leave a hollow force as a result.

Concerning the White House report on sequestration and its effects on health care, there should also be some concern. The report does exempt care for Medicare eligibles, but care for others categories would be subject to sequestration.

Within the defense budget, Medicare-eligible's funding is deposited to a trust fund, which comes under the personnel account. Since the President exempted the military personnel account, the trust



## LEGISLATIVE REPORT

By COL (Ret.) William H. Morris

AAAA Representative to The Military Coalition (TMC)

fund deposit is exempt. On the other hand, currently serving military, retirees, survivors and family members under 65 are subject to sequester since this is covered by a discretionary appropriation in the defense operations and maintenance budget. Therefore, these individual's health care benefits are not exempt.

### New Stolen Valor Act approved by the House

On September 13th, the House passed an overwhelmingly bi-partisan supported Stolen Valor Act by a vote of 410-3.

The Stolen Valor Act basically makes it illegal for anyone to falsely portray themselves as a Valor Award recipient for personal gain or benefits and subjects them to criminal charges and a sentence of up to one year in prison.

In June 2012, the Supreme Court had struck down the Stolen Valor Act by a 6-3 vote claiming that although contemptible, the wearing of awards was consistent with the First Amendments' right to free speech. The court did however state that the government could restrict the First Amendment right if a person tried to obtain compensation, thus the door was left open for a Congressional act.

In 2006, President Bush originally enacted the Stolen Valor Act, but the subsequent Supreme Court Case which resulted from a 2007 case against Xavier Alvarez who had claimed that he had been awarded the Medal of Honor and in turn had received a three year sentence and a \$5000 fine, overturned the original act.

The Stolen Valor Act now moves to the Senate where it is sponsored by Senator Scott Brown (MA).

### Commissary Benefit

Active duty military, retirees, survivors and family members all gain from our military commissary benefit.

Each year patrons of the commissary world-wide save billions of dollars (\$5.6 in FY 2011) with earnings coming directly back into military installations and support agencies such as Wounded Warrior

programs, the Fisher House, Single Soldiers programs and after school activities programs, to name a few. We must all ensure that we continue to use this benefit during these times of budgetary cuts and without a real active proponent for our commissaries in DoD, only through your use will we be able to show the importance and relevance of this benefit.

A recent Office of Management and Budget report sent mixed signals on whether commissaries would be exempt from sequestration or not. In one portion of the report the \$306 million fund which supports commissaries will only be exempted \$55 million. The remaining \$251 million would be subject to a \$25 million sequester reduction. In another part of the report, the total portion is exempt.

With these mixed signals in mind, taking advantage of our commissaries, to include individuals residing off-post must remain a concerted effort to ensure preservation of this benefit.

### Department of Defense Constitution Day and Citizenship Website

The Department of Defense rolled out their U.S. Constitution Day and Citizenship Day website on September 17th, the actual day the Constitution was adopted in Philadelphia, Pennsylvania in 1787.

The website honors the signing of the Constitution and U.S. Citizenship. House Appropriations Bill H.R.4818 now requires all Federal Agencies to educate their new personnel on the importance and background of the U.S. Constitution. The website maintains a course on all aspects of the Constitution and U.S. Citizenship in general.

Although meant for all DoD employees, this educational site is a valuable resource to students, prospective citizens or to refresh anyone's current understanding of this important document which provides us so many of the freedoms we today enjoy as Americans.

The website can be found at <http://constitutionday.cpm.s.osd.mil/>.

## AAAA News

### Battalions Support Local Public Schools



U.S. ARMY PHOTO

LTC Brian P. Zarchin (left), commander of Headquarters Battalion, Fort Belvoir, VA and LTC Reed G. Erickson, commander of 12th Aviation Battalion, Army Air Operations Group, Ft. Belvoir, together with MG (Ret.) Carl H. McNair, Jr., former Aviation Branch chief and past president of AAAA and the AAAA Scholarship Foundation, pause for a Kodak moment at the "Partners in Education" signing event in August. Together, they represent 70 years of Army Aviation leadership working with the Ft. Belvoir and local Fairfax County Public Schools each year in this long standing community program which promotes a very special learning experience for the Belvoir youth. Programs such as these further advance the goals of AAAA as a family-based, family-oriented organization in the Army Family.

## AAAA Chapter News

### Connecticut Chapter



CONNECTICUT CHAPTER COURTESY PHOTO

#### Scholarship Winners Recognized

The AAAA Connecticut Chapter held its annual awards dinner on August 9, 2012, at Grassy Hill Country Club, following the annual Golf Tournament which raises funds for the scholarship program. For 2012, eight awards were given by the Connecticut Chapter, two were provided by Sikorsky Aircraft, and one was provided by Purdy-Timken (now known as the Timken Company). Of the eleven awards, eight students of Sikorsky employees were chosen as scholarship recipients. AAAA Connecticut Chapter President Doug Shidler (far left) and VP of Scholarships Paul Hoar (far right) stand with the chapter's 2012 scholarship recipients and their families. From left: Nicholas

Cusumano, Faith Goumas, John Pacelli Jr., Kaitlin May, Mark Vannoorbeeck, Angelica Ferrazzi, Conor Gagliardi, and Stephanie Sileo. Not pictured: Michael Nicolett, Barrett Brooks, and Samantha Stine.

### Chapter Sponsors Trip to the Zoo



1109TH FAMILY SUPPORT GROUP COURTESY PHOTO

Family members of the 1109th Theater Aviation Sustainment Maintenance Group (TASMG), Connecticut ARNG, enjoyed a trip to the New York Bronx Zoo August 19th. The unit is deployed in support of Operation Enduring Freedom and the Chapter made a donation to cover expenses for a bus trip to the zoo for their family members. According to FRG leader, Amy Benkowski, it truly was just what the families needed, giving them an outlet from the stress of the deployment and making their deployed soldiers happy that their families did something fun together and were able to get their mind off missing their Soldier for a day.

### Cowboy Chapter



COWBOY CHAPTER COURTESY PHOTO

The Cowboy Chapter based in Cheyenne, WY, sponsored its first Annual "Cowboy Classic" golf scramble on June 1, 2012 at the Mountain Vista Golf Course, Fort Collins, CO. 40 golfers participated in the fundraiser social which was also meant to boost membership. Pictured are Chapter members (from the left): CW5 (Ret.) Carl Tafoya, COL John Papile, CW4 Richard Burger, CW3 Shane Mickelson and CW3 Jeremy Sehler.

### Keystone Chapter



KEYSTONE CHAPTER COURTESY PHOTO

The Keystone Chapter of AAAA held its quarterly meeting in the 628th Avn. Spt. Bn. secondary mess hall at Fort Indiantown Gap, PA on August 11, 2012. Led by COL David Wood, (right) the 28th Cbt. Avn. Bde. commander, the Chapter members tackled a multitude of issues and doled out assignments to enhance the Keystone Chapter's visibility and plan future growth. After the meeting, members migrated up the street to attend the 28th CAB Social, hosted by the 628 ASB, that featured a live band, barbecued food, dunk tank and beer garden tent. A great time was had by all!

### Mid-Atlantic Chapter



MID-ATLANTIC CHAPTER COURTESY PHOTO

The Maryland National Guard conducted a Ribbon Cutting Ceremony for the expansion of the Army Aviation Support Facility in the Edgewood Area of Aberdeen Proving Ground, MD on September 25th, 2012. BG Peter C. Hinz (center), MD Army National Guard commander, is shown cutting the ribbon assisted by Aberdeen Proving Ground garrison commander, COL Gregory R. McClinton (second from right) and facility commander, MAJ David M. Paolucci. The \$27 million expansion gives additional hangar, work storage and office space to support the 29th Combat Aviation Brigade, 1100th Theater Aviation Sustainment Maintenance Group, and elements of 1-224th Security and Support Battalion, 2-224th Assault Helicopter Battalion, 1-169th GSAB (MEDEVAC), 3-126th GSAB (Lift), 1/111th GSAB (ATC) and 642nd Aviation Support Battalion. The Mid-Atlantic Chapter of AAAA hosted a picnic after the ribbon cutting that was attended by approximately 200 Maryland National Guard Soldiers.

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## Tennessee Valley Chapter



TENNESSEE VALLEY CHAPTER PHOTO BY MATT BOENKER

The Tennessee Valley Chapter held their annual Fall Bob Vlasics Classic Bass Tournament on Sept. 8, 2012 at the Jackson County Park in Scottsboro, AL. The event was preceded by a fish fry and social on Friday evening for participants and friends. Thanks to the cooks, Matt Boenker and Gilberto Leos. This one day event saw 21 boats take to the water. Big Bass went to the team of Chuck Hemm and Darren Kyle. The tournament winner was the team of Taylor Vinson and Matthew Sharman. We would like to thank the 10 corporate sponsors who supported this event: Aerodyne, Avion, Cargo Bass Club, SAIC, Triumph Group, Russell Associates, VT Group, Westar and Yulista. Left to right are tournament director Tom Geoffroy and 1st place winners Taylor Vinson and Matthew Sharman.

## AAAA Order of St. Michael and Our Lady of Loreto Awards

### Aviation Center Chapter



PHOTO BY CPT JESSICA REGBART, 148TH BN, ADJUTANT

From the left, **MAJ Jason Yellman**, battalion S-3; **MAJ Jason James**, Co. B commander; **MAJ Daniel Erskine**, Co. A commander; and **MAJ Andrew Herzberg**, Co. D commander flank their battalion commander, LTC James E. Ward following their induction into the Bronze Honorable Order of St. Michael during an award ceremony at Fort Rucker, AL on May 29. Each was recognized for their contributions to Army Aviation on the occasion of their change of duty; Yellman to Ft. Campbell, KY as a medical ops. officer in charge; James to the AH-64D Aircraft Qualification Course at Ft. Rucker; and Erskine and Herzberg to Ft. Leavenworth, KS for the Intermediate Level Education course.



PHOTO BY LEE ANN SMITH

**MAJ (Ret.) Jeffrey H. Warren**, a senior analyst for Navigator Group, Inc. who worked in support of the Medical Evacuation Proponency Directorate (MEPD) at Fort Rucker, AL was inducted into the Bronze Honorable Order of St. Michael by COL Robert D. Mitchell, the Medical Capabilities Integration Center (MCIC) director at Ft. Sam Houston, TX, on Aug. 3, at Ft. Rucker. Warren was being honored on the occasion of his moving to Tennessee for his almost 30 years of service to Army Aviation during which he was at the forefront of a number of major changes for affecting MEDEVAC operations in support of Operations Iraqi and Enduring Freedom.



PHOTO BY LISA GEE HAZELTON, CHAPTER PUBLICITY

LTC Scott J. Halverson, command Inspector General, Ft. Rucker, AL inducts **Mrs. Maryian E. Llopis**, deputy Inspector General, as a Knight of the Honorable Order of St. Michael during her retirement luncheon at The Landing, Ft. Rucker, AL on Aug. 9, 2012. Llopis was recognized for diligently serving the Army Aviation community as a civilian employee for the past 33 years culminating in her assignment for the past 20 years as a Detailed Inspector General directly serving 15 Aviation Branch chiefs.

### Colonial Virginia Chapter



CHAPTER PHOTO BY ALLE ESCHENBACH

**LTC Ronald M. Teixeira**, 128th Aviation Brigade S-3 project officer, is inducted into the Bronze Honorable Order of St. Michael

by brigade S-3, LTC Steven T. Hoppingardner (left), and chapter president, Mr. Mark S. Jones (right), during a July 11 retirement ceremony at Joint Base Langley-Eustis, VA. Teixeira was recognized for his innovations which saved \$400 million on the Apache Block III program by planning to upgrade existing devices in lieu of replacing them.



CHAPTER PHOTO BY CPT MICHAEL COSTEFANO

128th Aviation Brigade commander, COL Dean Heitkamp, inducts **Mrs. Kimberly Sue Huber**, Family Readiness Group leader for 1st Bn., 222nd Avn. Regt. into the Honorable Order of Our Lady of Loreto during a July 20 ceremony at Joint Base Langley-Eustis, VA. Huber was recognized for more than 20 years of selfless contributions to Army aviation on the occasion of her husband's impending change of command.

### Flying Tigers Chapter



CHAPTER COURTESY PHOTO

From the left, LTC Christopher E. Albus, aviation branch chief; CPT Laura E. Pangallo, LT/Pre CCC CPT assignment officer and former commander Co. D, 2nd Bn., 158th Avn. Regt.; **COL Robert C. Doerer**, director of the Officer Personnel Management Directorate; and CW5 Steven E. Kilgore, chief of Warrant Officer Assignments, all with Human Resources Command, Ft. Knox, KY (HRC Chief, Warrant Officer Assignments) pause for the Kodak moment following Doerer's induction into the Silver Honorable Order of St. Michael on Sept. 28, 2012. Doerer was recognized for his outstanding achievements as commander of the 12th Combat Aviation Brigade with Albus conducting the induction, assisted by former Griffen Soldier Pangallo who served with Doerer in the 12th CAB.

## Mid-Atlantic Chapter

MSG MARK OLSEN, NJ DEPT OF MILITARY & VETERANS AFFAIRS PAO OFFICE



**Maj.Gen. Maria Falca-Dodson**, Assistant Adjutant General-Air and commander, New Jersey Air National Guard, is inducted as a Knight of the Honorable Order of St. Michael by (L to R) chapter VP-Scholarships, MAJ Michael LaPoint; COL Mark Preston, director of NJARNG Army Aviation and Safety; Falca-Dodson; COL (Ret.) Jorge Martinez, chapter VP-NJARNG; and LTC (Ret.) Robert Vicci, former commander of 1st Bn., 150th Avn. Regt. Falca-Dodson was recognized on the occasion of her retirement for her improvements to the quality of life for Army Aviation Soldiers and their families both while deployed and in CONUS. She will continue to serve in retirement as the director of the University of Medicine and Dentistry of New Jersey's Vet2Vet Helpline.

## Tennessee Valley Chapter

PHOTO BY THOMAS YOUGH, AVIATION SYSTEMS PROJECT OFFICE



Gary Nenninger, the Tennessee Valley Chapter President for AAAA, inducts **COL Anthony Potts** into the Silver Honorable Order of St. Michael and his wife, **Jennifer Potts**, into the Honorable Order of Our Lady of Loreto during a Change of Charter ceremony held at the Bob Jones Auditorium in the Sparkman Center

on Redstone Arsenal, AL, July 30. During the ceremony, Potts relinquished his responsibility as project manager for the Aviation Systems Project Office after nearly four and a half years to COL Gerald Davis.



PHOTO BY PAT SHEEHAN, UTILITY HELICOPTERS PMO

Gary Nenninger (left), Tennessee Valley Chapter president for AAAA, inducts **LTC David Bristol** into the Bronze Order of St. Michael and **Mrs. Katrina Bristol** into the Honorable Order of Our Lady of Loreto during a Change of Charter ceremony July 31 at the Bob Jones Auditorium on Redstone Arsenal, AL. COL Thomas Todd, Utility Helicopter project manager, right, looks on. Bristol relinquished the charter for the Light Utility Helicopter Product Office to LTC David Cheney during the ceremony.

PHOTO BY HENRY NORTON, APACHE ATTACK HELICOPTER PROJECT OFFICE



COL Robert Marion, project manager for Cargo Helicopter, inducts **LTC Jeffrey Johnson** into the Bronze Honorable Order of St. Michael during Johnson's retirement ceremony Aug. 7, at Redstone Arsenal, AL. Johnson retired from the Apache Attack Helicopter Project Office where he was the product manager for Longbow Apache since July 2009.



PHOTO BY RANDY TISOR, PEO AVIATION

**COL Shane Openshaw** is inducted into the Silver Honorable Order of St. Michael by Tennessee Valley chapter president, Gary Nenninger at a Change of Charter ceremony held Aug. 9 at Bob Jones Auditorium on Redstone Arsenal, AL. Openshaw served as the project manager since Aug 2008.



PHOTO BY STEPHANIE JOHNSON, USAF PMO

Jason Galindo, awards officer for the Tennessee Valley Chapter of AAAA, inducts **Mr. Cliff Brandt** as a Knight of the Honorable Order of St. Michael during a Change of Charter ceremony Aug. 17 at the Bob Jones Auditorium on Redstone Arsenal, AL. Brandt had served as the product manager for the Small Unmanned Aircraft Systems Product Office, PEO Aviation, for more than three years.



PHOTO BY RANDY TISOR, PEO AVIATION

Gary Nenninger (left), president of the Tennessee Valley Chapter of the Army Aviation Association of America, inducts **LTC Kevin Messer** into the Bronze Honorable Order of St. Michael during a Change of Charter ceremony held at the Bob Jones Auditorium, Redstone Arsenal, AL on Sept. 4. Messer, who also retired during the ceremony, had served as the product manager for the Medium Altitude Endurance Product Office, Unmanned Aircraft Systems Project Office.

## Attention AAAA Members Stay Connected!

Get the latest email news & notices from the AAAA National office.

Send your email address (Especially your AKO account) to the AAAA National Office email: [aaa@quad-a.org](mailto:aaa@quad-a.org)

Add [aaa@quad-a.org](mailto:aaa@quad-a.org) to your address book.

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

## In Memoriam

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

### Operation Enduring Freedom



CW2 Montenegro



CW2 Ramirez

The Department of Defense announced the death of two soldiers on Sept. 5, in Logar Province, Afghanistan, of injuries suffered when their aircraft crashed. They were assigned to the 1st Squadron, 17th Cavalry Regiment, 82nd Combat Aviation Brigade, 82nd Airborne Division, Fort Bragg, NC.

Killed were:

**CW2 Jose Luis Montenegro Jr.**, 31, of Houston, TX; and  
**CW2 Thalia Suzanne Ramirez**, 28, of San Antonio, TX.

The cause of the crash remains under investigation.

May they rest in peace.

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

## AAAA Awards Open For Nominations - Send in your choice Today!

### AAAA Functional Awards

Presented at the  
Cribbins Aviation Product Symposium

*Suspense: November 1*

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

### AAAA Hall of Fame Inductions

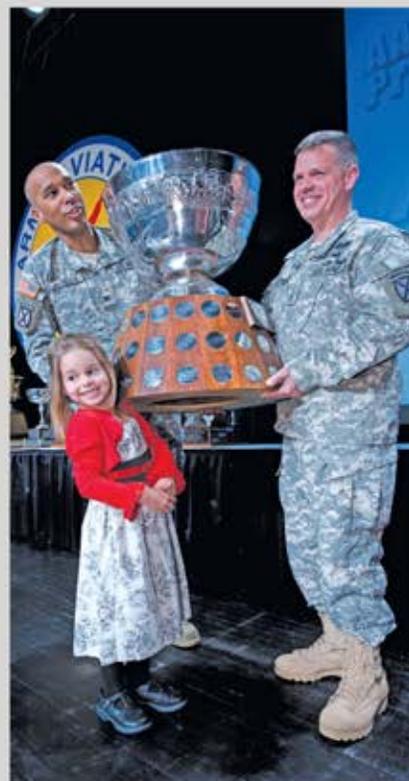
Presented at the  
AAAA Annual Forum and Exposition

### AAAA National Awards

Presented at the  
AAAA Annual Forum and Exposition

*Suspense: January 1*

- Joseph P. Cribbins Department of the Army Civilian of the Year
- James H. McClellan Aviation Safety
- Henry Q. Dunn Crew Chief of the Year
- Aviation Soldier of the Year
- Rodney J.T. Yano NCO of the Year
- Michael J. Novosel Army Aviator of the Year
- Robert M. Leich Award
- AAAA Army Reserve Aviation Unit of the Year
- AAAA John J. Stanko Army National Guard Aviation Unit of the Year
- AAAA Active Army Aviation Unit of the Year
- AAAA Outstanding Aviation Unit of the Year
- Top AAAA Chapter of the Year
- Top AAAA Senior Chapter of the Year
- Top AAAA Master Chapter of the Year
- Top AAAA Super Chapter of the Year



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 AAA website: [quad-a.org](http://quad-a.org)

## New Members - Continued

Laurence A. Drabyak  
 Jeff Foulk  
 Robert E. Gagne  
 Len R. Gill  
 Dave Gillis  
 David C. Hale  
 Richard B. Jackson  
 Douglas Knapp  
 Mike Mitros  
 Perry J. Morrisette  
 Justin V. Parambath  
 Joe Phillips  
 Steve Rentz  
 Peter Yost

### Embry Riddle Eagle Chapter

CW2 Ralph A. Orlando, Ret.

### Flint Hills Chapter

CW3 Neil M. Barnette  
 Jill Iwen

### Flying Tigers Chapter

Patrick Bosler  
 SGT Greig Dean, Ret.

### Frontier Army Chapter

MAJ Kimberly Johnson  
 SSG Frank E. Rick  
 CPT David Michael Zupancic

### Griffin Chapter

SFC Diana Danielle Layne

### High Desert Chapter

CW2 Ryan Cain  
 LTC Hielke Welling

### Iron Mike Chapter

SPC Michael G. Carter  
 SSG Brandon Reed Cessna  
 LTC James M. Corcoran, Ret.  
 CW4 William P. Highland  
 CW4 Bernd H. Knox  
 CW2 Tyler J. Kowalski  
 CW2 Adam J. Kozel  
 CW4 Keith R. Matz

### CW2 Christopher P. O'Brien II

SSG William S. Rivard  
 SGT Damian A. Sanders  
 CW4 Matthew Steele

### Jack H. Dibrell/Alamo Chapter

2LT Amberly Glitz  
 Roger Lopez

### Jimmy Doolittle Chapter

SPC Robert L. Haussmann

### Keystone Chapter

MAJ Kelvin B. Christensen

### Magnolia Chapter

MSG Roy A. Wilson

### Michigan Great Lakes Chapter

1LT Jeremy Briggs  
 1SG Bryan Dick  
 MAJ Jeffrey Laing  
 SFC Linda Snelling  
 1LT Mindy Lorraine Wallace  
 CPT Robert Yunker  
 CW2 Ronald F. Ziehmer

### Mid-Atlantic Chapter

Medhat Abdellatif Abuhantash  
 Ronald J. Fontanez  
 COL Tony Smith

### Minuteman Chapter

1LT Daniel Patrick Quinn

### Mount Rainier Chapter

CPT Israel Arguello  
 1LT Jason Bredlau

SSG David J. Erfort Jr.  
 CW4 Bruce A. Haskins  
 MAJ Kevin James  
 2LT Joseph R. Lanham  
 CPT Douglas T. Lindsay  
 MAJ Aaron F. Morris  
 CPT Jesse A. Paulsboe  
 CW2 Shurd Clayton Rice  
 MAJ Craig Rohrbough  
 CW3 Jason J. Runckel  
 1LT Brian L. Saunders  
 CPT Drew P. Schroeder  
 CSM Owen Simmons

### Narragansett Bay Chapter

SPC Scott E. Aldridge  
 PV2 Anthony C. Alvarez  
 SPC Michael A. Ayotte Jr.  
 1LT Tessa L. Baptista  
 SGT Alexander F. Barada  
 SPC Brooke E. Barnes  
 PFC Mitchell C. Barnier  
 SPC Christopher J. Barry  
 COL James Bayley  
 PFC Christopher W. Bennett

SPC Maritza S. Berganza

SPC Uriel A. Berganza

1LT Daniel W. Berkowitz

SPC Michael C. Beroth

SPC Christopher L. Bobb

MSG Raymond J. Cadoret Jr.

SPC Geoffrey Canham

SGT Anthony J. Castillo

SPC Dragos V. China

SPC Kristina Chmielinski

SPC Benjamin R. Cooke

PFC Marcos M. Cruz

CPT Alisa A. Dagostino

SGT Jessika P. Defreitas

2LT Floreena Delgado

PFC Kayla Shea Kahler Demarest

1SG George E. Desrochers

SPC Charles J. Dorsey Jr.

SPC Michele E. Esleack

PFC Ryan P. Farley

1LT Sean Fitzpatrick

SPC Ryan P. Giblin

SSG Natale Giorno

SPC Joseph T. Giramma

SPC Yolande M. Goncalves

SPC Rafael Gonzalez

CPT Brenton D. Groeneveld

SPC Edward J. Guadalupe

SSG Kahna E. Hak

SGT Christopher Harker

CPT David G. Harvey

SGT Steven G. Hassell

2LT Marlee L. Havasd

PFC Matthew R. Higgins

SGT Richard Hodge Jr.

SFC Jason W. Holland

SPC Corey A. Howe

CPT Teresa L. Hupka

CW4 Mark R. Iannuccilli

SPC Joseph S. Katongole

SPC Joseph B. Kenney

SPC Cash King

MSG Mabel Y. Langlais

SPC Cole T. Larrivee

SPC Ashley A. Letoile

SGT Michael E. Limoges Jr.

SFC Charles W. Lindberg  
 SPC Tasha A. Ludovici  
 MAJ John S. MacDonald  
 SFC Theodore B. Madjoucoff  
 PFC Kali L. Main  
 MSG Dean L. Mansfield  
 PFC Katie M. Marsocci  
 SGT Daniel J. Martel  
 SPC Joseph Mattiello Jr.  
 SPC Deanna L. McFadden  
 CPT Richard H. McMahon III  
 SGT William D. Meehan  
 SPC Paul A. Monteiro

1LT Brian S. Morey

PFC Melody R. Munoz

PFC Katherine A. Parker

SGT Kelsey R. Pepler

SPC Michael A. Pereira

PFC Ivannah N. Perez

SPC Ryan J. Petit

SFC Todd L. Provost

SGT Mark E. Reardon

SGT Sidney M. Recore

SPC Chad A. Richard

1SG Hector L. Rivera

SSG Eric S. Rooney

PFC Thomas J. Rossi

CW4 Steven D. Rothemich

SPC Colleen E. Salisbury

1LT Carley E. Salmon

SGT Donald E. Scott

SFC Edward F. Smith Jr.

SPC Roberto Sosa

SPC David F. Stafford

MSG Luigi D. Stanziale

SPC Robert A. Sturdahl Jr.

SGT Steven T. Sweet

SPC Kristen A. Tanzi

SPC Jonathan A. Taveras

PFC Allen E. Tefft

SPC Tracy J. Thomas

SGT John C. Ting

SGT Mary Ann Touch

SPC Dayna C. Vargas

SSG Paulo C. Vargaz

SPC Daniel I. Velasquez-Franco

SFC Anthony J. Vellturo

### Northern Lights Chapter

CPT Daniel Carpenter

CPT Michael J. Dargavell

CW4 Jerry Juel Montgomery Jr.

CW3 Shane Landon Nicholson

CW3 Robert B. Phillips

1SG Loren Wayne Rabe

CW2 Charles Robertson

COL Nick Snelson

SFC Ronald Richard Weiss II

### North Star Chapter

SPC Ryan J. Bergseng

SPC Daniel G. Brandt

PV2 Corey K. Carter

CW4 George E. Gibson Jr.

SSG Robert J. Glazebrook

SGT Erik R. Hite

CW2 Justin L. Mack

CW2 Jennifer A. Shimek

SGT Jeff L. Stokes

1SG Todd W. Sudheimer

### North Texas Chapter

Roscoe C. Armstrong

Joseph Edward Becker

SPC Ashley A. Letoile

CPT Eric Lee Maldonado

### Old Tucson Chapter

Brenda S. Price

### Oregon Trail Chapter

CW4 Rodney Comstock

BG Todd A. Plimpton

### Phantom Corps Chapter

Allan Evans

WO1 Mark C. Helms II

WO1 Michael A. Lingelbach

SFC Tyrone Murphy Jr.

Chanina Murry, Ret.

James R. Upright

### Pikes Peak Chapter

SPC David Adams

SPC Christina Adelbai

SPC Juan Aguilar

SSG Senica Ahlers

SGT Timothy Ahlers

CW2 Qasim Ahmed

CW2 Brian Allison

SPC Ruben Almanza

SSG Brian Alvarez

SPC Michael Ambramski

MAJ Lee Ambrose

SPC Michael Ardner

PV2 Ian Atkinson

SSG Tyrone Austin

PFC Viah Baker

SPC Michael Banfill

CW2 Adrian Barajas

SFC Nora Barraza

SSG Frankie Barrios

PFC Zachary Beauchamp

SPC Brittany Beisek

SPC Walter Beltz

SGT Michael Bennett

SPC Arthur Bethel

SSG Yolanda Billingsley

SFC Franklin Blackmon

SPC Deontae Blake

PFC Troy Blythe

SPC Mitchell Boggs

1LT Jeffrey Bonebrake

SPC Bryan Bosch

SGT Joshua Bowles

SSG Timothy Brown

SGT Jimmy Bryan

SSG Joseph Buatti

SFC Michael Burger

SPC Bradley Byrd

PFC Grant Carfrae

SPC Derrick Carney

CW3 Yamil Carrero

PFC Joseph Carrico

SGT Alejandro Carrillo

SPC Maria Casas

SSG Adalid Casillas

SGT Christopher Chavez

SPC Jon Clemenza

CW2 Douglas Daughenbaugh

1LT Timothy Davis

SPC Jeremy Deas

SFC Matthew Delaschmit

SFC Patrick Delzer

CW3 Stephen Dennis

SPC Julio Diazperez

CW2 David Donlon

SPC Ricky Dooley

SSG Ronald Dorsey

CPT Nicholas Dunn

SGT John Edwards

PFC Mario Escobar

SPC Brian Espey

CPL Ian Evans

SSG James Evelyn

### Rio Grande Chapter

MAJ Anthony Giordano

MAJ David Chad Willette

### Rising Sun Chapter

CW4 Jason T. Gunn

### Savannah Chapter

SPC Arthur W. Hinkle

SFC Geoffrey Joseph Jonas

CPT Scott Kristopher Mattingly

CPT James A. Van Fossan, Ret.

### ShowMe Chapter

SPC Jason Allison

CW4 Melvin D. Amick

CPT Nicole Baldwin

1LT Kerri Brantley

SGT Yvonne E. Burch

COL Mark Byler

SPC Frederick D. Caldwell

MAJ Michael D. Chizmar

SPC Larry C. Collins

CPT Norma-Gene Cottrell

1SG David M. Cox

PFC Blake Davidson

CW2 Christopher W. Denney

SPC James DiAntoine

SSG Gabriel R. Dowdy

CPT Dustin G. Dunklee

WO1 Charles Dushoke

SFC Nora Barraza

CW3 Isom Folsom

SSG Tim D. Franklin

CW2 Bobby F. Gentry

SPC Walter Beltz

SSG Chavis W. Hall

CW2 Dan R. Haney

SSG Ronell Harrison

MAJ Ingrid Hawkins

MAJ Kevin Hillman

SFC Daniel J. Huentak

MSG Jaime Jimenez, Ret.

MAJ Dustin Kennedy

SGT Andrew Kincaid

SSG Henry Knight

CW2 Kyle Lacy

SGT Erica L. Lehmuth

MSG Paul M. Lucito

SSG Roberta Martinez

SGT Jacob Moffett

LTC Jerome Molstad

SPC Jacob C. Nash

CPT David V. Nelson

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

Remember the AAAA Scholarship Fund in your end-of-year donations. 100% of your donation goes to our soldiers and families!



**Thank You!**

Our Scholarship Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation General Fund during the past quarter. The General Fund provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Every penny donated to the Scholarship Foundation goes directly to a grant or loan as a result of the Army Aviation Association of America subsidizing ALL



AAAA Scholarship Foundation, Inc., vice-president, Connie Hansen, and Foundation fundraising chair, COL (Ret.) Lou Bonham, accept donations for the General Fund during the AAAASF luncheon on Mon., Apr. 2, 2012, at the Opryland Hotel in Nashville, TN from: MG (Ret.) Virgil "Duz" Packett (left photo), president of Bonham Technologies, Inc.; and Huntsville/Madison County Convention and Visitors Bureau sales manager, Ms. Jo Seay (right Photo).



administrative costs!

For more information about the Foundation or to make a contribution, go online to [www.quad-a.org](http://www.quad-a.org); contributions can also be mailed to AAAA Scholarship Foundation, Inc., 755 Main Street, Suite 4D, Monroe, CT 06468.

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MAJ Mitchell L. Rosnick

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1LT Brandon Scott Greene

### Tennessee Valley Chapter

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PFC Justin M. Ciesielski  
LTC Michael Scott Everton

COL Tom Gainey  
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LTC Harry S. Hamilton, Ret.

Adam Hudson  
LTC Roger Kuykendall  
Darren Lee

MAJ Tim McDonald  
Steve Miller  
Scott Peltack

Eric F Smith  
CW4 Joseph D. Stevens, Ret.  
Martha Tallman

### Thunder Mountain Chapter

CW2 Pedro J. Flores  
CW3 Debra J. Harlow  
WO1 Raymond A. Padilla II  
CW5 Reuben Rivera

### Volunteer Chapter

CW2 Andrea E. Adcox  
SSG Emmanuel Rodriguez  
SGT Jessica R. Wood

### Washington-Potomac Chapter

CW3 Rafael Jose Cordoves  
PFC Carolyn M. Denny  
PFC Kimberly N. Denny

SFC Adam Hiram Domenech  
Harry F Hall  
Gregor Kulisch

CW4 Shawn Mertens  
SG5 Charlie R. Parker, Ret.  
Kent R Schneider Jr.

CPT Michael Sofinowski  
COL Mark A. Tracy

### Winged Warriors Chapter

PFC Francis S. Abas  
SGT Bernard Battle Jr.

SFC Edward L. Bryan  
SGT Miguel Chavez  
PFC Michael R. Cruz

CPT Rosa Delaney  
CW2 Joel M. Edds  
SSG Peter Figueroa

SGT Justin M. Hill  
1SG Kevin M. Johnson  
CW4 Adam E. Jones

SGT Harrel Kimble

### SFC Randy Love

MAJ Christopher McNutt  
CW2 Steven Peshock  
CPT Amie Pflaum

CW3 Rafael Rodriguez  
WO1 Brent Rogers  
SPC Sherwin D. Scruggs

SSG David M. Simpson  
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1SG James W. Sommers

SFC Christopher Tichenor  
CW2 Fred V. White  
CPT David Zupancic

### No Chapter Affiliation

CPT Brian Blum  
SSG Keith Wayne Boring Jr.  
Perry Bowden

Sheila Brown  
CW3 Brandon Burrows  
SSG Edgardo Calderon

CW2 Dominic Rocco Carello  
MAJ Thomas Ray Carrell, Ret.  
LTC William H Cattle

CW4 Rick Chagnon  
MAJ Ryan L Chandler  
WO1 Jaclyn D. Ciffra

SGT Carmen Cruz-Feldman, Ret.  
SPC Emanuel Gomez  
Steven Gutierrez

### Amy Lee Hammons

CW2 James W. Hampton  
CW4 Kevin Lee Harper  
PFC Joshua K. Harvey-Beres

WO1 Jeffery A. Hawkins  
LTC John D Kovac  
CW3 James J. Kovach

Ms. Lorise Lovato  
SGT James D. Mallett  
Scott Manire

CAPT William C. Martin, Ret.  
Austin James Michaels  
Laddin Montgomery

Ken Mulholland  
Frank Parkes  
SPC Ivan Reyes

Mark Riley  
Donne Smith  
Matthew Smith-Meck

MAJ Mark L. Snyder  
SFC Daniel E. Stallings  
SGT Jeffrey L. Sumner

SGT Jeffrey L. Sumner  
CPT David W.H. Varjian  
SFC Willunda Walker

SPC Arnold Wyatt Ward II  
SPC Elliott Wegner  
Thomas R. Wolfe

Robert Woodard  
Keith Zook

### LOST MEMBERS

Help AAAA locate a lost member on this list and receive a free one month extension to your AAAA membership!

Jason L. Adams  
PFC Zedleur D. Addison  
LTC Richard E. Barrett, Ret.  
LTC Catherine M. Blashack  
Mr. Robert L. Bonavidez  
SGT Brennan L. Boss  
SGT Cassandra M. Bracy  
COL Steven J. Campfield  
SPC Anna L. Chan  
LTC Mitchell B. Cohen  
SSG Bryon J. Conkling  
CDT Kyle P. Ditonto  
PVT Chadd A. Hendrickson  
LTC Jack D. Hill, Ret.  
COL Araseki Kazuhito  
SPC Crawford E. Keith  
SPC Asad Ullah Khagan  
PFC Ian T. Klaiber  
Solomon Lopez  
SPC Kerry Lynch  
Cheryl C. Masevicius  
CPT Stephen W. Miles  
CW2 Jonathan Noble  
WO1 Kevin D. Oliver  
SGT Eddie D. Williams  
CSM Frankie L. Woods

## New Order of St. Michael Recipients



### Gold

COL Harry W. Townsend, Ret.  
CSM Ricky Yates  
MG Kevin W. Mangum

### Bronze

CW5 Terrence L. Lapp  
CPT Grayson F. Angus  
COL Tracy P. Bannister  
MG Edward C. Cardon  
MAJ Brian Anthony Chesser  
MAJ Jason T. Cook  
CW4 Manny Delacruz  
CW3 Gail Dusheke  
CW3 Ross Glidewell  
1SG Zechariah T. Harris  
Young Seop Choi  
CW5 John M. Dowling  
CW4 Jack T. Hayek  
MG Deok Choon Lee  
Sun Ki Kim  
CW3 William Lee  
MAJ Aaron McPeake  
CW4 Adolfo Mejia  
CW2 Bobby J. Miller  
COL Joseph Moore  
CW4 David Motley  
MAJ Sean O'Connell  
CPT Christopher C. Palumbo  
CW4 Elvia F. Palumbo  
MAJ David C. Pierson  
COL Louis B. Ringo, II  
1SG Raul Rodriguez  
COL John R. Salvetti  
CW2 Michael Stafford  
LTC Greg McAfee  
CW4 Kevin Belanger  
Amy Tedford  
MAJ Jeffrey Bragg  
MAJ Andrew Graham  
CW5 Randy Morris  
MAJ Cal Nix  
Thomas Frezell  
LTC Allan Baker  
SFC Billy Light  
COL Vinent Carnazza  
Jeffrey Warren  
CW5 Michael Nysewander  
CPT Joshua Sik  
CW4 Donald Brandt  
MSG Molly McCray  
CW3 Daniel Dragon  
Michael G. Tesi  
Thomas A. Geoffroy  
CW5 J Louis Nance, Ret.  
Keith R. Gramke

LTC John C. Henson, Ret.  
MAJ Jeffrey D. McCoy  
Dale T. Dew  
LTC Bradley Killen  
LTC David Bristol  
SFC Danny D. O'Day  
MAJ Edward J. McCray  
LTC Ian Klinkhammer  
LTC George D. Bailey  
David Dapkus  
COL Stephen Bethoney  
LTC Rich Clark  
1SG Leroy Morse  
1SG Anthony Mimmo  
LTC Jeffrey Copeland  
LTC Todd Manion  
CSM Stephen Boyles, Ret.  
MSG Mark Ryals  
Kristin Blake  
MSG Lollita Gilmore  
LTC James R. Wagner  
SFC Michael Willingham  
CW4 Kevin D. Ballard  
CW3 Alexander Bonilla  
CPT Michael J. Crivello  
CW3 Douglas Robichaud  
CPT Balint Simsik  
CW3 Chris D. Straits  
CPT David M. Zupancic

## New Lady of Loreto Recipients



Shannon Saucier  
Saewha Bush  
Stacy McPeake  
Linda Cardon  
Jessica Hayek  
Diana Rowell  
Tamera Lynn Bamburg  
Reba C. Rogers  
Katrina Bristol  
Jennifer Potts  
Nancy E. Jones  
Janice F. McHale  
Lauri Sherrell

## New Chapter Officers

**Air Assault Chapter**  
Treasurer, MAJ Brian A. Klear

**Jimmy Doolittle Chapter**  
President, COL Wallace S. Bonds  
Senior Vice President, LTC  
Jakie R. Davis; VP Programs,  
CPT Matthew Summey; VP  
Membership, SGT Angela M.  
Perry; VP Enlisted Affairs, CSM  
Joe N. Clavon; Secretary, SFC  
Carla L. Walker

**MacArthur Chapter**  
Senior Vice President, LTC  
James P. Coan, Ret.; Secretary,

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Email: [aaaa@quad-a.org](mailto:aaaa@quad-a.org)  
(203) 268-2450

## CFC ♦ CFC

1LT Brian Holleran; Treasurer,  
LTC Neal C. Lennstom, Ret.

**MacArthur Chapter**  
Senior Vice President; LTC  
James P. Coan, Ret.; Secretary,  
1LT Brian Holleran; Treasurer,  
LTC Neal C. Lennstom, Ret.

**Michigan Great Lakes Chapter**  
Senior Vice President, CW2  
Ronald F. Ziehmer; Secretary,  
SFC Linda Snelling; VP  
Membership, 1LT Mindy Wallace

**Morning Calm Chapter**  
President, COL Walter Rugen

**Northern Lights Chapter**  
Secretary, CW5 John E. Roberts

**Ragin' Cajun chapter**  
VP Scholarship, CPT Joshua  
Phillips

**Tarheel Chapter**  
Secretary, CPT Patrick Szvetitz;  
VP Programs, COL Todd Hunt

**Tennessee Valley Chapter**  
VP Scholarships, LTC(R) Chip  
Carter; VP Civilian Affairs, Ray  
Sellers

**Winged Warrior Chapter**  
President, LTC Edward Mandril;  
VP Membership, 1SG Hugh Oney;  
VP Programs, CPT Kurtis Evick;  
Senior Vice President, SFC  
Edward Bryan; Treasurer, CPT  
Nick Shamrell; VP Awards,  
1LT Wesley Williamson

**ACEs**  
CW3 Terri S. Deppa, Ret.  
*Thunder Mountain Chapter*

LTC Darryl L. Gerow Sr.  
*Iron Mike Chapter*

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

MAJ John E. Tiedeman  
*Mount Rainier Chapter*

1LT Mindy Lorraine Wallace  
*Michigan Great Lakes Chapter*

## New Lifetime Members

MSG Bobby Lee Brown, Ret.  
SSG Brandon Reed Cessna  
CW4 Reichard J. Cleary, Ret.  
MAJ Jeffrey Laing  
COL Bert L. Lennon, Ret.  
CPT Jason S. Kittlesen  
CW3 James J. Kovach  
MAJ Aaron F. Morris  
Ken Mulholland  
MG James R. Myles, Ret.  
CW3 Robert B. Phillips

## New Industry Members

Advanced Helicopter Services  
Cantine Armament Inc.  
Herlet-Electronic Warfare  
Simulation Technology  
Hydratight Operations Inc.  
Industrial Smoke and Mirrors  
Pines Technology  
RRGP Services, Inc.  
Starr Companies  
Vision Construction Co., Inc.

## In Memoriam

Charles C. Crawford Jr.  
LTC James K. Leander, Ret.  
LTC Stuart G. McLennan Jr., Ret.  
CW5 John C. Pratt

## UPCOMING EVENTS

### November 2012

Nov 5-8 AAAA Aircraft Survivability Professional Forum, Huntsville, AL

### December 2012

Dec 10-12 AAAA UAS Professional Forum, Arlington, VA

### January 2013

Jan 9-11 AUSA Aviation Symposium & Exhibition, National Harbor, MD  
 Jan 11 AAAA SFI Executive Committee (Conference Call) Meeting, Arlington VA  
 Jan 12 AAAA National Awards Committee Selection Meeting, Arlington, VA  
 Jan 28-31 Aviation Senior Leaders Conference, Fort Rucker, AL

### February 2013

Feb 6-7 Joseph P. Cribbins Aviation Product Symposium, Huntsville, AL  
 Feb 20-22 AUSA Winter Symposium, Fort Lauderdale, FL

### March 2013

Mar 4-7 HAI Heli-Expo, Las Vegas, NV

### April 2013

Apr 10-13 AAAA Annual Professional Forum and Exposition, Fort Worth, TX

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- Unmanned Aircraft Systems
- Air Traffic Services



### DECEMBER

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(Last 5 digits of SSN is used to identify you & is used for your member number. It is not released to anyone for any purpose)

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Address \_\_\_\_\_ Date Birth (mmddyyyy) \_\_\_\_\_

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Unit of Assignment Work Tel \* (\*DSN for OCONUS work phones otherwise commercial) \_\_\_\_\_

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

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 Affiliate me with the \_\_\_\_\_ Chapters  
 Please DO NOT affiliate me with any specific chapters.

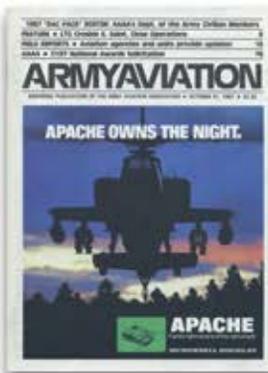
Applicant's Signature and Date \_\_\_\_\_ Optional Sponsor or Recruiter (rank & name) \_\_\_\_\_  
Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)

# Art's Attic

By Mark Albertson



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



## 25 Years Ago October 31, 1987

### Golden Eagle '87

Feb. 17 to Mar. 12, 1987, the 101<sup>st</sup> Airborne Division (Air Assault) took part in GOLDEN EAGLE 87, the division's largest peacetime air assault exercise since REFORGER 1976. Some 300 helicopters filled the skies of central Kentucky and Tennessee. The Aviation Brigade,

101<sup>st</sup> Airborne Division (Air Assault), performed yeoman service, flying 8,999.3 hours. The Brigade's 2,900 personnel required



145,000 meals and 13,000 gallons of water. The Brigade's rotary-wing fleet consumed 90,000 gallons of fuel daily. Total fuel usage amounted to 1,300,000 gallons of JP-4.

### Briefings

Adjoining photo depicts Gerald Crabtree (left) and COL E. Kirby Lawson III (right), exchanging views on the latter's preliminary flight in a TH-55 Osage. COL Lawson, a 25-year Master Army Aviator, was trained by Crabtree on the L-19 Bird Dog as well, back in 1962. Crabtree has been instructing military pilots for more than 36 years. He

has logged over 18,700 hours, all with nary an accident.

### Deceased

Past president of AAAA, Richard L. Long, died at St. Mary's Hospital in Richmond, VA, August 31. COL Long became an Army 2LT in 1942. GEN George S. Patton, Jr., picked LT Long to be his personal pilot. COL Long, a Master Army Aviator, served as AAAA president 1969-1972. He was a former director at the NASA Langley Research Center. He is survived by his wife, Jane Long, as well as by three sons and a daughter.



## 50 Years Ago October 31, 1962

### New Look

The adjoining picture is a reproduction of a patch designed by student pilots of the Observation Helicopter Aviator Course, 1B-1981BT. The "T" in the course number purportedly stands

for "Tactics." To those enthusiastic students who designed the patch it implies "Tiger." Hence, the "Tiger Patch."

### Rating

Adjoining photo captures LTG Hamilton H. Howze (left), CG XVIII Airborne Corps and Fort Bragg, accepting his Senior Army Aviator



Badge from GEN Herbert Powell (right), CG of USCONARC. The above followed an earlier presentation to GEN Howze of the Senior Parachutist Badge, pinned on by LTG T.J.H. Trapnell, CG Third Army.

### EN' JUN JOE: Questions & Answers

Question: Can the 4-ply and 6-ply tires be used on the main landing gear of the "Bird Dog" simultaneously?

Answer: Initial L-19A series mounted 4-ply tires. Increased weight necessitated 6-ply tires on the L-19E and TL-19D. The need for standardization and other requirements demanded that the 6-ply tires be used across the board. Per En' Jun Joe, when main landing gear tires are replaced, the 6-ply FSN-2620-269-7553 is the appropriate rubber.





# Army Aviation Hall of Fame

*The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, AL, 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.*

## **MAJOR GENERAL CLYDE A. HENNIES, RETIRED** ARMY AVIATION HALL OF FAME 2008 INDUCTION

Retired MG Clyde A. “Lou” Hennies served his nation for over 40 years, making major contributions to both Army and special operations aviation. He commanded four company and troop-sized units in combat during three tours in Vietnam; followed later by another air cavalry troop and then command of the 1st Squadron, 17th Cavalry Regiment, stateside.

From Feb. 1985 to Nov. 1986, he commanded Task Force 160 through its transformation to the 160th Special Operations Aviation Group (Airborne), forerunner of today’s elite 160th Special Operations Aviation Regiment (SOAR). During this command, he led the Night Stalkers through their most formative and challenging re-organization, developing unprecedented capabilities, tactics, techniques and procedures, which became the baseline of today’s Regiment, as well as capability infusions to the rest of Army aviation.

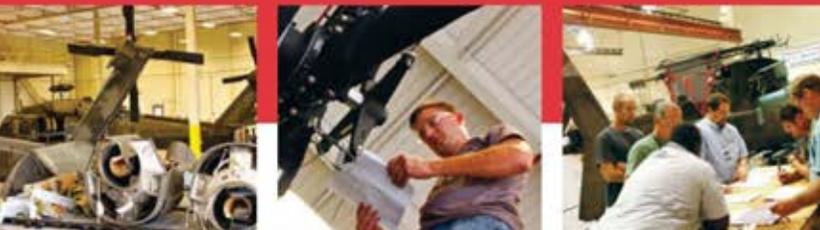
He recruited and hand-picked a superb team of self starting, creative commanders, staff officers and NCOs; challenging them to train hard worldwide, fly 50 percent of their time at night, and stay on the leading edge of rotary wing aviation technology and material, and operational concepts. The results of these efforts were high mission readiness with zero fatalities, in-house development of the first aerial refueling capability for the CH-47, accelerated deliveries of a new generation night vision goggles and forward looking infrared systems; development of an airborne capability and the establishment of Systems Integration and Management Office - thus establishing a solid foundation for the rapid expansion of Night Stalker capabilities that followed.

Later, after successful command of the Army Safety Center and as the Director of Army Safety where he aggressively introduced risk management throughout the Army and at all levels of responsibility, he retired in 1991. But always the soldier, he donned his uniform again to serve as the Adjutant General of Alabama’s National Guard Forces from 1995 to 1999, where he used his active duty and Pentagon experiences to increase Alabama’s relevance in the total force.

Lou Hennies’ service to the nation, the Army, and to the Aviation Branch more than qualifies him for induction into the Army Aviation Hall of Fame.



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