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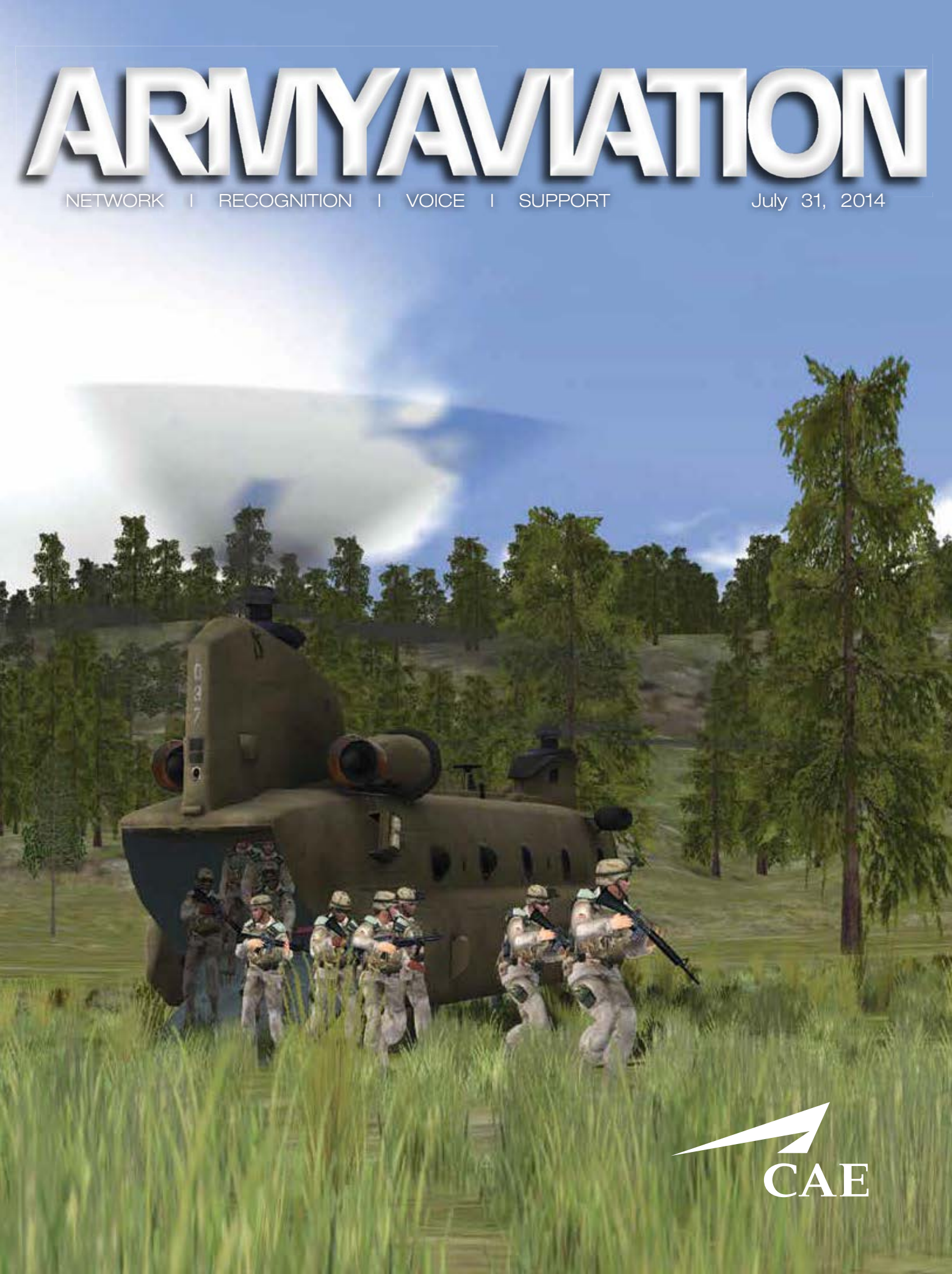

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Contents

July 31, 2014, Vol. 63, No. 7

TO THE FIELD

SPECIAL FOCUS — Simulation & Training

44


46


50


56


62

Contents

July 31, 2014, Vol. 63, No. 7

SPECIAL FOCUS — Aviation Maintenance

FROM THE FIELD

DEPARTMENTS

AAAA NEWS

ARMY AVIATION COMMUNITY NEWS

ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title Reg® in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except May and September by AAPI, 593 Main Street, Monroe, CT 06468-2806. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: http://www.quad-a.org. Subscription rates for non-AAAA members: $30, one year; $58, two years; add $10 per year for foreign addresses other than military APOs. Single copy price: $4.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAPI, 593 Main Street, Monroe, CT 06468-2806.

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On The Cover

Briefings

Late Breaking News - Announcements - Notes

McConville Turns Over Screaming Eagles to Volesky

U.S. ARMY PHOTO BY SAM SHORE, FORT CAMPBELL, MWSC

The 101st Airborne Division's 44th "Eagle 6," MG James C. McConville (right), passes in review of the Screaming Eagle formation together with incoming commander, MG Gary J. Volesky (center), GEN Daniel B. Allyn (left), commander of U.S. Army Forces Command, and division chief of staff, COL Valerie C. Keaveny, Jr. during a June 20 change of command ceremony on the division parade field at Fort Campbell, KY. Volesky is the former chief of public affairs, Office of the Secretary of the Army. McConville, the longest serving commander in the division's 72-year history and a Master Army Aviator, has been nominated for appointment to the rank of lieutenant general and assignment as the deputy chief of staff, G-1, U.S. Army, Washington, DC.

Peterson Takes Over USASOAC

U.S. ARMY PHOTO BY SPC THADDEUS S. DAWKINS I, USASOAC PUBLIC AFFAIRS

Outgoing United States Army Special Operations Aviation Command (USASOAC) Commanding General, BG Clayton M. Hutmacher (left), LTG Charles T. Cleveland (center), commanding general United States Army Special Operations Command, and incoming USASOAC Commanding General, BG Erik C. Peterson (right) render honors during a change of command ceremony June 10, at Meadows Field, Fort Bragg, NC. Peterson takes over as the third commander of the fledgling unit while Hutmacher relocates to the Republic of Korea as the Deputy Commanding General (Support), 2nd Infantry Division in Uijeonbu.

Aloha Apache Guardian

U.S. ARMY PHOTO BY JESSICA DUMERNAY, 25TH CAB PUBLIC AFFAIRS

Eight AH-64E Apache Guardians with 1st Battalion, 25th Aviation Regiment, 25th Combat Aviation Brigade, 25th Infantry Division, arrived in Hawaii, June 17, for a two month deployment. Since the selection of the AH-64 Apache as the primary Army Aviation attack aircraft in the 1970s, this is the first time an Apache aircraft has been to the state of Hawaii. The first flight took place on June 19 from Joint Base Pearl Harbor to Wheeler Army Airfield where the aircraft and approximately 40 Apache pilots and maintainers who deployed out of Fort Carson, CO will be staged. The aircraft are scheduled to conduct joint and unit training in multifunctional operations to include the U.S. Navy's 2014 Rim of the Pacific exercise, the world's largest international maritime exercise.

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WAARNG Welcomes Lakota to their Fleet

The 1st Battalion, 168th Aviation Regiment is getting six new UH-72 Lakota helicopters to replace OH-58 Kiowa helicopters. The battalion took possession of the first Lakota at the beginning of June and the aircraft will be used primarily for search-and-rescue missions, but will also be used to gather information to shape disaster responses. The Lakotas will likely be based at Fairchild Air Force Base in Spokane while the unit's Black Hawks and Chinooks will remain at Joint Base Lewis-McChord.

Correction

CW5 Mark W. Grapin's name and rank with the photo on page 61 of the June issue were listed incorrectly. We apologize for the error.

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Did You Know?

As I travel around the country and field calls from chapters, I am sometimes surprised at the number of chapters, and by extension our members, that are not aware of some of the benefits that membership in the Association provides.

For example, last year to help our chapter leaders we redesigned our web site to include a frequently asked question (FAQ) format in lieu of the old, overly laborious "Info File" policies and procedures manual. Yet we still get a number of fairly basic questions that indicate to me that people are not taking advantage of the resources that are already out there. Therefore this month I thought I'd take a moment to ask … and answer …some of those questions.

Did you know... that your Chapter can select a soldier and NCO of the Month; and that individual receives a one year complimentary membership in AAAA with a certificate and plaque from AAAA national for presentation at a chapter event? Contact us at *aaaa@quad-a.org*.

Did you know... that if you are deployed, the AAAA national office will extend your membership for up to 15 months at no cost? Just let us know.

Did you know... that you can submit a letter to the Editor of the AAAA magazine or an article for publication? ARMY AVIATION magazine is AAAA's official journal. Each issue includes recurring columns by the Army Aviation Branch Chief, Chief Warrant Officer, and Command Sergeant Major, covering current/ongoing actions having an impact on the Army Aviation community. Beginning with the August/September issue, we are adding a recurring column from senior leaders of Army National Guard and U.S. Army Reserve Aviation which will provide a Voice for events and actions relevant to Aviation Soldiers in those components. The editorial calendar for the year includes articles designed to provide updates on each segment of the community. In addition, articles are solicited and encouraged from the field that can address a wide variety of areas of interest to the individuals/units/organizations. It is our policy to include up to three of these articles in each issue while maintaining a balance between submissions from each of the compos as much as possible throughout the year. Finally, we have revived the Letters to the Editor feature to give members a forum for their feedback; another way to have your Voice heard. So, contact our editor, Joe Pisano, at *editor@quad-a.org* or 203-268-2450 x 442 and send in your submissions.

Did you know... that your Chapter can request up to $5,000 of financial assistance in support of deployment or redeployment ceremonies, formals, golf tournaments, or scholarship related activities? Again just contact the national office.

Did you know... that each Chapter may send one member to the annual AAAA Army Aviation Mission Solutions Summit and have all on-site expenses covered for a Soldier of the Year, for example, and spouse to include hotel room and two tickets for all events?

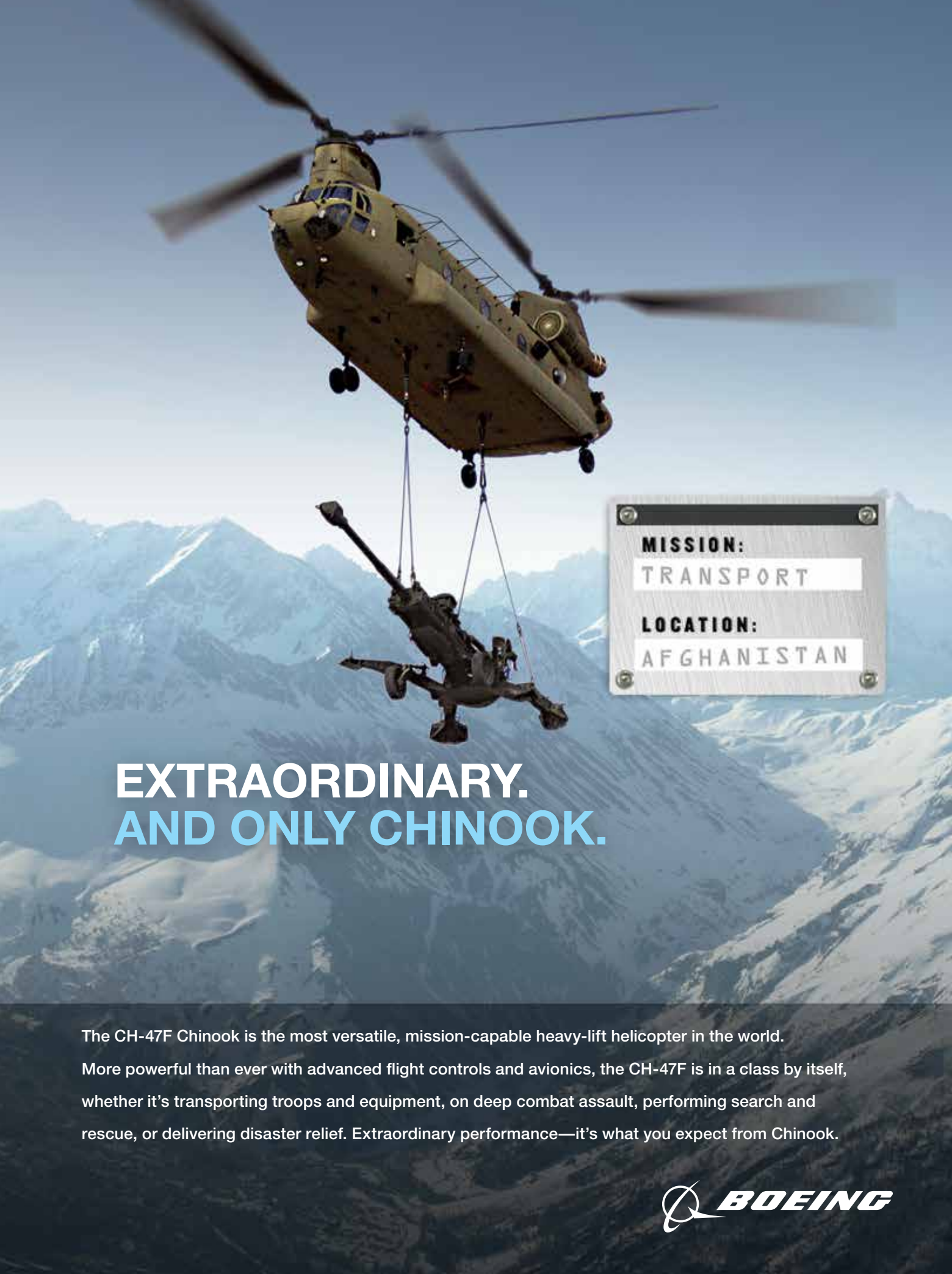
Did you know... that your voice is heard in Washington, DC through the 55 Representatives on the AAAA hosted Congressional Army Aviation Caucus? The AAAA Senior Executive Associates led by former Army Vice Chief of Staff, Jack Keane, work behind the scenes to make sure your concerns are heard at the highest levels of the government. We also are an active member of 5.5 million member The Military Association (TMC).

Did you know... that there are numerous recognition opportunities from the Association ranging from the Order of Saint Michael, Lady of Loreto, and Soldier of the Month to the Aviator of the Year and even the Hall of Fame? Just send in the nominations.

Did you know... that if your Chapter can raise just $1,000 in a year it will be matched by the Scholarship Foundation and two students from the chapter will receive $1,000 awards?

Bottom line... AAAA does a lot but we need to get the word out in a more efficient and effective manner. Check out the FAQs on the website and help us spread the word.

BG Howard W. Yellen, Ret.
31st President, AAAA
howard.yellen@quad-a.org



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BOEING

Driving the Training Demand Signal

By BG Michael D. Lundy

U.S. ARMY PHOTO BY VISUAL INFORMATION SPECIALIST MARKUS RAUCHENBERGER

German paratroopers prepare to jump from a 12th Combat Aviation Brigade UH-60 Black Hawk helicopter during an allied airborne operation with U.S. paratroopers, assigned to 1st Squadron, 91st Cavalry Regiment, 173rd Airborne Brigade, at the 7th Army Joint Multinational Training Command's Grafenwoehr Training Area, Germany, June 3, 2014.

As we move from an Army at War to an Army of Preparation, home station training is moving to the forefront of the commander's focus. Conducting realistic multi-echelon combined arms training once again will be the coin of the realm and essential for us to sustain the air-ground centric operations and relationships we have matured over the previous 13 years.

To do this, we must develop our leaders to fully understand how to apply the operations process to manage and execute unit training at home station, and commanders must drive the demand signal for the resources needed to execute this training.

Getting after leader development is the easy part. Our current doctrine in ADP and ADRP 7-0 is sound and the supporting techniques and procedures outlined on the Army Training Network (ATN) and in the Commander's Guide to Unit Training Management and the Commander's Guide to Home Station Training provide a wealth of resources to help leaders understand how to apply these fundamentals.

However, to understand and apply our doctrine is not enough to ensure that our Aviation formations can "Train the Way We Fight" under the necessary realistic conditions needed to replicate the complexities of the operational environment. Commanders must drive the demand signal through their Unit Status Reports (USR) for the right resources to make this training a reality.

With declining budgets, competition

is high and resource managers at the Department of the Army level are constantly trying to balance where acceptable risk can be taken as they try to balance the books against readiness. Without a demand signal from operational commanders in the field on what resources are critical (along with the operational impacts), we are leaving it up to those resource managers to make the tough (and maybe not fully informed) calls on what is important. This often results in critical training programs and accounts, which directly impact Army Aviation, being funded well below baseline requirements.

The reality is, training Army Aviation is expensive, and although we have proven over the last 13 years that we are decisive in land warfare and an indispensable member of the Combined Arms Team, when budgets get tight, the first place that gets scrutiny is where the big money is.

To drive the realism and rigor necessary to Train the Way We Fight requires the right balance of live OPTEMPO flight hours, coupled with a robust training support system (TSS) that enables the replication of the operational environment in training, both live and synthetic. We must do a better job of articulating the impacts of underfunding in both.

The requirement for flight hours is pretty clear, but we do not necessarily do a good job of linking the operational impacts of underfunding; we are even worse at operationalizing the importance of our TSS enablers. TSS is much more than simulations or MILES (multiple integrated laser engagement system); in fact, those are only a very small part of the overall TSS portfolio. TSS spans everything from instrumented ranges (DAGIR, DMPRC, BAX, etc.), home station training land and MOUT (military operation in urban terrain) sites, to virtual and constructive simulations, MILES, instrumentation, targetry, and a host of hundreds of other training enablers and devices.

Everything that is in your training support center, mission training complex, or on your ranges is a TSS capability. So, what's important to your unit, where do you have gaps, and what are the operational impacts? Are you articulating it clearly in your USR? If not, someone else will decide for you.

In my previous position as the DCG, Combined Arms Center-Training (CAC-T), I looked at the training comments from every brigade in the Army on their monthly USR. It was pretty easy, because on average only two or three units even mentioned training. With this low demand signal from the field, our critical training resources are eroding, to a point that readiness will be impacted for years to come.

To ensure that we continue to maintain overmatch against our adversaries, training and leader development must be our first priority and driving the demand signal from the operational force through the USR is essential to ensure we have the necessary flight hours and training support capabilities to execute.

Thanks for what you do for our Soldiers, Army and nation every day.

Above the Best!

BG Michael D. Lundy is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.

Chief Warrant Officer of the Branch

CW3 Frank Capri is the United States Army Aviation Center of Excellence (USAACE) Gunnery Branch AH-64 Apache Master Gunner. Recently Gunnery Branch released the newest Aviation Gunnery Doctrine publication. This was a combined effort from the Aviation Enterprise ensuring no-fail support to our soldiers on the ground. A version of this program also appears online in "Aviation Digest."

Above the Best! *CW5 Godfrey*

Combat Aviation Gunnery

By CW3 Frank D. Capri

MAJ Joseph A. Odorizzi and CW2 Jimmy Tootle, 1st Bn., 2nd Cbt. Avn. Bde., "Gunfighters," fire during qualification gunnery at the Rodriguez Live Fire Complex, Republic of Korea.

PHOTO BY CW3 FRANK D. CAPRI

The next generation Army Aviation gunnery training and qualification standards have been published. The legacy Field Manual 3-04.140 (1-140) has been replaced with Training Circular (TC) 3-04.45, Combat Aviation Gunnery. This new reference is the culmination of years of development and collaboration with commanders, standardization instructor pilots, and master gunners (MG) throughout the Active, Reserve, and National Guard components.

TC 3-04.45 details a program that will increase and maintain the proficiency of all rated, non-rated crewmembers, and unmanned aircraft system (UAS) operators to effectively deliver munitions in support of a ground maneuver element.

Combat Aviation Gunnery has been developed to fully support the unit mission essential task list and the commander's intent. The gunnery program can now be tailored to effectively train and qualify aviation units thus enabling the most relevant and worthwhile gunnery training and qualification tables. This equates to a higher level of confidence for commanders and aircrews to accomplish mission essential tasks.

The goal of the aviation gunnery program is to train qualified, combat-ready crews, teams, platoons, and companies/troops to engage targets while adhering to the rules of engagement, avoiding collateral damage, and preventing fratricide. Essential to these objectives are proper weapon/munitions selection, proficient employment, and accurate combat assessment. To fully realize the potential of this program, brigade and battalion commanders are challenged to fully employ their commanders, MGs, and staff to create realistic, challenging, and meaningful training and qualification events.

Commanders and MGs need to closely manage their gunnery program and the limited resources available for crew qualification to achieve target effect within the standards permitted for training and qualification engagements. This is determined by the type of weapon employed, type and size of target, and desired damage criteria (destruction, neutralization, or suppression). Tasks, conditions, and standards listed are based on a thorough analysis of gunnery engagement factors, actual suppression, neutralization, and/or kill probabilities of U.S. Army Aviation weapons systems against a wide variety of threat targets.

Aligned Tables with HBCT and FA

A major change in this version of the TC 3-04.45 is the alignment of gunnery tables (GT) with the

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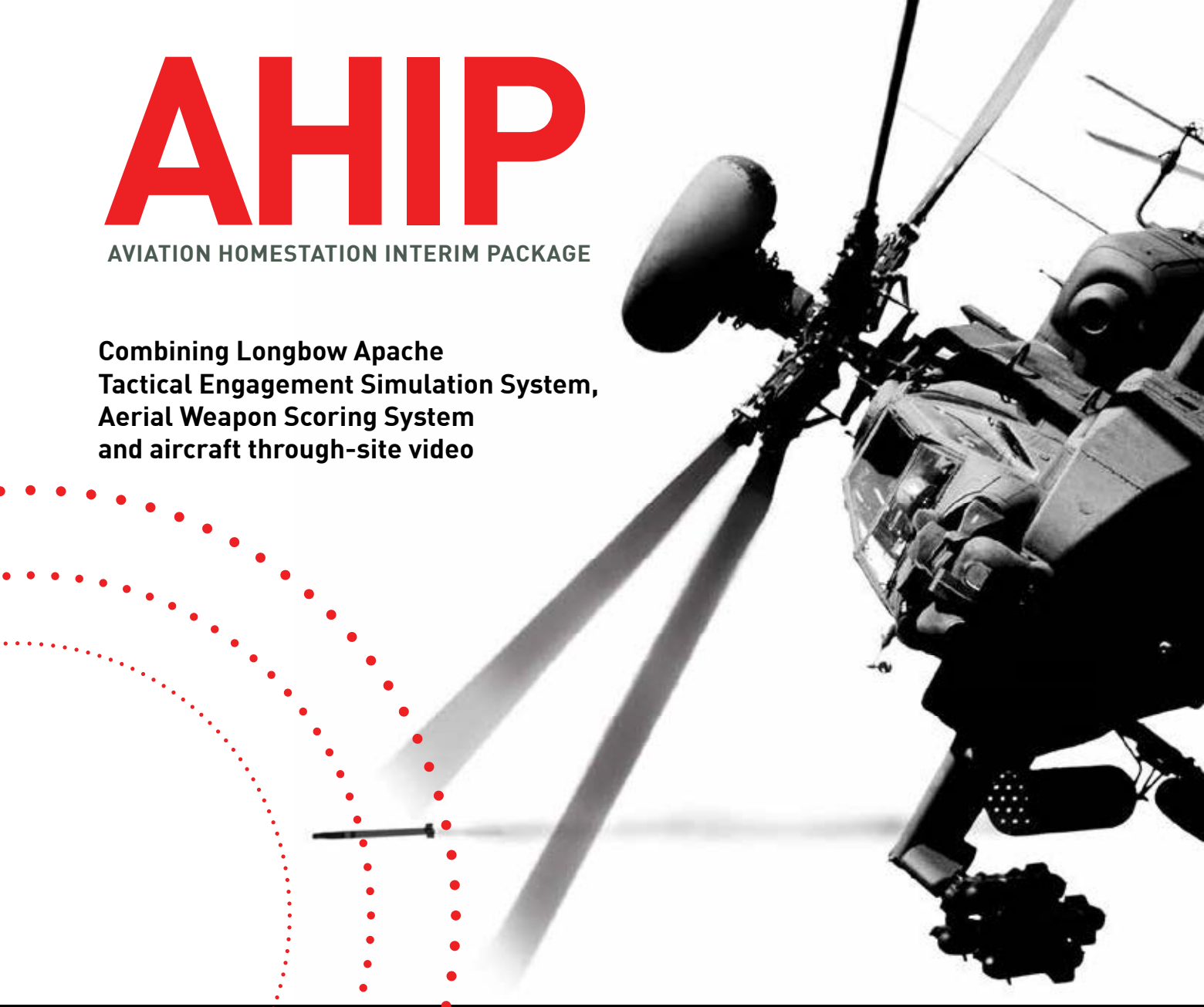
AVIATION HOMESTATION INTERIM PACKAGE

Combining Longbow Apache Tactical Engagement Simulation System, Aerial Weapon Scoring System and aircraft through-site video



Seamless live fire gunnery After Action Review

email: derek.foster@meggitt.com

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Maneuver Center of Excellence Gunnery Standards found in FM 3-20.21, Heavy Brigade Combat Team Gunnery, and TC 3-09.8, Field Artillery Gunnery. This alignment standardizes gunnery terminology, interpretation, and execution between Army aviation and ground components and enhances the relationship between aviation, maneuver, and fires element GT qualification events. It also standardizes gunnery qualification and sets the stage for increased interoperability for air and ground systems across the Army.

Live fire prerequisite testing begins with individual weapon systems qualification and progresses through crew qualification and finally to unit collective gunnery. The unit gunnery program is progressive and continuous.

It should integrate new personnel while maintaining qualified crews. This provides the commander, MG, and staff with guidance and information to develop and incorporate gunnery training into the aircrew-training program and meet the standards in Department of the Army Pamphlet 350-38, Standards in Training Commission.

Aviation gunnery programs provide individuals, crews, teams, platoons, and companies/troops necessary training to meet weapons proficiency standards and validate the operational readiness of unit aerial weapons systems. Team qualification occurs upon completion of GT-IX, which is the benchmark qualification of the annual gunnery program. The advanced training tables (GT-X thru GT-XII) are progressively focused on the culmination of collective weapons employment and air-ground operations.

Enhancing Collective Training

The commander exercises mission command functions while conducting gunnery. The use of training aids, devices, and simulations such as the Multiple Integrated Laser Engagement System/Air-Ground Engagement System, the Tactical Engagement Simulation Software, the Man Portable Aircraft Survivability Trainer, and the Aviation Combined Arms Tactical Trainer will enhance the collective training program and allow units to conduct realistic training that will enhance overall training and qualification value.

The commander should tailor the advanced tables to meet specific unit mission and training requirements.

While the unit gunnery program is the major focus of TC 3-04.45, it is also a primary source of reference for aircraft weapon system operators. Fratricide prevention, the engagement process (detect, identify, decide, engage, and assess), aircraft weapon status readiness, and fire commands are discussed to ensure critical information is available to the aircrew so that they are prepared to deliver or coordinate lethal fires and then determine the effectiveness of their actions. Further, information on weapon employment techniques and ballistic characteristics of each of the weapon munitions in the Army Aviation inventory are discussed to enhance operator skill to place first rounds on target.

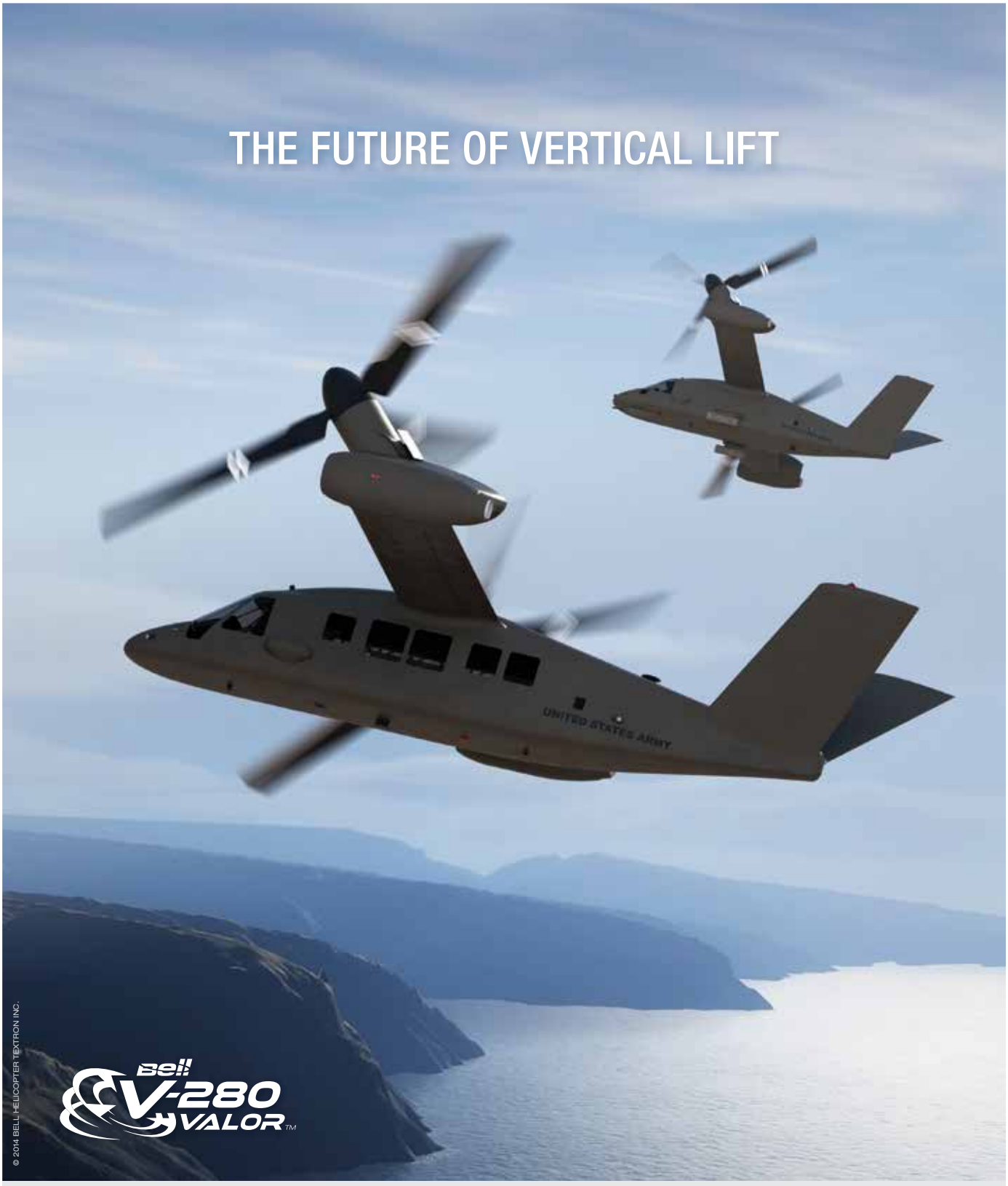
Commanders are expected to approach gunnery collective training and qualification with realistic scenarios that reflect their unit mission essential task lists. A major change from previous gunnery qualifications and a significant move toward reality and the "train as you expect to fight" philosophy, these scenarios may require a mix of mission, design, series aircraft to complete the mission.

Preceding GT XII (company/troop qualification), the unit will conduct simulation based battle drills emphasizing maneuver, weapon selection, fire distribution, and mission/battle command in GT X and then practice and reinforce those exercises in dry-fire and live-fire events in GT XI. Culmination of the unit gunnery program is with GT X, XI, and XII complete and the unit gunnery qualified.

Years in the making, *Combat Aviation Gunnery* represents the most significant move to maximize ever-shrinking resources while making giant strides toward realism in gunnery training operations.

Implementation of this program allows Army Aviation to truly embrace the "train as we fight" philosophy and open the doors to combined arms operations with the first steps of achieving commonality with the Maneuver and Fires Centers of Excellence.

CW5 Allen R. "Randy" Godfrey is the chief warrant officer of the Aviation Branch and CW3 Frank Capri is the AH-64 Apache Master Gunner, both with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.



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On a Mission.

Branch Command Sergeant Major

Extending Training Excellence to our Operational Force

By CSM Eric C. Thom

U.S. ARMY PHOTO BY SFC DEAN HESS, 128TH AVN. BDE.

SSG Carlos Ferrer (left) and SFC Christopher Watson, both assigned to Co. B, 1st Bn., 210th Avn. Regt., 128th Avn. Bde., perform a continuity check using the AH-64D Longbow Controls and Displays Selected Task Trainer (LCDSTT-L10) with Virtual Immersive Environment (VIE).

There are two things I would like to focus on in this issue. First, I want to highlight the tremendous institutional training venues and capabilities we are using today, and second, to challenge the Aviation Enterprise to find new ways of leveraging these training capabilities for the Army Aviation maintenance community at home station.

You will note in this edition multiple references to innovative training capabilities enhanced by a variety of Army live, virtual, constructive, gaming, and mission command (LVCG-MC) tools. Did you know that our Noncommissioned Officer Academies are utilizing outstanding LVCG-MC tools and have integrated them into existing courseware to enhance instructional content and delivery?

Army capabilities such as Command Post of the Future (CPOF), Force XXI Battle Command, Brigade and Below (FBCB2), Virtual Battle Space III (VBS3), the Personnel Information Management System (PIMS) and ATC simulation are being used for the Tactical Operations Center Exercise and the Digital Exercises executed during professional military education (PME) courses here at Fort Rucker to increase fidelity and realism. At the institution we are using these tools in a creative and innovative manner; the next step is to increase their use to the fullest extent possible in the Operational Force.

Sharing Knowledge

I have observed our NCO academies and can personally attest to the outstanding work their dedicated professionals are performing as they teach our future NCO leaders. Part of that work is training and educating our next generation of leaders to be proficient on these LVCG-MC systems and to master this critical skill set.

I am concerned a gap is developing in taking and applying the LVCG-MC systems knowledge gained at the institution and bringing that knowledge back to the operational force in order to execute effective and meaningful training. Units and Soldiers cannot afford to have this knowledge sit dormant and untapped once NCOs complete their PME. As a kid I always heard the saying that "Knowledge is Power" which is not the complete truth. The truth about

knowledge is that it is only powerful when it is shared; the more you share it the more powerful it becomes.

One of the primary roles of the NCO is as a trainer. The NCO creed states that… "My two basic responsibilities will always be uppermost in my mind, accomplishment of my mission and the welfare of my Soldiers…" and there is no better way to meet these responsibilities than by ensuring Soldiers are well trained. I do not believe the entire burden of unit training should fall solely on those NCOs completing PME.

First sergeants and platoon sergeants have a responsibility to maintain currency in what is being taught in the institutional domain and to ensure their NCO graduates apply newly acquired LVCG-MC systems knowledge and skills to maximize training benefits to the unit. Where the institutional, operational and self-development domains overlap is where we produce our most well-rounded, well trained Soldiers. Maintaining well-trained and educated NCO leadership addresses most the concern of taking institutional knowledge and applying it to meet training readiness requirements in operational units.

Maintenance VCG Technology

While the Army has many systems to support unit training needs, there is a lack of VCG training enablers for our aviation maintenance formations. There are virtual trainers for flight missions such as the Aviation Combined Arms Tactical Trainer (AVCATT) or Non-rated Crew Member Manned Module (NCM3), which allow our pilots and aircrews to train on individual and crew tasks. These devices can also be linked with ground unit Tactical Trainers to conduct high fidelity air-ground operations utilizing mission command systems in a Decisive Action Training Environment (DATE).

New virtual training simulation systems are being fielded for Air Traffic Controllers to ensure they can sustain their specialized skills. Unfortunately, this same type of modern training technology has not made its way into our aviation maintenance formations to assist with their training. I am not implying that there is nothing out there for our maintainers, but believe that VCG technology is lagging behind in supporting aviation maintenance.

My primary concern is that as we transition from an Army at war to an Army of preparation that more training will transition from a "live" environment to a synthetic medium. Translated, this means a reduction in OPTEMPO (flight hours) probably means less hands-on maintenance. This reality means there is a need to leverage VCG technology to support the sustainment of maintenance skills at unit level. The AVCATT and similar training devices supports flight crews with their skill sustainment, similar technology is needed to provide our junior Soldiers with the requisite aviation maintenance fidelity to foster the sustainment of their skills.

We need to develop VCG tools that are readily available to every maintainer in the force. I can envision a day when we have the technological capability to provide Soldiers an aviation maintenance digital application that can be used on a personal computing device. Ideally this "app" could be updated and utilized nearly anywhere, anytime. This type of technological capability could be a step forward to enhancing maintenance training our Soldiers will need in the future.

The bottom line is I believe we will experience a reduced flying hour program that will drive a reduction in aircraft maintenance; therefore we will need to provide a suitable VCG maintenance capability to maintain Soldier's skills.

I want to acknowledge the tremendous institutional training venues and capabilities we utilize today while challenging the Aviation Enterprise to determine ways of extending those training capabilities across the Army Aviation maintenance community in our operational force. I would also welcome all readers to communicate any great examples of how your unit incorporates VCG technology into its aviation maintenance training program by sharing it on the Aviation Knowledge Network or by sending it to me so I can share it throughout Army Aviation.

Above the Best!

CSM Thom
eric.c.thom.mil@mail.mil

CSM Eric C. Thom is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

Readiness Begins With YOU

By BG Timothy J. Edens

MWR VICENZA PHOTO

White water rafting is one of the many programs offered by Morale Welfare and Recreation centers around the globe.

This month marks our nation's 238th birthday, and while that might seem like a long time, we're still young compared to many countries around the world. What's helped set us apart and make us a global power in just a couple centuries, however, has been the dedicated service and sacrifice of our military members. Thank you for what you do every day to ensure our freedoms endure!

Many of you celebrated the Fourth of July with a long weekend and are enjoying further getaways with family and friends now through the end of summer. As you do, I ask that you reflect on your importance to the Army and the influence you have on your battle buddies, whether good or bad. While accidental fatalities are overall about on par with last year's figures, a worrying increase in personnel injury-other deaths and the continuing upward trend in fatal motorcycle mishaps threatens to derail the progress you've all worked hard for these past few years. I know you don't want that to happen, and you need to realize the power you have in making sure it doesn't.

Several Soldiers killed in this year's PI-O accidents (mishaps like drownings or falls during hikes or after a night of drinking) were not alone when they died. Usually, at least one other Soldier was with them during the accident. "Was there anything I could have done for my friend?" is a question that will probably haunt them for a very long time. Taking care of our battle buddies is a deeply engrained Army value that has saved Soldiers in conflicts throughout American history, especially so in Iraq and Afghanistan. Indeed, the roster of our most recent Medal of Honor recipients reflects the selflessness and dedication of leaders to their Soldiers and Soldiers to one another.

As a value, that feeling of obligation – our sense of duty – shouldn't end once we leave the war zone or post at the conclusion of the workday. Even when we're having fun, we still have a responsibility to never leave a fallen comrade, even if he or she is "fallen" in the sense of incapacitation by alcohol or taking unnecessary risks on the water. A Soldier lost to an accident is no less a tragedy than one killed by enemy action, and each loss affects unit readiness equally. All Soldiers are an integral part of their unit, which is an integral part of our Army, which is a critical part of our nation and the world as a whole. There is no such thing as "just one Soldier out of a million." Instead, we have a million unique reasons to play it safe in everything we do: our brothers and sisters in uniform, and by extension, their families and the citizens we're sworn to defend. Safety equals readiness, and readiness equals you. It's really as simple as that.

Again, please take just a few moments to consider how you can make your holiday and the rest of summer safer for yourself and your battle buddies. Poor decisions can be corrected before they end in heartbreak, so give yourself credit for the impact you have on safety. Tragic outcomes aren't inevitable or a cruel twist of fate, and you can often prevent them with the most minor of words or actions. Whether what you do saves a battle buddy under fire, one who's too drunk to drive, or another who exhibits immature or even dangerous tendencies when operating a vehicle or motorcycle, you've done your duty.

Thank you again for all you do on behalf of this great nation, and please enjoy your summer, but remember to always play it safe.

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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I've asked CPT Vance, the C/2-210th Commander, to talk about the use of training aids, devices, simulations and simulators and the introduction of the Virtual Interactive Environment in your school house as we train the maintainers who enable Army Aviation to continue being "Above the Best."
COL Rigole, Commander

Same Aircraft, New Components, Better Training

By CPT Jeffrey M. Vance

U.S. ARMY PHOTO 128TH AVN. BDE.

CPT Chris Quinlan, Co. A, 2-210th Avn. Regt., 128th Avn. Bde. demonstrates the use of the fully integrated cockpit of a CH-47F helicopter.

The 128th Aviation Brigade and its legacy organizations of the U.S. Army Aviation and Transportation Schools have been training the Army's aviation maintainers since 1954. The standard of training passed on to new Soldiers has never wavered and has always ensured that competent and confident Soldiers are on the front lines with the proper tools and skills to keep helicopters in the air, supporting troops on the ground, to accomplish the mission.

Through programs like RESET we have been able to keep up with the demands of over a decade of deployed combat. As the force returns to CONUS and budgets shrink, effective training of the first line maintainer is by far the best insurance of a safe and functioning aircraft. To do this, the brigade is constantly seeking new and innovative ways to train Soldiers.

TADDS

The use of training aids, devices, simulations and simulators (TADSS) has been a mainstay for pilot training since the days of the Link trainers. Prior to ever climbing into an aircraft and turning the blades for the first time, the pilots spend time in the simulator followed by start-up procedures and shutdown procedures. Until recently, maintainers on the other hand have used a combination of real aircraft hardware, part task trainers and limited

full systems simulations. The brigade working hand in glove with the aircraft systems program management offices (PMO) over the years have developed suites of increasingly sophisticated TADSS. They range from a simple landing gear trainer for the UH-60 to a full up systems trainer for the CH-47F.

From the beginning of training through to the last day, freshly minted maintainers practice their skills on a combination of aircraft, engines, and components and rarely get the opportunity to see the entire system run in a virtual environment. The AH-64 Armament, Electrical and Avionics Repairer course (15Y) has enjoyed a Virtual Training Environment for several years and it has produced positive feedback and increased understanding among the students.

VIE

The 2nd Battalion, 210th Aviation Regiment, which focuses on training maintainers for the Army's fleet of UH-60 and CH-47 aircraft as well as all aircraft back-shops military occupational specialties aircraft maintainers in CH-47 training (MOS 15U, Cargo Helicopter Repairer), is able to utilize fully functioning trainers and simulators to understand the faults and malfunctions gaining a real-world perspective that requires them to find, analyze, and fix aircraft issues.

The introduction of the Virtual Interactive Environment (VIE) incorporates training devices along with aircraft systems simulations into courses of instruction to enhance the learning experience and to prepare students for real world scenarios. Students in the 15U course, training to become maintainers on the Army's CH-47 Chinook, now incorporate full aircraft simulators with fully functional cockpits to locate faults, analyze failures, remediate the problem, and test their skills.

From outside the simulator, instructors are able to input faults into the aircraft through an integrated desktop computer which displays current system data at all times, thus allowing instructors to evaluate a student's performance and enhance their training. Overall, the use of these aircraft simulators is now an integral part of training due to their ability to increase training effectiveness and enhance real-world scenarios.

U.S. ARMY PHOTO 128TH AVN. BDE.

SSG Jeremy Redman, a 15B Instructor with Co. C, 2-210th Avn. Regt., 128th Avn. Bde., uses the AH-64E Apache T700/701 VIE trainer to demonstrate to students the different sections and components of the engine during operation.

Component Repair

On the component repair or trades side of the branch, the MOS 15B Powerplant Repairer is now the technology leader with the latest VIE incorporated into its training both in the classroom and on the shop floor. This VIE simulation gives the instructors greater ability to explain and show students how to assess, fix, and maintain engines, while also affording students the ability to visualize and comprehend the maintenance tasks.

These devices run simulations ranging from static displays to full motion running engines that allow students to understand what is occurring in each component. More succinctly, devices pinpoint single components through utilization of the touch screen and use expanded views generated by the device to understand how the components are built and how they affect the engine. This in turn leads to a much smaller timeframe required to troubleshoot an engine malfunction and pinpoint faulty areas.

Couple these capabilities with the integration of maintenance manuals, these simulators can give students step-by-step instruction on how to disassemble, fix, and reassemble even the most complicated engine components, all before having to lay hands on an actual engine.

The 128th Aviation Brigade and the PMOs are dedicated to ensuring that new maintainers are leaving their initial technical training with a much greater understanding of their assigned tasks. Students are being exposed to aviation maintenance in a way that allows them to see, visualize, and understand the intricacies of their job in incredible detail.

Likewise, these devices have enabled instructors to continue meeting and exceeding the standards of training because VIE gives them a fully integrated platform from which to teach and mentor the Army's newest aviation members.

Whether Army aircraft remain the same or change in the near future, simulation and training devices will continue to play an instrumental role in the development of the maintainers charged with keeping those aircraft operating, allowing Army aviation to uphold the mission of providing aviation support to the men and women of the U.S. Armed Forces and its Allied partners.

CPT Jeffrey M. Vance is the commander of Company C, 2nd Battalion, 210th Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.

Immunizations & Other Exogenous Factors

By Dr. (LTC) Joseph Puskar

Q: I was told that I needed to get a down-slip for an immunization injection I received while I was deployed so the first sergeant could track who was able to fly the next day. Is this really true?

FS: While it is important for flying unit leaders to be able to track who can and can't perform aviation duties, it really isn't necessary to get a down-slip after an immunization. Remember from your quarterly aviation safety briefs that AR 40-8, "Temporary Flying Restrictions Due to Exogenous Factors Affecting Aircrew Efficiency" paragraph 6. (2) d. Immunizations.: "Medical restriction from flying duty will be for a minimum period of 12 hours following any immunization. If any type of reaction occurs, local or systemic, the aviator remains restricted from flying duties until cleared by a flight surgeon or APA."

Since immunizations are such a common event, and the rates of true adverse reactions are very low, there is no need to generate a 4186 down-slip, and then the necessary follow on up-slip every time an immunization is given. This would place an unnecessary paperwork burden on flight medicine clinic and S-3 flight operations personnel. So only if there were a local or systemic adverse event such as an allergic reaction, fever and chills, or skin abscess due to the immunization would it be necessary to get a 4186 up-slip from your flight surgeon or aviation physician assistant (APA) after the symptoms have resolved. However, any exogenous factor covered in AR 40-8 that states that clearance by a flight surgeon or APA is necessary, for example plasma or bone marrow donation, does require a 4186 up-slip even if there are no seemingly adverse effects from the procedure or treatment.

Common Exogenous Factors

Let's take this opportunity to discuss some other commonly encountered "exogenous factors", and their impact on flying duty restrictions. All medications should be taken with the knowledge of a flight surgeon, and the same goes for dietary supplements and performance enhancers. Self-medication is permissible with common items such as acetaminophen or ibuprofen in accordance with the over the counter medication aeromedical policy letter. Local anesthesia such as for a dental procedure or sutures has a minimum 12-hour grounding period. For general, spinal, or epidural anesthesia it is 48 hours. CS or tear gas exposure will not restrict from flying duties unless there is residual cough, wheezing, tearing, eye pain, etc. so long as the clothing and aviation life support equipment (ALSE) has been changed out or decontaminated. Blood donation will require 72 hours of flight restriction, and plasma donation 24 hours. Aircrew members will not be regular (more than two times per year) blood or plasma donors.

Any adverse reaction to a hypobaric or high-altitude exposure or decompression such as barotrauma of the ears or sinuses, or any type of decompression sickness requires clearance by a flight surgeon before resumption of flight duty. Flight personnel will not perform high altitude (>10,000 feet) flight duties within 24 hours of a hypobaric chamber run in excess of 25,000 feet.

Heavy exercise or work can not only mimic, but even pre-dispose to decompression sickness, and is discouraged for 24 hours after a decompression event. SCUBA or compressed air diving or hyperbaric chamber exposures will restrict from flight for a minimum of 24 hours, but be sure to check your dive computer since multiple dives can result in much longer no-fly times with the more conservative programs. Strenuous exercise or activities such as marathon running, or getting into the MMA ring with Baby Huey can obviously adversely affect your ability to fly, so don't do these types of events right before a heavy weekly flight schedule.

Ground-Testing Meds

We can take a sound tip from our Air Force brothers and sisters by testing any medications we may have to take during future flight operations with a single dose when there will be a 48-72 hour off-duty or ground duty period. Do this to be sure there are no untoward effects that could affect flying ability such as lingering grogginess from sleep aids, or potentially even from "non-sedating" antihistamines or cold medicines that can be quite sedating in a small percentage of the population.

While it is not strictly necessary for U.S. Army aviators to do this, it is still a good idea to ground test any medications before taking them prior to flying. Consider this your quarterly safety briefing on exogenous factors if you happened to miss it from your flight surgeon this year! Safe flying, and see you at the flight line!

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to *AskFS@quad-a.org;* we'll try to address it in the future. See your unit flight surgeon for your personal health issues.

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

Dr. (LTC) Joseph Puskar is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the US Army School of Aviation Medicine at Fort Rucker, AL.

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AED: Focusing on the Customer

By Mr. Jeffrey L. Langhout

We don't take ourselves seriously. We get our customers to their finish lines (they define the finish line) without sacrificing our engineering values. We want our customers to want us on their team, not have to have us on their team. These statements are the three guiding principles of the Aviation Engineering Directorate (AED).

As Army aviation's airworthiness engineering organization, it might seem odd that the word engineering or even aviation is not a part of our guiding principles. While our vision and mission statements cover aviation engineering excellence and our role in the lifecycle of aviation, when I assumed the role of director of AED in April of 2013, I was concerned that we were missing a key component for Army Aviation success, namely appreciating our role in this thing we call the Aviation Materiel Enterprise.

Our role is to be a critical part of the team that provides the engineering expertise and leadership while serving as the organization that delivers airworthiness qualification and risk understanding, but recognizing that while we are an important member of the team, we cannot be THE team. In addition, recognizing that we come to work each day to support and respond to soldiers as well as our immediate customers (the Program Executive Office Aviation (PEO AVN), the Aviation and Missile Lifecycle Management Command (AMCOM), the U.S. Army Aviation Center of Excellence (USAACE), and the U.S. Army Special Operations Aviation community), this customer focus must be a part of our DNA.

AED is probably best known to the Aviation soldier for its development of airworthiness releases (AWRs). AWRs exist for all configurations of the Army's aviation fleets. AED will write in excess of 1,300 AWRs each year in support of Army aviation. AWRs are not trivial documents, as they set operating envelopes, inform pilots of warnings, cautions, and notes, inform commanders of potential safety issues, describe configuration, and provide maintenance guidance to our ultimate customer, the aviators and maintainers.

Besides AWRs, AED produces airworthiness qualification plans (AQPs). These documents provide our customers a baseline of how an aircraft should be qualified IAW AR 70-62. The Original Equipment Manufacturer (OEM) will then normally develop an Airworthiness Qualification Specification (AQS) as a response to the AQP that normally will codify the program's requirements from an airworthiness perspective.

In the Army, the project managers (PMs) within the PEO AVN have the responsibility for system safety. AED is a key provider of the data to help the program offices make informed decisions via a document called an airworthiness impact statement (AWIS). The AWIS contains the airworthiness authority's position on materiel risk, and is a formal input to the PEO system safety process, where the PM System Safety Working Group (SSWG) can discuss and adjudicate materiel risk as identified within the AWIS. AED provides engineering reviews on thousands of contract deliverables, analyzes numerous commerciality determinations, and oversees the Army Aviation Critical Safety Item source approval process.

We write over 1,400 Maintenance Engineering Calls (MECs) each year in direct support of theater aviation assets and provide on-site direct engineering support to the field and depots around the world. Additionally, AED leads and participates on teams assessing international partner airworthiness authorities and analyzes massive amounts of health and usage monitoring data.

Budget to conduct the airworthiness mission largely comes in the form of reimbursable dollars – meaning most of the money to pay the salaries of our 490 federal workers and 300 contract employees comes from our primary customers. Some may say how can AED be truly "independent" when the dollars to pay the salaries come from the very organizations AED provides airworthiness support to? The answer is professionalism, teamwork, and the desire to do right things by Army aviation.

As the Army budgets continue to decline and with the looming threat of full sequestration returning in time for the 2016 budget, the health of the Aviation Materiel Enterprise will be in large part determined by relationships and team work.

Thus the ability of all the players that make up the enterprise having a desire to run together rather than to our respective corners will win the day. At AED, we will support our customers, they will come first, and they will be able to count on us to give them the very best and timely engineering analysis to enable them to make the best possible decisions in support of our soldiers.

Mr. Jeffrey L. Langhout is the director of the Aviation Engineering Directorate of the Aviation and Missile Research, Development, and Engineering Center (AMRDEC) located at Redstone Arsenal, AL.

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The 1st Aviation Brigade Commander (front and center) leads students that are completing flight training in an After Action Review (AAR) following their culminating collective (virtual simulation-based) exercise — the final training event before they receive their Aviator Wings.

Training is Your Mission

By COL Stephen S. Seitz and Mr. Wade Becnel

Army Aviation has supported continuous military conflicts for over a dozen years. The Army Forces Generation (ARFORGEN) process sustained steady/scheduled deployments through a gated training process with mandatory training events and certification exercises. Units then deployed, conducted their mission, redeployed, reconstituted, and began the structured training process all over again – training for a known mission.

With predetermined deployments becoming the exception rather than the norm, readiness planning needs to be adjusted to maximize homestation training capabilities through effective Unit Training Management (UTM).

"The days of top-down-driven training, fully resourced and planned by a higher headquarters, are gone. Now the onus is back on each unit commander and subordinate leader to lead their unit training and leader development programs."

BG Michael D. Lundy

Broader Mission Spectrum

Army Aviation leaders need to develop and expand their collective training approach to prepare for future operations in an uncertain and volatile world. Due to ARFORGEN, the majority of our force is made up of experienced combat veterans who were

CAB Missions: Air Assault; Interdiction; Close Combat Attack; Air Movement; Brigade Unmanned Aircraft System (UAS) (Shadow); Division UAS Support (Grey Eagle); Forward Area Refueling Point (FARP); Medical Evacuation (MEDEVAC); and Joint Air Attack Team (JAAT)

WfF	*CAB Roles*
Mission Command	• Provide mission command on the move at all appropriate CAB C2 nodes • Provide retransmission capability to air and ground commander • Provide air traffic services (ATS)
Movement and Maneuver	• Support ground maneuver elements in contact through CCA • Conduct air assault in support of offensive and defensive operations • Conduct movement to contact to locate and destroy enemy forces
Intelligence	• Conduct area reconnaissance to identify adequate routes and locate bypasses • Perform surveillance to confirm and/or deny enemy activity
Fires	• Utilize attack reconnaissance assets (RW and UAS) to conduct battle damage assessment (BDA) of fires • Designate for laser-guided artillery or other service munitions during joint air attack team (JAAT) operations
Sustainment	• Perform aircraft recovery to include insertion of downed aircraft recovery teams (DARTs) and ground maintenance contact teams • Support forward arming and refueling point (FARP) emplacement and resupply ops • Perform casualty evacuation (CASEVAC) and aeromedical evacuation (MEDEVAC)
Protection	• Provide convoy security • Conduct area security through counter mortar and rocket operations

U.S. ARMY DIAGRAM BASED ON FM 3-04.111, AVN BDES & MCTP TEAM F INPUT

Combat Aviation Brigade (CAB) Missions and Roles.

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AVCATT is designed to be interoperable with other LVCG systems, such as the Live – Homestation Instrumentation Training System (HITS), Virtual – Reconfigurable Vehicle Tactical Trainer (RVTT) (shown above), Constructive – Joint Land Component Training Capability Entity Resolution Federation (JLCCTC-ERF), and Gaming – Virtual Battlespace 3 (VBS3); these devices can be used to train multiple types of units simultaneously for collective missions.

Commander's Initial Information Requirements for LVCG & MC Planning

- What training guidance (e.g., doctrine, higher HQ intent, training support package) is available to help make an informed decision on the realm of the possible?
- What is proficiency level now and what does it need to be?
- What is the optimum flow and mix of training events to achieve best readiness goals within the ARFORGEN cycle?
- What key agencies (internal & external) can support training enhancement efforts?
- What tools are available to support efforts and what are the associated planning considerations?

trained for mass/multiple deployments on specific timelines, for known missions, with dedicated resources.

As a result, many leaders are now more experienced in leading training participants than they are in planning, preparing, executing, and assessing collective training. In order to prepare for future homestation training success, commanders should begin their tenures by developing a detailed long-range unit training plan that includes integrated exercises. Effective unit training planning requires active staff participation, to include the combat aviation brigade's (CAB) Functional Area 57 (FA57) Simulation Operations Officer. Training/mission analysis considerations should include: Geographic Combatant Command (GCC) regional affiliation, concept of operation plans (CONPLAN), force structure associated with potential missions (i.e., joint task force), supporting and supported commands (i.e., a brigade combat team), and capabilities of opposing forces in various scenarios. The commander should take potential unit missions and roles in supporting the War Fighting Functions (WfFs) into account, along with higher headquarters training guidance, when developing a key training event timeline.

Homestation Training Considerations

Exercise planners will initially need to know the: exercise objective (descriptive paragraph), 5Ws (who, what, when, where, and why), and measurable training objectives (TOs) for all elements of the training audience. These are all prerequisites for determining the optimal "How."

To develop TOs, start with the unit Mission Essential Task List (METL), which is standardized by HQDA for brigades, including CABs. The METL is a group of mission essential tasks (METs), each with supporting tasks. The titles of these tasks can be used as TOs which, along with associated conditions and standards, can be assessed by observers and leaders. As part of the training mission analysis, commanders should take their staffs to visit their Training Support Center (TSC) and Mission Training Center (MTC). This will enable them all to tour facilities and ranges; identify training capabilities and constraints; and meet key support personnel. The visit will make it apparent to unit leaders that simulation-based training capabilities have exploded over the last decade with evolutionary and revolutionary technological improvements. Available training enablers include Live (instrumented), Virtual, Constructive, and Gaming (LVCG) systems.

For collective training that includes staff elements, Mission Command (MC) systems (i.e., Tactical Mission Command (TMC)/Command Post of the Future (CPOF)) simulation is normally required to meet the staff's TOs; the MC systems are essentially their weapon systems.

For Aviation units, the Aviation Combined Arms Tactical Trainer (AVCATT) provides the link into the Integrated Training Environment (ITE). The LVC Integrating Architecture (LVC-IA), already fielded to eight installations (seven more planned for FY15/16), can enable linkage into the live Homestation Instrumentation Training System (HITS).

For virtual interaction, AVCATT can link to the Close Combat Tactical Trainer (M1s and M2/3s); the Reconfigurable Vehicle Tactical Trainer (RVTT), which simulates HMMWVs and HEMTTs; and the Dismounted Soldier Training System (DSTS), wearable virtual reality system for infantrymen (integration under development). AVCATT can also interoperate with constructive simulations such as the Multiple Unified Simulation Environment (MUSE) – desktop unmanned aerial system (UAS) simulation; and the Virtual Battlespace 3 (VBS3) Gaming-based system that can replicate individual Soldier capabilities based upon PT scores and range qualifications (VBS3 being integrated into LVC-IA this year). Early identification of major training events and their associated TOs combined with key leader and training support personnel collaboration will lead to selection of the best combination of LVCG & MC training enablers.

Unit Training Management

According to the Chief of Staff of the Army's Strategic Priorities, a ready Army needs to "Conduct tough, realistic multi-echelon homestation training utilizing Live, Virtual, Constructive (LVC), and Gaming capabilities to efficiently and effectively assure individual, leader and unit competencies." In order to achieve this goal, the Army has updated, developed, and released new doctrine born from recent combat experience.

Army Doctrine Publication (ADP) 7-0, Training Units and Developing

Leaders, and its augmenting Army Doctrine Reference Publication (ADRP) 7-0 provide the fundamental principles to support training and readiness efforts. The new Leader's Guide to Unit Training Management (UTM) is available on the Army Training Network (ATN). It provides additional information on how to construct a training program for your unit and standards by which to assess achievement of readiness goals. A key aspect of our new training doctrine is the adoption of the Military Decision Making Process (MDMP) as the cornerstone for developing and implementing unit training. The new FM 6-0, Commander and Staff Organization and Operations (May 2014), explains the process in detail.

Within this operational construct for UTM, commanders will exercise mission command and use the MDMP to give subordinates the guidance and freedom necessary to develop quality training. The commander's opportunity to start linking training to resources begins at MDMP Step 1 "Receipt of Mission" and Step 2 "Mission Analysis."

The seeds of success necessary to integrate LVCG & MC are planted when the commander provides clear training requirements, describes what success looks like, and visualizes the type of training integration, flow, and mix necessary for mission success.

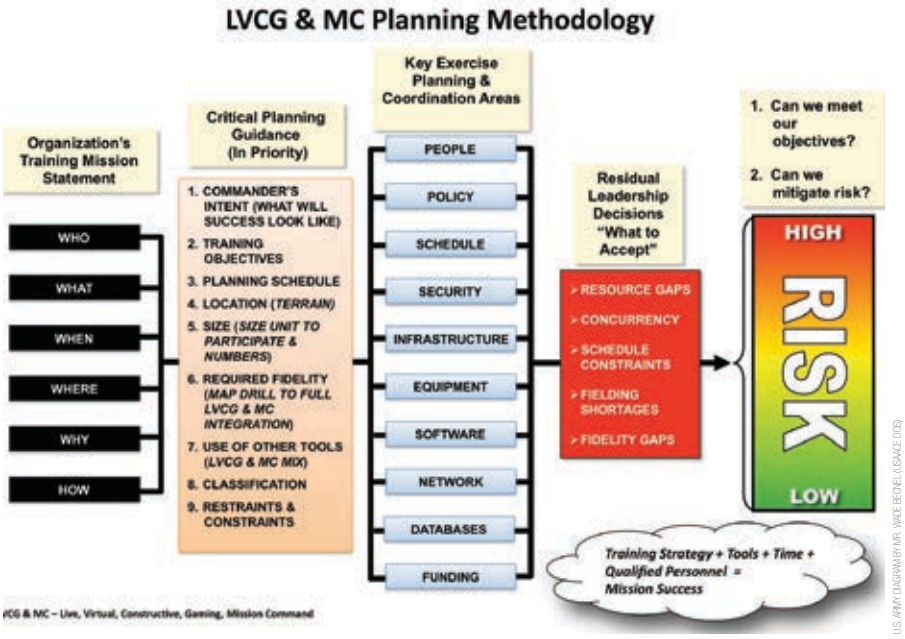
Take the five questions depicted here and consider them in context of the MDMP's Steps 1 & 2. Addressing the first four questions with a "tactical" mission analysis perspective actually refines and defines the key training guidance essential for the identification of LVCG & MC requirements. The following example illustrates how an attack reconnaissance squadron (ARS) commander could provide initial staff guidance after considering unit proficiency and guidance from higher.

"I just finished my training mission analysis back brief with the Brigade Commander and he agreed that Conducting Aerial Reconnaissance is a key collective task for us. While most of us have recent combat experience in attack operations downrange, the addition of Shadows within the squadron MTOE provides us a new mission capability.

We're not fully trained on integrating this new system into our overall reconnaissance mission profile. This is a priority mission for the Squadron to master as we prepare for our NTC rotation in 12 months. Being ready to support 1st BCT then means we will have to use every available homestation training capability we can. Make sure our WARNO (warning order) is clear on what I expect.

As we develop train-up courses of action COAs, use a crawl-walk-run approach focused on individual, crew, and collective skills prior to large-scale squadron events. Our training objectives will drive the mix and flow of appropriate LVCG & MC training capabilities. I'll meet with troop commanders to explain my vision and to initially war-game LVCG & MC mix and flow options. One of the challenges we'll face is moving from live-centric training to a more stressful and complex Decisive Action Training Environment (DATE). We're all comfortable with live training but I don't think we can get to the Run stage without the use of LVCG & MC enablers. We'll blend LVCG & MC to make Run events as stressful as we can. Troop commanders need to understand that most of our Run events will not be strictly Live.

Start working with the CAB G3, Division G3, and Garrison Director of Plans, Training, Mobilization & Security (DPTMS) to make sure they understand our mission requirements and update our knowledge base on LVCG & MC training capabilities. Help the troops get the resources they need and use DTMS (Digital Training Management System) to ensure we all share the same understanding of the unit training plan. Troop commanders and staff section leads will need to work troop leading procedures (TLP) but they will rely upon us to keep them informed of the squadron's efforts."



U.S. ARMY DIAGRAM BY MR. WADE BECNEL (USAACE DOS)

Early and continuous command planning guidance feeds the various organizations at homestation who will either direct, enable, or support your training.

A methodology for planning and conducting training is detailed in Chapter 4 of the Leader's Guide to Unit Training Management. It highlights the "T-Week Concept," which provides a useful methodology to synchronize, resource, and track the entire training process.

Conclusion

The commander's direct and active involvement in the MDMP for UTM is essential for successful integration of LVCG & MC capabilities to enhance training. Proactive information sharing and informed decision making is the key to an effective training program supported by LVCG & MC enablers.

"Commanders must organize and train their staffs and subordinates as an integrated team to simultaneously plan, prepare, execute, and assess operations." ADRP 5-0, The Operations Process

To posture for an uncertain future, training overmatch will allow development of our most capable weapon – adaptive and agile Aviation leaders and Soldiers.

COL Stephen S. Seitz is the director and Mr. Wade Becnel is the deputy director of the Directorate of Simulation, U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

PM ACTT COURTESY PHOTO

Upgraded Aviation Combined Arms Tactical Trainer (AVCATT) manned module in testing with glass cockpit upgrades.

Virtual Pilot Training Update

By LTC Mark Bliss and LTC Paul Weizer

With the transition from combat operations to homestation training gaining momentum, the requirement for the combat aviation brigade and the 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)) training devices has triggered numerous simulator acquisitions and concurrency efforts. The Project Manager – Combined Arms Tactical Trainers (PM CATT) has shouldered its fair share of the Aviation virtual training requirement in several areas. Specifically, the Aviation Combined Arms Tactical Trainer (AVCATT) is undergoing concurrency upgrades on the UH-60M, CH-47F, and AH-64D/E while adding the capability for the UH-72 to the collective trainer as well. Additionally, the team is executing a solicitation for high fidelity crew trainers for the UH-72 aircraft. The CATT team is also conducting final testing to field Mi-17 Flight Training Devices (FTD) and Cockpit Procedural Trainers (CPT) to Fort Rucker, Alabama, and Kabul, Afghanistan. Finally, upgrades to the MH-60M and the MH-47G Combat Mission Simulators (CMS) are underway for the 160th SOAR(A) at Fort Campbell, Kentucky.

Cockpit Upgrades

Concurrency upgrades should remedy the long-standing shortfalls with the AVCATT. Specifically, over the next year the AVCATT will provide concurrent collective training for all aircraft on the ramp. The UH-60M and the CH-47F will have upgraded cockpits completed early in FY15 with the AH-64D, Lot 13.1, to all sites and AH-64E, version 1.4, to five sites soon thereafter. Additionally, the upgrade for the UH-72A was recently awarded with the upgrade for the Army National Guard (ARNG) locations scheduled in the next year.

Added to the AVCATT cockpit upgrades is a Manned-Unmanned Training (MUM-T) capability which will enable pilots to begin collective training with UAS capabilities from the cockpit and train on geo-specific terrain databases. Coinciding with the upgrades to the AVCATT cockpits, the Non-Rated Crewmember Manned Module (NCM3) is currently being fielded to multiple locations. The NCM3 provides training for UH-60M and CH-47F non-rated crewmembers with door gunnery, hoist, and sling load operations. The non-rated crewmembers can execute this training while the pilots conduct missions in a collective training environment. By the end of

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FY15, eighteen locations will have the NCM3 with more procurements later as the funding becomes available.

Interoperability

In addition to the upgrades to the AVCATT cockpits, the team is also continuing to work on the interoperability of AVCATT with other training devices connected to the Integrated Training Environment (ITE). While AVCATT is already a participant in the early Live, Virtual, Constructive–Integrated Architecture (LVC-IA) fieldings, AVCATT will continue to increase in capability and increase terrain databases for LVC-IA training events. This capability will facilitate greater training in a truly collective environment with ground forces in an immersive event.

PM CATT has also worked hard over the past couple of months to meet training requirements for the Army National Guard and the UH-72 Lakota. The team recently executed a solicitation for the UH-72 Synthetic Flight Training System (SFTS) with a pending award for the training device. The award for the UH-72 SFTS contract will occur in the fourth quarter of Fiscal Year 2014 and the fieldings should occur about one year later. The UH-72 SFTS will be a mobilized training device capable of meeting the flexibility requirement for ARNG pilot training.

MH-47G Combat Mission Simulator (CMS) preparing for upgrades under Special Operations Forces Aviation Systems Trainers–Enhancements (SOFAST-E) contract vehicle to obtain commonality and interoperability between all of the CMS devices.

MH-47G Combat Mission Simulator (CMS) undergoing upgrade at Fort Campbell, KY.

PM ACTT COURTESY PHOTO

Non-rated crewmember training door gunnery in the Non-Rated Crewmember Manned Module (NCM3) utilizing helmet mounted displays.

Mi-17 FTD

The CATT Team has also worked with Project Manager Non-Standard Rotary Wing (PM NSRW) to meet training requirements for the Mi-17 aircraft. With Mi-17 FTD's in both Shindand and Kabul, Afghanistan, the Program Executive Office, Simulation, Training and Instrumentation (PEO STRI) is now adding another Mi-17 FTD and CPT to Kabul for the Special Mission Wing. Additionally, an Mi-17 FTD and CPT will be fielded to Fort Rucker, Alabama. The Site Acceptance Test (SAT) and Director of Simulation (DOS) accreditation for the Mi-17 FTD and CPT will be completed in the fourth quarter FY2014. These Mi-17 training devices will fill a perennial gap in training for pilots preparing for deployment to Afghanistan.

SOA Support

PM CATT has several other projects in the works at Fort Campbell in support of the 160th SOAR(A). The Legacy Upgrade Effort (LUE) is converting the MH-47E and MH-60K Combat Mission Simulators (CMSs) to MH-47G and MH-60M variants, respectively. The technical approach is to utilize actual cockpit avionics and controls, then stimulate with a synthetic environment wrapper. This should reduce the cycle time between actual aircraft upgrades and training device upgrades substantially. Additionally, life cycle management costs will be reduced through the use of common physical hardware obtained through the standard aviation maintenance activities.

Special Operations Forces Aviation Systems Trainers–Enhancements (SOFAST-E) was awarded in 4thQtr '13 and will be used to update the current MH-47G and MH-60M CMSs. The goal is commonality and interoperability between all of the CMS devices supporting the 160th. SOFAST-E will most likely be the vehicle utilized to develop flight training devices to support the 160th outstations on both West and East coasts.

While the product lines continue to operate at a high OPTEMPO, PEO STRI has also executed a change of leadership. Dr. Jim Blake retired with 46 years of service and MG Jon Maddux has assumed the Program Executive Officer responsibilities. PEO STRI bids farewell to Dr. Blake, a former Army Aviator with a career that began in 1968 with combat flight time in Vietnam and culminated with spearheading training capabilities for Army Aviators over the past 11 years.

LTC Mark Bliss is the product manager for Air and Command Tactical Trainers (PM ACTT); and LTC Paul Weizer is the product manager for Special Operations Forces Training Systems (PM STS). Both product lines reside in the Project Manager for Combined Arms Tactical Trainers (PM CATT), Orlando, FL.

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Homestation Gunnery COAs Defined

By CW5 (Ret.) Ronald C. Moring and CW3 Frank Capri

Figure 1. Longbow Tactical Engagement Simulation System (LB TESS)

In March 2005, efforts to establish Aviation homestation gunnery range, targetry, and instrumentation requirements began in earnest. While the 1999 Digital Multipurpose Range Complex (DMPRC) Operational Requirements Document (ORD) included Army aerial platforms, aviation was not integrated into the first DMPRC at Fort Hood, TX. The robust after action review (AAR) provided to Abrams and Bradley crews was yet to be enjoyed by air crews.

To mitigate this shortfall the TRADOC Capability Manager–Ranges (TCM-R) teamed with the U.S. Army Aviation Center of Excellence (USAACE) Gunnery Branch to develop and clearly define requirements in order to provide viable crew qualification, collective, and air-ground integration (A-GI) venues at homestation. In November of 2005 the USAACE commanding general (CG)-endorsed Digital Air Ground Integration Range (DAGIR) white paper defined contemporary requirements for range configuration, targetry, and after action review. This provided the initial requirement until the Helicopter Gunnery manual (FM 3-04.140) rewrite.

During DAGIR development it became clear that the Army could not afford this solution at all installations that support combat aviation brigades (CABs). In December 2007 the Department of the Army Military Operations-Training Support (DAMO TRS) directed that "DAGIR for all" was untenable. The Regional Collective Training Center (RCTC) concept was emerging. A "right sized" level of capability was required based on installation tenant units.

Again, TCM-R teamed with the USAACE Gunnery Branch to develop courses of action (COAs) to address Army-wide aviation gunnery training capability requirements. The result was four COAs. These COAs have been refined and are now included in Appendix I of the January 2014 Aviation Combat Gunnery manual (TC3-04.45). Appendix I also defines targetry, urban terrain, instrumentation, threat emitter, and AAR requirements for attack, reconnaissance, cargo, utility, and unmanned platform crews.

COA 1 – DAGIR. The Army's first DAGIR will stand up at Fort Bliss, TX in October 2014. The facility is 8 x 12 km and includes a 9 km convoy livefire lane, A-GI village, livefire village, 3D steel targets, 3D Precision Target Signatures (PTS) – to support unmanned aircraft systems (UAS), and provides a fully integrated AAR that includes aircraft data (i.e., Longbow Tactical

Engagement Simulation System (LB TESS), video, and scoring).

The Aerial Weapon Scoring System (AWSS) is fully integrated and provides real-time feedback in the tower as well as the AAR. Radar rocket scoring will support rapid and paired rocket engagements. There is a robust Forward Arming Refueling Point (FARP) and twelve Aerial Firing Points on the range. The layout is designed to support crew, team, and collective gunnery utilizing hover, running, and diving fire. UAS gunnery can be accommodated and UAS platform data/video will ultimately be integrated to provide a relevant AAR. Threat emitters are a specified requirement and will be added when funding becomes available. While Aviation accommodation is critical, the true value of the DAGIR is its ability to enable A-GI training venues for true collective (air, ground, dismount) training and integrated AAR. There is also a 2020 DAGIR programmed for Fort Knox, KY (Yano Range) to support Fort Campbell, KY.

Figure 2. Fort Bliss DAGIR A-GI and Live Fire Villages

COA 2 – Aviation Add-On Package. The Add-On Package is a set of components and instrumentation applied to an existing digital range. Ranges designated for this package are DM-PRCs at Yakima Training Center, WA, Fort Carson, CO, and Fort Riley, KS. It includes an A-GI village as well as 3D steel and PTS targets. Digital Range Training System (DRTS) software will ultimately be updated to enable integration of aircraft recorded video and platform data into the AAR.

COA 3 – Aerial Gunnery Range (AGR). The Aerial Gunnery Range was developed as a DAGIR contingency. It

Figure 3: AHIP AAR Presentation. Individual screen sizes are adjustable. Single ship will include front/back seat selected videos with AH-64D 13.2 SW / 64GB RMM and AH-64E. Time Synched

is a smaller footprint and more focused to support a light division. It also includes appropriate targetry and an A-GI village.

It includes a convoy livefire lane but does not include the robust course roads that support tracked vehicles. Even though developed as a non-instrumented solution, approval was gained to ensure the Fort Bragg, NC facility will be a digital range. Efforts continue to begin construction on the Fort Bragg AGR in the near future.

COA 4–Aviation Homestation Interim Package (AHIP). The key term is "interim." The AHIP is a group of components that are applied to an existing legacy range (i.e., Multipurpose Range Complex). AHIP is designed to be a "bridge" to a future digital range project or existing digital range improvement. AHIP shares the 3D steel targets and A-GI villages used in the previous COAs. A-GI villages and 3D steel targetry are now on site in Alaska, Hawaii, Forts Bliss, Bragg, Drum, NY, Hood, Knox, Stewart, GA, and Germany.

The key difference with this package is the AAR. The AAR is a very small set of components (e.g., aviation workstation, four monitors, and integrated podium) that captures and integrates LB TESS, aircraft recorded video, and AWSS output into one presentation. The AAR can accommodate up to four aircraft. The AARs are now fielded at Forts Drum, Hood, Knox, and Stewart, and Grafenwöhr, Germany. The AHIP AAR supports AH-64D/E but could track SMart Onboard Digital Interface Module (SMODIM) equipped cargo/utility platforms during door gunnery.

The COAs are clearly defined in TC 25-8 (Army Ranges). TC 25-8 also includes available targetry to support air-to-ground engagements. Installations can request new projects when justified by platform through-put as defined in the Army Range Requirement Model (ARRM). The DAGIR and Aerial Gunnery Range (AGR) are included in the latest update to DA PAM 415-28 (Guide to Army Real Property Category Codes) to ensure appropriate sustainment funding.

Current Efforts

Enabling viable UAS gunnery venues offers new challenges. Platform data and video must be integrated to enable gunnery and collective livefire AAR. Targets must be three dimensional to enable top-down acquisition and attack. TCM-R teamed with TCM-UAS and the Program Manager Instrumentation, Targets & Threat Simulators (PM ITTS) Targets Management Office (TMO) to leverage and evaluate PTS targets previously used for test purposes. PTS targets weigh 600 pounds, have a heat kit, and can be easily towed by any range truck with the provided trailer.

Training utility was established by providing stationary PTS targets for Shadow and Gray Eagle gunnery events. Some have been provided to key installations and more will be proved in the near future based on TCM-UAS priority guidance. A moving PTS target prototype was demonstrated at Fort Rucker, AL on 17 June.

Supporting Effort

During development of the platform data capture concept it became evident that an overarching methodology could greatly benefit Aviation Force on Target (FoT) and Force on Force (FoF) efforts. The USAACE Director of Training & Doctrine requested and gained CG, TRADOC authorization for an Integrated Concept Team (ICT) to develop a common approach for Aviation data capture for FoT and FoF venues at homestation and CTCs.

Members include platform TCMs/PMs as well as architecture material

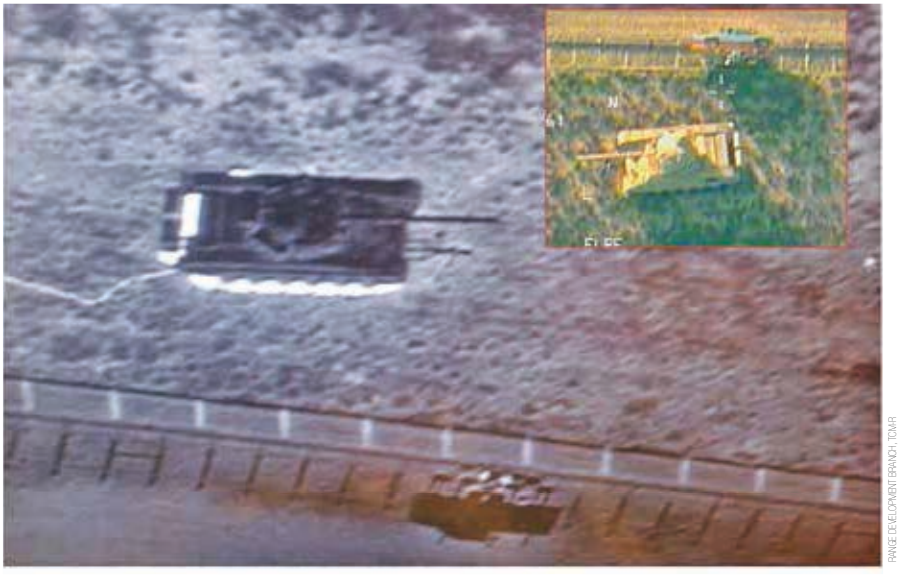

Figure 4. PTS Target as Viewed by a Gray Eagle (Ft Hood)

developers from the PEO STRI Program Manager for Training Devices (PM TRADE). The ICT transitioned to a chartered Integrated Product Team in October 2012 co-chaired by TCM-R and PM TRADE. The IPT meets quarterly at Fort Rucker and briefs the Board of Directors semi-annually.

Gaining Homestation Capabilities

Multiple support agencies stand ready to address Aviation homestation gunnery range shortfalls but they must be enabled by units articulating requirements. Commanders must evaluate local training range capabilities and articulate deficiencies to senior mission commanders. Master gunners must address range challenges with range staffs to ensure requirements are addressed on the installation Range Complex Master Plan.

Further, use what has been provided. Integrate A-GI villages and 3D targets into crew qualification and team collective events. If they are not available request them. Much work has been done but much more remains. The proponent, the combat developer, and material developers must work as an integrated team to ensure Aviation crews are properly prepared to effectively and accurately engage the nation's enemies.

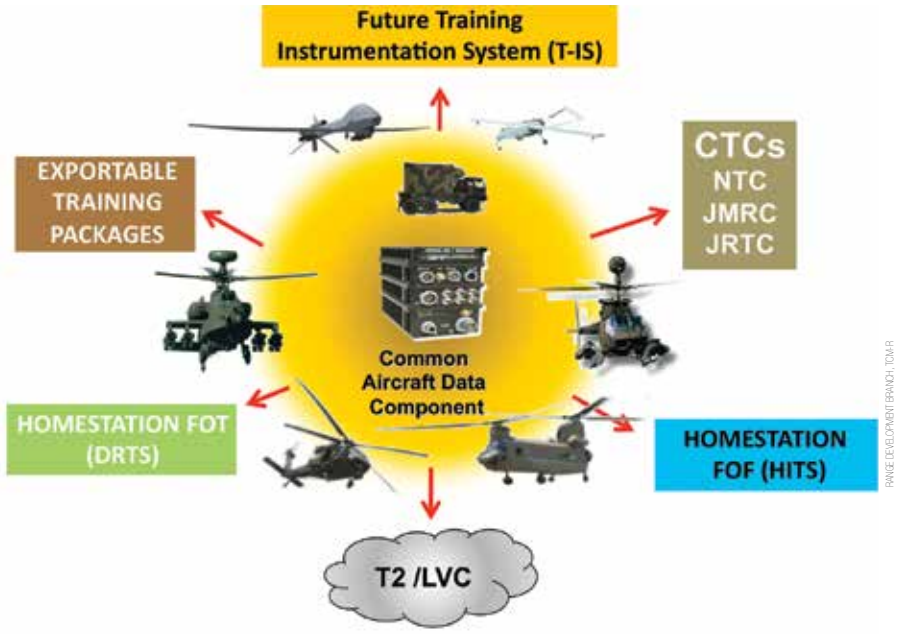

Figure 5. Aviation Data Capture IPT Objective

RANGE DEVELOPMENT BRANCH, TCM-R

CW5 Ronald C. Moring is chief of the Range Development Branch with the Training and Doctrine Command's Capability Manager–Ranges at Fort Eustis, VA; and CW3 Frank Capri is the Aviation Master Gunner Course chief at the United States Army Aviation Center of Excellence Directorate of Training and Doctrine, Fort Rucker, AL.

DES Observations

Five Focus Areas for Unit Improvement

By COL John M. Cyrulik

PHOTO COURTESY OF CW5 DWIGHT GREENLUND

CW5 Dwight Greenlund (left), a standardization pilot with DES, CW4 Devon Dupree (center) and MAJ Matt Baldwin (right) after a successful flight evaluation. Both CW4 Dupree and MAJ Baldwin were attending the UC-35 Qualification Course at Dobbins Air Reserve Base, GA.

Over the past year the Directorate of Evaluation and Standardization (DES) has conducted numerous unit assessments to include eight combat aviation brigades, three other colonel level aviation commands, and a variety of battalion-sized formations. The assessment locations included Afghanistan, Kuwait, and five major Army posts.

The DES assessment team composition varies by unit aircraft types and density, but usually consists of approximately two dozen experienced standardization instructor pilots (SP) and other aviation professionals who participate in unit training and operations and conduct written, oral, and flight evaluations of rated and non-rated crewmembers. In addition, our assessments focus on unit Aircrew Training Programs (ATP) and standardization. I have been fortunate to serve as the Director of DES and have learned much from each and every unit we have visited.

This article will discuss a handful of key observations from our assessments in an effort to inform aviation leaders across the force and improve our units. While not every point discussed may be applicable to the unit you are serving in now, nor did the trends discussed below apply to all the units we assessed, I ask the reader to allow me to generalize in this instance in an attempt to communicate the trends that require the most significant improvement.

First, our basic aviation knowledge needs improvement.

To clarify – I'm not referring to an Army aviator inadvertently superimposing the numbers of the 701C engine TGT (turbine gas temperature) limits on a written exam or failing to properly illustrate the vestibular illusions with scientific precision to the evaluator. I am referring to a lack of basic understanding of our operating procedures and systems, which if not followed correctly, particularly during an emergency, may result in a catastrophe.

Most notably, we often see crewmembers misdiagnosing malfunctions in the aircraft and executing the incorrect emergency procedure. This lack of correlation between what is actually happening to our aircraft and what actions should be taken as a result needs additional focus in our training programs. So while we have diligently memorized the underlined steps of our emergency procedures (EP) for a particular malfunction, the main deficiency is first correctly identifying the problem with our aircraft, thus applying the wrong emergency procedure and unnecessarily risking the aircraft and crew. To improve, always include some sort of EP training in academic programs, simulator periods, and flights.

Second, DES continues to see the improper utilization of Aircrew Training Program waivers at all levels.

I believe that one of the most important decisions aviation commanders make is whether to implement an ATP waiver for crewmembers and to what scale the waiver is to be applied. ATP waivers should be used only when absolutely necessary. They should be well-written and understood by leaders at all levels within the unit. Too often waivers published at the brigade headquarters are interpreted significantly differently by subordinate commands. In addition, since many key leaders rotate out of units approximately 90 days after deployment, the waiver published by the previous command team has a

lasting impact on training and readiness long after their departure. Waivers are a slippery slope, and just because your unit may be authorized to use one it doesn't mean you have to – proceed with caution.

Lastly, these waivers should be reviewed by the Safety and Standardization Council frequently to ensure they are benefiting the organization in the intended manner. If your unit is considering a blanket ATP waiver as a result of a deployment or other circumstance we highly recommend contacting DES to discuss the pros and cons of your particular circumstances before implementation.

Third, unit warrant officer professional development and mentorship generally needs improvement. Senior warrant officers are critical trainers and leaders in our formations. Many units have thorough NCO and officer (LT-LTC) professional development (NCOPD/OPD) programs. Fewer units have dedicated resources to focus on formally developing tracked warrant officers – outside of the strict requirements of the ATP and in addition to the graduate level flight training courses at the U.S. Army Aviation Center of Excellence (USAACE). Developing outstanding instructor pilots (IP) and maintenance test pilots (MTP) to serve as the next group of senior SPs and Maintenance Test Pilot Evaluators is a key to providing enduring excellence in our battalions and brigades. While USAACE has made several positive changes to the Professional Military Education courses to better educate tracked warrant officers, the senior warrant officers of the unit must embrace the role of teacher, coach, and mentor for the unit IPs and MTPs in order to maximize their development.

Fourth, units that have assigned senior NCOs as Nonrated Crew Member (NCM) training program Standardization Instructors (SI) at the brigade and battalion level have significantly better managed and maintained NCM training programs. We recognize that assigning an SI in the unit headquarters is currently an "out of hide" bill. DES fully supports the addition of these SI positions in the brigade/battalion headquarters table of organization and equipment (TO&E) as part of Aviation restructuring.

In the interim, we highly recommend selecting an NCO whose primary duties are assisting the command team in standardizing the NCM ATP, to include academics, aerial gunnery, Readiness Level progressions, and a robust no-notice program with a well-rounded mix of written, oral, and flight evaluations.

An NCM SI assigned at the battalion level becomes even more important when the attack reconnaissance battalion/squadron headquarters is organized to command and control a multifunctional aviation task force including utility and cargo helicopters.

Fifth, Mission Briefing Officer (MBO) and Air Mission Commander (AMC) training for multi-Mission/Design/Series (MDS) operations needs to be more robust and standardized at the brigade level. The future will almost assuredly require the expeditionary deployment of small aviation teams comprised of a mix of aircraft and systems. At a minimum, leaders of these multi-MDS formations need to understand the capabilities and limitations of each type of aircraft to comprehensively manage risk and operate effectively and safely.

Since most company commanders, battalion commanders, and senior warrant officers are qualified in only one MDS, it is vital that they are exposed to and experience the entire scope of aviation missions. Our aviation simulators provide an excellent resource to familiarize MBO and AMC in other mission sets. The Longbow Crew Trainer (LCT), Transportable Blackhawk Operations Simulator (TBOS), and Nonrated Crew Member Manned Module (NCMM) can help better train our leaders regardless of a particular aircraft qualification – and nothing beats a familiarization flight at the controls or observation from a jump seat to gain an appreciation for the capabilities and limitations of a particular aircraft and mission.

Although this brief article focuses on five trends needing general improvement across the force, I would be remiss if not stating that DES has also seen Best Practices in many areas, to include those discussed above, and we aim to share these examples with the field in future articles. DES is continually impressed with the overall quality of our training and standardization programs during these exceptionally challenging times and we learn something valuable from each unit that we operate with.

We sincerely appreciate the consummate teamwork, transparency, and professionalism of all the units that DES has visited recently.

Above the Best!

U.S. ARMY PHOTO BY COL. JOHN M. CYRULIK

Directorate of Evaluation and Standardization (DES) personnel meet with leaders of Joint Task Force-Observe, Detect, Identify and Neutralize (JTF-ODIN) at Bagram Airfield, Afghanistan in June 2014.

COL John M. Cyrulik is the director of the U.S. Army Aviation Center of Excellence Directorate of Evaluation and Standardization at Fort Rucker, AL.

UH-60s at Lowe Army Airfield ready for issue to support the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

AMCOM ALC COURTESY PHOTO

An Aviation Maintenance Update

By MG Lynn A. Collyar

By the time this article is read, I will be retired from active service and will have passed command of the Aviation and Missile Command (AMCOM) to MG Jim Richardson. It has been a great two years, working with a community that provides unparalleled support to our Soldiers who perform some of the toughest, most important and broadest range of missions that anybody in the Army undertakes. I am proud to have played a small role in delivering that support, and I am thrilled that AMCOM will be led by an Aviator and Warfighter with the skills and variety of experiences that Jim Richardson brings to the table. Our Soldiers will continue to receive the support they deserve from AMCOM and the rest of the Aviation Materiel Enterprise.

Over the last two years, AMCOM was tasked to deliver responsive and uninterrupted support to our Soldiers and units, while also finding significant savings in our budgets. Our employees' ability to meet these challenges of doing more with less, while simultaneously dealing with a tremendous amount of uncertainty over the status of their jobs and paychecks, is an accomplishment I am proud of. Despite the difficulties of the furlough period and the budget uncertainties faced last year, AMCOM and its partners sustained our Warfighters and continued to implement numerous cost-saving initiatives. And the momentum we've achieved in 2014 is real and will continue to deliver positive readiness results for the fleet.

The budget reductions and the uncertainties our workforce faced did result in some negative effects; Corpus Christi Army Depot (CCAD), in particular, lost many highly skilled artisans and production engineers, and has also seen a reduction in funded work. These factors can combine to create very serious cost, quality, and production issues. Fortunately, our Depot leadership is on top of this, and their plan to continue to foster excellence is illustrated in COL Garner Pogue's article, "Joint Capabilities and Flexibility postures CCAD for future of aviation."

Our Aviation Center Logistics Command (ACLC), the supply and maintenance provider to our Ft. Rucker training fleet, is overcoming similar challenges and Mr. Tol Singer's article "Achieving Efficiencies in Aviation Maintenance Contracting," describes how ACLC supports the Aviation Center's requirements through innovations in contracting.

The AMCOM Logistics Center (ALC) is charged with performing numerous tasks that support our Soldiers on flight lines around the world. The ALC will continue to find ways to improve our maintenance and supply posture while saving money. Mr. Josh Kennedy & Mr. Matt Carter of the ALC describe our status in achieving cost savings and maintenance improvements in the article "Cost Wise Readiness Enabled Through Condition Based Maintenance Plus (CBM+)."

And Mr. James Johnson, Executive Director of the U.S. Army Test Measurement and Diagnostic Equipment Activity (USATA) – the disciplined source of calibration and test equipment readiness – has written an article describing changes in how calibration interval analysis is determined, and how this will positively impact our maintainers on the flight line. This important aspect of our mission is another example of AMCOM employees finding ways to deliver support while reducing costs.

It has truly been an honor and a privilege to be a member of the Army Aviation team and to lead the great employees of AMCOM over the past two years. I send all members of the AAAA community my best wishes and urge you to continue to collaborate on finding innovative ways to train, sustain, and lead our Soldiers to success in the years ahead.

MG Lynn A. Collyar served as the commanding general of the U.S. Army Aviation and Missile Life Cycle Management Command at Redstone Arsenal, AL, from June 1, 2012 through June 12, 2014.

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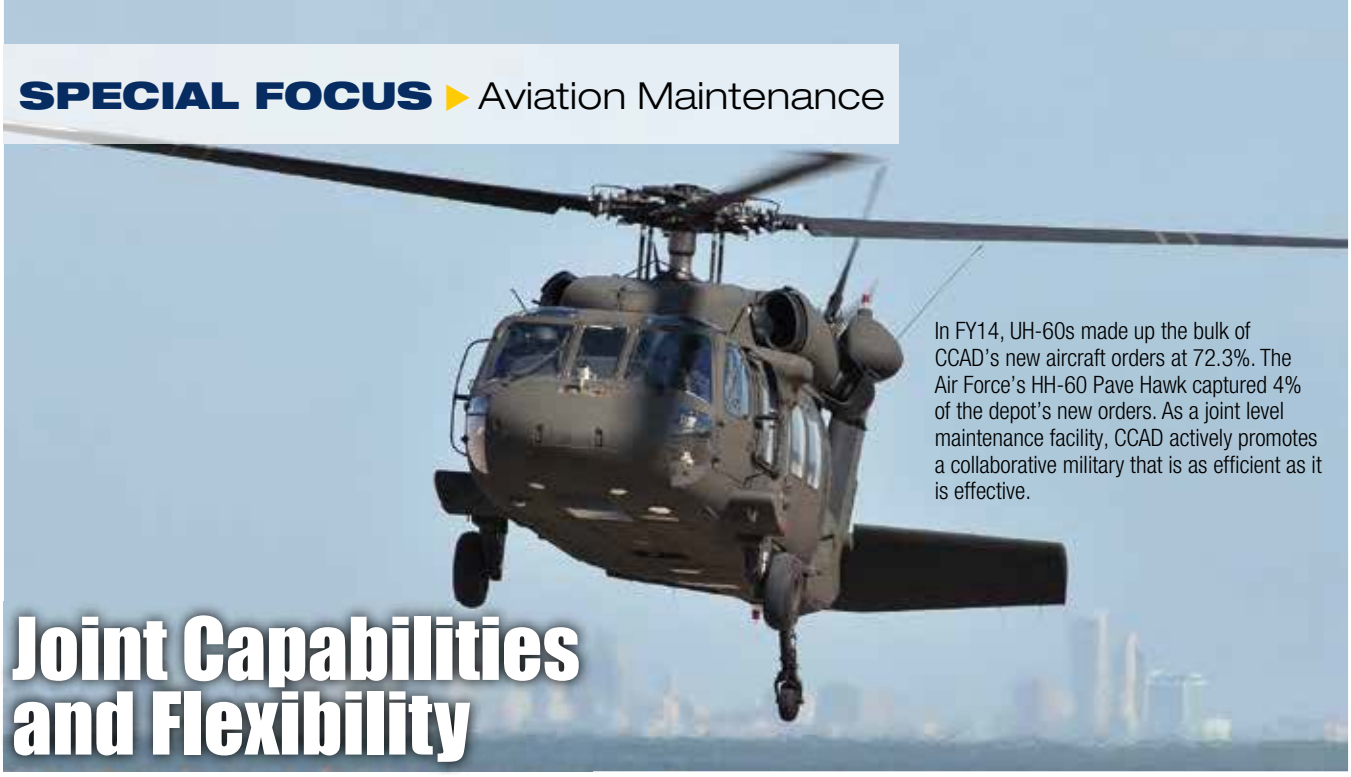


In FY14, UH-60s made up the bulk of CCAD's new aircraft orders at 72.3%. The Air Force's HH-60 Pave Hawk captured 4% of the depot's new orders. As a joint level maintenance facility, CCAD actively promotes a collaborative military that is as efficient as it is effective.

ARMY PHOTO BY ERAEY MARTINEZ, CCAD PHOTOGRAPHER

Joint Capabilities and Flexibility

Posture CCAD for the Future of Aviation

By COL Billingsley Garner Pogue III, SGM Martin D. Dickinson, and Ms. Brigitte Rox

At Corpus Christi Army Depot, our mission is to provide the best value solution for modification, repair and overhaul of rotary wing components and aircraft for the Warfighter. This has been our focus for the past decade as demand in Army helicopters and components soared. To support the war effort, we maximized production at the best value and at the best quality when the customer needed it most, guaranteeing our supported units' success in training and on the battlefield.

Our CCAD workforce shined through the production surges over the last decade. Depot artisans were recognized for their efforts to recapitalize 50 UH-60 Black Hawks in Fiscal Year 2012 with the 2013 Department of the Army Award for Maintenance Excellence and the 2013 Secretary of Defense Robert T. Mason Award for Depot Maintenance Excellence. Additionally, the workforce was recognized for overall excellence during a challenging period with the Army Superior Unit Award.

As the Army operates in a fiscally-constrained environment, fewer flying hours flown by our Warfighters in the field means a reduced demand for work performed at the depot. CCAD is currently right-sized and right-skilled to meet this reduction. As we look to the immediate out-years, we are posturing the depot to meet the demands of Army aviation and our joint customers, and we will be prepared to surge again when required.

ARMY PHOTO BY JOSE RODRIGUEZ, CCAD PUBLIC AFFAIRS

A number of projects are lined up for the coming years that will posture CCAD's new DCRF as the epicenter of helicopter and dynamic component maintenance. Eventually, the majority of work done within CCAD's aged Building 8 will be housed in the DCRF and subsequent builds.

Building the Depot of the Future

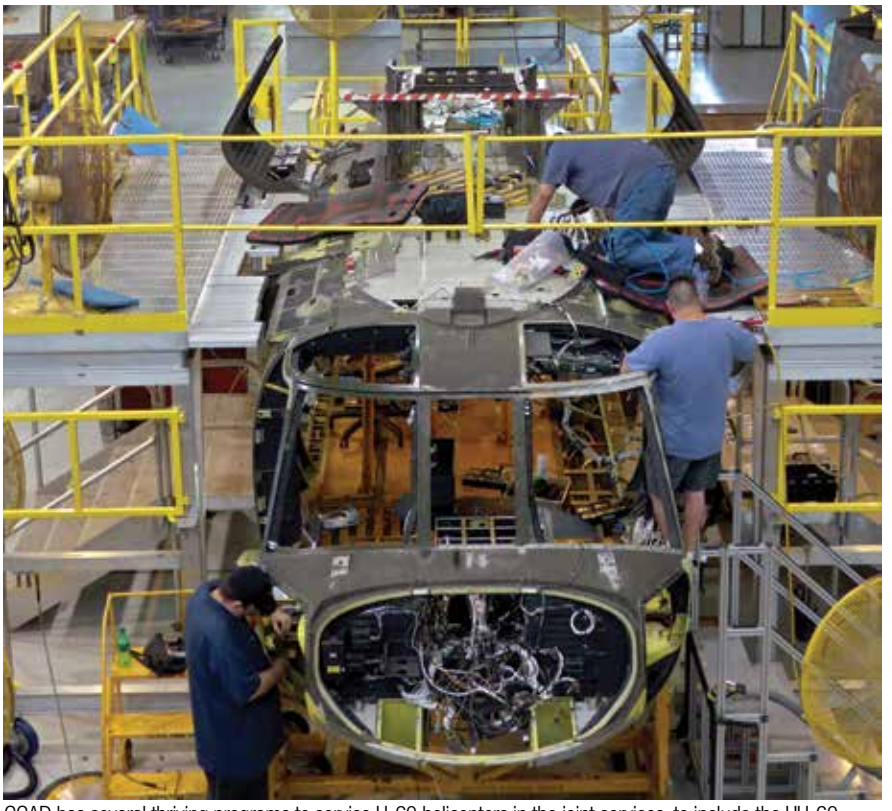
Since 2009, CCAD has used the Logistics Modernization Program (LMP), a robust business software suite integrating a variety of functions such as planning, manufacturing, supply chain management, inventory management, finance and human resources. LMP holds data and information in one database with global visibility across the Army, managing people, and resources supporting the Army mission.

Now we're preparing to implement LMP Increment 2, which will extend the benefits of global visibility to the shop floor through a module called Complex Assembly Manufacturing Solution (CAMS). Scheduled to deploy in late FY15, CCAD is one of three pilot sites going through design and development steps ensuring the CAMS package meets aviation requirements. CAMS will collect and provide data on the shop floor through labor tracking, production order management and the use of automated identification tracking.

Dynamic Component Rebuild Facility

The CCAD infrastructure is also being significantly modernized as we replace our timeworn WWII-era facilities with a new generation of modern, energy-efficient facilities and equipment that maximize support and ultimately reduce customer cost. CCAD's new-build Dynamic Component Rebuild Facility (DCRF) will eventually replace a portion of CCAD's original main production facility. It will house the depot's transmission overhaul and remanufacturing programs within its 140,000 sq. ft. frame, serving as the cornerstone of the Powertrain and Integrated Manufacturing Facility.

Additional projects already in planning will cut energy costs, eliminate corrosion, and enable depot leadership to implement Six Sigma practices and process improvements. Universal multi-platform equipment, including test cells, assembly stands, and work benches will provide redundancy as needed, reduce turnaround time, and provide the workforce with an ergonomic and flexible setup as they transition through work tasks and workloads.



ARMY PHOTO BY JOSE RODRIGUEZ, CCAD PUBLIC AFFAIRS

CCAD has several thriving programs to service H-60 helicopters in the joint services, to include the UH-60 recapitalization and crash damage repair programs. Black Hawks are disassembled to their bare components and prescribed a customized Statement of Work that will repair all wear and tear, and rebuild it with the most modern equipment, strengthening it for another decade of use.

AS9110B

CCAD meets the requirements of ISO 9001:2008 and AS9110B:2012. ISO inspectors continued the registration of our business practices and processes during our audit last March. This puts CCAD on par with the aviation industry, whether it's military, commercial, or private. In 2007, we were the first military facility in the world and the fifth organization overall to attain the AS9110 standard for aerospace industry Maintenance Repair and Overhaul (MRO) facility. What this means is that we're using proven practices that will ensure quality support and products are delivered on time.

ARMY PHOTO BY JOSE RODRIGUEZ, CCAD PUBLIC AFFAIRS

The DCRF's new transmission assembly stands can be used on most helicopter gearboxes. Employees can switch from working on a UH-60 transmission to an AH-64 transmission with only minor modifications. Its ergonomic design ensures the operator's overall comfort, health, and wellness.

Strength Through Public-Private Partnerships

Partnerships with private industry and original equipment manufacturers (OEMs) are integral at the depot. We work closely with four OEMs (Boeing Company, General Electric, Honeywell International Corporation, and Sikorsky Aircraft Corporation) under Technical, Engineering and Logistical Service and Supply contracts to ensure quality support to our customers. In turn, our partners rely on CCAD for its unique capabilities, efficiencies, and industrial capacity.

Satisfying the Voice of Our Customers

Whether we are producing an aircraft for a unit, a component for an item manager to be stored for future use, deploying depot forward repair teams, or providing a training environment for our joint aviators at the depot, we strive to hear the voice of the customer and focus on satisfying their requirements. Whether that need is from Aviation and Missile Command (AMCOM), a component customer, or the Program Executive Office (PEO) Aviation and the program managers that manage our aircraft fleets – the collective voice from our diverse customer-base is our focus.

We work every day to be better, faster, and more cost effective while providing flight-critical products on schedule, on cost, and at the highest possible quality. During wartime and peace, despite the wax and wane of production requirements, the CCAD team continues to serve our nation as the cornerstone of Army aviation readiness.

COL Billingsley Garner Pogue III is the commander of Corpus Christi Army Depot, Texas and SGM Martin D. Dickinson serves as the depot sergeant major. Ms. Brigitte Rox has been CCAD's Public Affairs Specialist for more than five years.

TH-67s dense packed in the hangar for hurricane preparation

U.S. ARMY PHOTO BY BARRY CONNORS, ALC OPS

Achieving Efficiencies in Aviation Maintenance Contracting

By Mr. William T. Singer and Mr. Mikael Ash

Fort Rucker, Alabama is an outstanding test bed for new ideas in aviation maintenance contracting. With over 580 Army aircraft, including the AH-64D/E, CH-47D/F, OH-58A/C/D's, UH-60A/L/M's, commercial TH-67, foreign Mi-17 aircraft , and over 3,000 contractors providing maintenance since the 1950s, any possible combination of contract aviation maintenance support can be seen in action. The contractor team launches over 500 training missions each day, flying over 220K hours each year, training Army and allied nation's rotary wing aviators in initial and graduate level training.

In April of 2013, a new aviation maintenance services contract began, established on the principles of containing costs, improving efficiency of operations, and improving mission performance for the customer. Building, reviewing, approving, and bidding this contract was a multi-year process.

To ensure the most recent contracting concepts were captured, the Defense Acquisition University (DAU) assisted with a review and provided input on the options available. DAU contracting and logistics experts provided important input for considerations of Contractor Logistics Support (CLS), Performance Based Logistics (PBL), and pricing methods - Fixed and Cost Plus, as well as incentive structures. Army Contracting Command (ACC) helped to guide ACLC and other team members in preparation of the request for proposal (RFP) documentation, with exceptional support from the contracting office co-located with ACLC.

The Team

The cast included AMCOM G4/ Environmental, Aviation & Missile Research, Development, & Engineering Center (AMRDEC) lead engineers, the AMCOM Logistics Center (ALC), and the customers: the U.S. Army Aviation Center of Excellence (USAACE), and the U.S. Air Force (a small but important part of this contract with TH-1H aircraft training operations). The 110th Aviation Brigade (AB) provided two instructor pilots for this activity who participated in the Source Selection and Evaluation Board (SSEB), ensuring that Army Aviation's training requirements were represented throughout the contract evaluation process.

Another USAACE Army Aviator was part of the Risk Assessment panel which helped launch the RFP process. Throughout this process the team kept in mind that words and metrics both mattered. The words in the new Performance Work Statement (PWS) were agreed upon by those who would administer the contract (ACC), oversee

the contract (ACLC), and receive the product (110th AB).

The Contract

In a series of meetings which included USAACE 110th AB representatives, performance metrics were hammered out, starting with the requirements of Army Aviation and ending with the documentation in the new contract. In the end, over 30 specific measureable metrics were created, in the form of mission performance, cost, supply forecasting, quality, health of the fleet, preventive maintenance, surge capacity, and many others. The end result was a hybrid contract, consisting of a Fixed Price and Cost-Plus Incentive Fee structure to best fit the mission and risks of the Army.

Three areas were placed in a Fixed Price costing structure for the first time ever at Fort Rucker: the National Maintenance Program (NMP); the Air Force TH-1H maintenance effort; and the Army's TH-67 commercial helicopter operation. These were selected due to past program stability, and shifted pricing risk to the contractor. Of course, with the last few years of budget turbulence, this decision is being re-evaluated, but it remains an excellent test case for determining the possible benefits of fixing the price of aviation contract maintenance services.

Cost-plus areas include the rest of the Army combat aircraft training fleets: AH-64, CH-47, OH-58, and UH-60. Since these aircraft are historically more turbulent in annual student requirements, and use the Army supply system for support (versus commercial parts support with the TH-67), the cost savings to be gained here are by the open and competitive nature of the bidding process.

U.S. ARMY PHOTO BY BARRY CONNORS, ACLC OPS

CH-47F in Phase at the new hangar on Hanchey Army Airfield, Fort Rucker, AL

Incentive Fees

Also critical to the effort was the inclusion of incentive fees, as many companies use incentives as a significant part of their profit margin and as a measure of the level of their success at meeting the Army's requirements. ACLC followed DOD's direction and dropped the subjective Award Fee and replaced it with objective, metric based, Incentive Fees. Three categories of incentives were built, all with input from the Army Aviation training customer, and the ACC.

First, of course, was Mission, and this was divided into a Daily and Monthly mission success rate. The Army customer also wanted the ability to incentivize a surge capacity in the contractor, so a 5% surge capacity for the contractor to exceed normal daily mission requirements was built to accommodate short-notice training requirement changes, weather, and variances in student flow through the training system.

Second is the Health of the Fleet, divided between the Quality of maintenance performed and the Aircraft Mission Capable rates for the fleets. Quality is measured by the Instructor Pilot when they accept the aircraft, as well as by the Quality Assurance Surveillance (QAS) personnel of ACLC among other Government representatives. Adding the Army's Mission Capable requirement of 75% Fully Mission Capable aircraft as an incentive acknowledges that, while these aircraft may or may not be tasked with 75% of each fleet flying each day, they are Army aircraft and accountable to meeting Army regulatory metrics.

Third, as this contract spends over $400M annually of TRADOC and USAACE's budget, the final incentives are to help control cost. The contractor is incentivized to reduce costs and assessed a penalty if costs exceed original expectations. Additionally to ensure continued efficiency and quality are Quality Assurance pass rates that have annual pass increase rates of 5% built in and a requirement for the contractor to report continuous improvement results.

COL Michael Aid, the commander of ACLC, often reminds his personnel that we are a "team of teams," and building, fielding, and managing a contract of this nature is a great example of this teamwork. The lessons learned from this contract are being captured, briefed in DoD Peer Reviews to share across the military, and used to help prepare for the next evolution in aviation maintenance contracting at Fort Rucker.

U.S. ARMY PHOTO BY BARRY CONNORS, ACLC OPS

AH-64Ds and OH-58Ds stacked in a hangar for hurricane preparation

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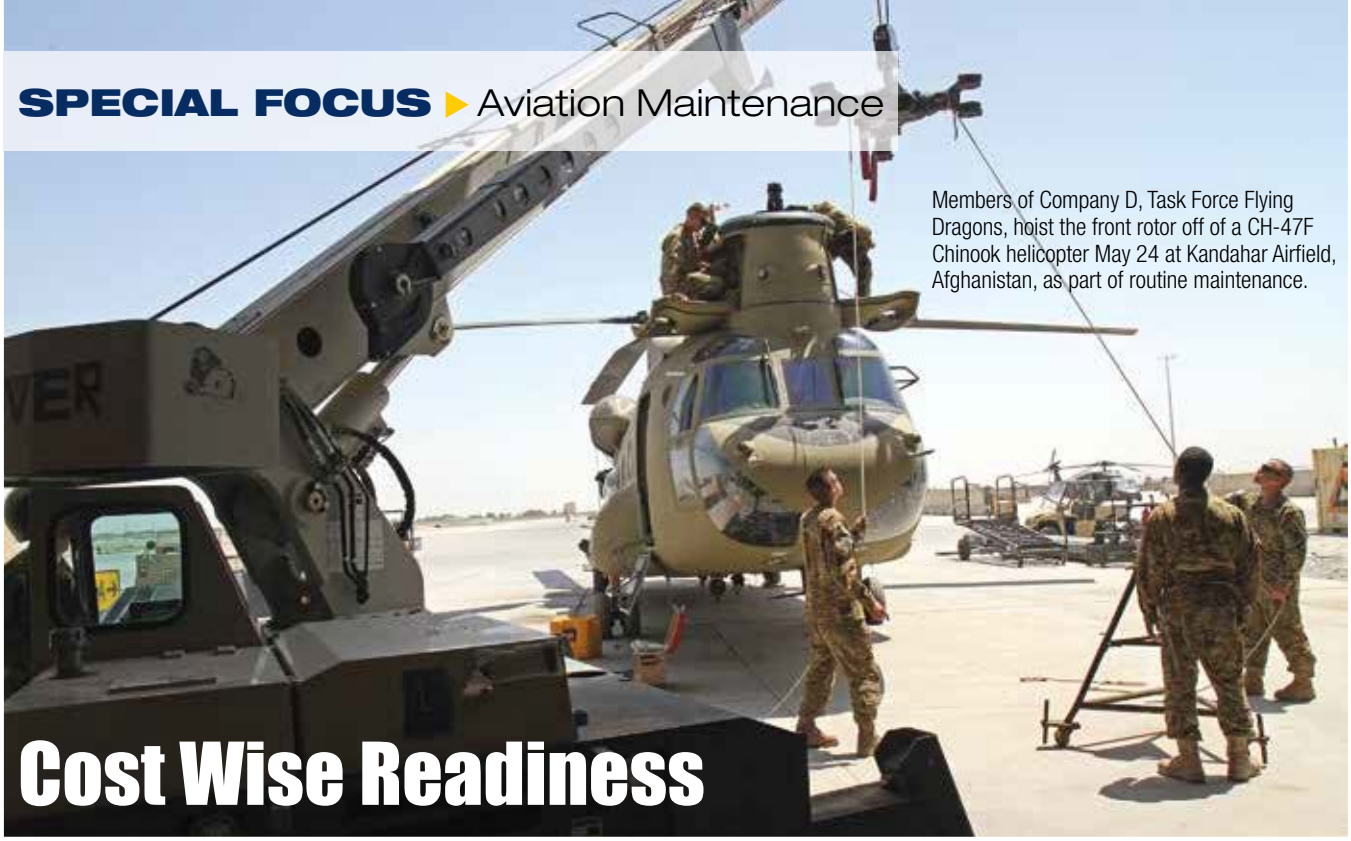
Mr. William T. "Tol" Singer serves as the deputy to the commander of the Aviation Center Logistics Command at Fort Rucker, AL; and Mr Mikael Ash is the ACLC Chief of Operations.



Members of Company D, Task Force Flying Dragons, hoist the front rotor off of a CH-47F Chinook helicopter May 24 at Kandahar Airfield, Afghanistan, as part of routine maintenance.

PHOTO BY STAFF SGT. BRYAN LEWIS

Cost Wise Readiness

Enabled Through Condition Based Maintenance Plus (CBM+)

By Mr. Matt Carter and Mr. Josh Kennedy

As Department of Defense (DoD) funding continues to decrease, commands are pressured to develop, implement and manage innovative ways to reduce spending. The high cost of maintenance associated with the ownership and sustainment of military assets makes this task exceptionally challenging. Reducing costs within operations and support (O&S) activities without sacrificing readiness is achievable through Cost Wise Readiness (CWR) initiatives. Goals and objectives of such initiatives are designed to increase efficiencies and yield greater value from each budgeted dollar. As budgetary environments become progressively more challenging, the purpose of Army maintenance remains unchanged – to generate combat power.

In support of continuing this capability within fiscally limiting environments, Army Aviation is leading the way with ongoing efforts to implement, measure, and communicate maintenance improvements and benefits.

Organization

The AMCOM Logistics Center (ALC) functions as the logistics component of the U. S. Army's Aviation and Missile Life Cycle Management Command (AMCOM) headquartered at Redstone Arsenal, Alabama. The ALC develops, acquires, fields and sustains logistics support for the Army Aviation and missile systems and associated support equipment, worldwide.

The ALC, in support of program executive offices, project managers, army depots, and industry partners, is dedicated to provide real-time logistics support to the Soldier, Airman, and Marine in training and in combat. The ALC pursues the development and implementation of CWR initiatives through the identification and implementation of opportunities for improvement and cost reduction.

The ALC has been instrumental in the development of technological capabilities in support of the CWR mission. One such high-tech capability includes the integration of systems which incorporate Condition Based Maintenance Plus (CBM+) into the management of the Army's fleet of helicopters.

Capability Development

Over the last several years, the DoD has invested in the qualification and installation of technology to enable the Warfighter to employ CBM+, primarily in support of mission readiness and to reduce maintenance burdens. Army Aviation leads the DOD through the integration of a host of sensors: digital source collectors (DSC), and condition indicators (CI). CIs are advanced algorithms processed through DSCs integrated into helicopters and the Personal Computer Ground Based Systems (PCGBS) used by Warfighters. The specialized equipment and software is designed to support the automation of monitoring conditions of various components while in operation.

Technology Efforts

Advanced CBM+ technology and breakthroughs have been achieved through the collaboration of several Team Redstone organizations. The South Carolina Army National Guard's (SCARNG) 59th Aviation Troop Command and the University of South Carolina (USC) CBM Center have also been instrumental in the development, testing and qualification of the technology. Team Redstone organizations include the Aviation and Missile Research Development and Engineering Center (AMRDEC), the Redstone Test Center

(RTC), the Program Executive Office-Aviation (PEO-AVN), and the Apache Attack Helicopter (AAH) Program Management Office (PMO).

CWR efforts have empowered the Aviation Engineering Directorate (AED) to authorize valuable Time Change and Retirement Change (TC-RC) extensions across numerous critical safety item (CSI)/flight safety critical aircraft components. AED is the airworthiness authority as designated by the AMCOM Commanding General (CG) for Army-developed and Army-operated aircraft. Certain CSI components are continuously monitored through the technology by the Warfighter. Operating with this capability is mandatory in order to operate certain authorized components significantly beyond normally allowed TC-RC limits.

Yielding Valuable CWR Benefits

Crossing the threshold into the additional Time on Wing (TOW) zone granted through airworthiness releases (AWR) and aviation maintenance action messages (AMAM) allows for valuable time between overhaul (TBO) and RC life extensions. Authorized extensions have ranged from 250 to 11,900 flying hours, depending on the component. The resulting extension of maintenance intervals provides valuable monetary benefits. The most significant extension has allowed the AH-64D main transmission to remain installed up to 50% longer, as its prior fleet wide limit of 1000 Flying Hours (FH) has been incrementally increased to 1250 then to 1500 FHs.

It had been determined through greater than five years of tear-down analysis, provided by the Reliability Improvement through Failure Identification and Reporting (RIMFIRE) program, that 42% of all reasons for transmission removals are for TC-RC of the depot level replaceable accessory sprag clutch. The extensions were authorized incrementally through the AWR process, specifically for AH-64D Helicopters participating in CBM using the Modernized Signal Processor Unit (MSPU).

As a critical part of the ALC's CWR initiative, extensions of component TC-RC intervals play a key role in the Army's ability to get more out of each budgeted dollar. TC-RC extensions have enabled substantial TOW increases to date, amounting to 405K FH across the AH-64 fleet, out of 1.06M total flying hours flown. Increased TOW naturally results in significant component demand reduction as well, allowing for 3,882 fewer component replacements. This equates to demand reductions ranging from 31% to 47% across the studies conducted. In addition, CBM+ technology has also been instrumental in reducing, and in several cases eliminating, time consuming manual inspections and vibration checks. Automation of these tasks, along with the ability to bypass replacement of components until later maintenance phase periods, has empowered the U. S. Army helicopter maintainer to focus on other tasks that support readiness.

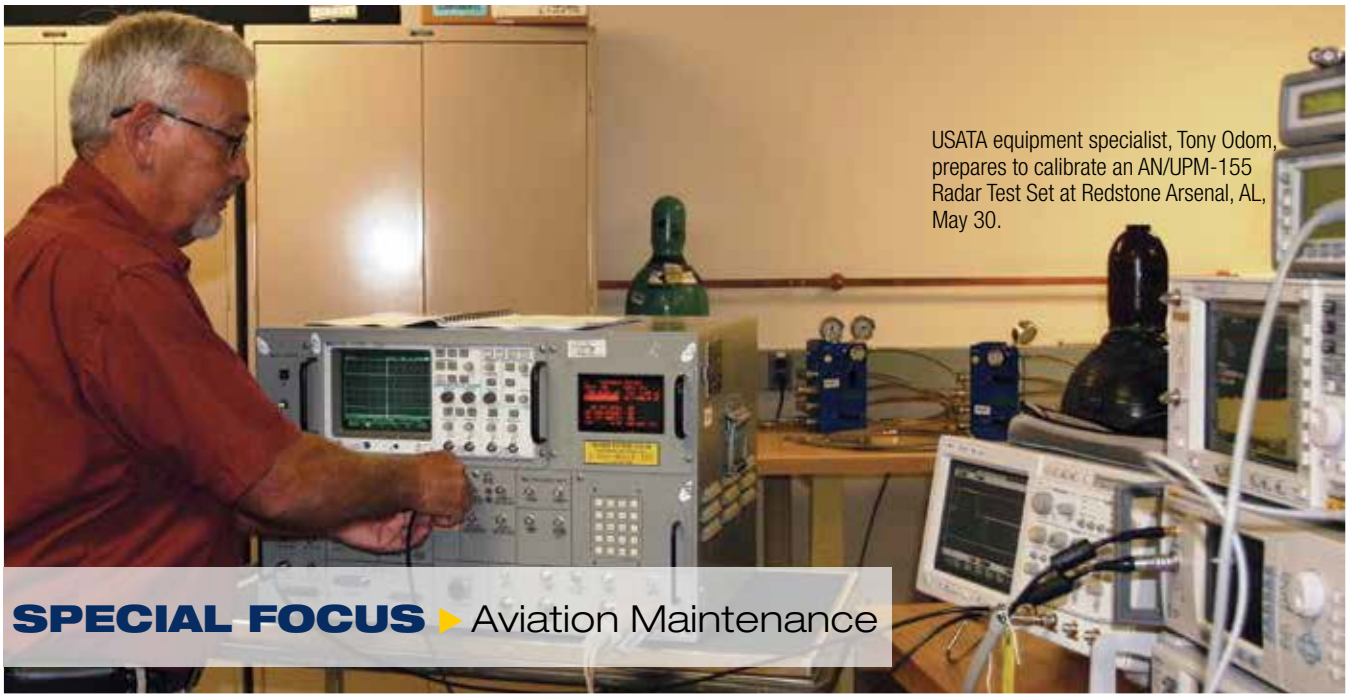
Measuring CWR Benefits

Through collaboration with AMRDEC and the AMCOM G3 Command Analysis Division (CAD), ALC's Sustainment Optimization & Analysis (SOA) office has developed and validated its Post Implementation Analysis (PIA) methodology. This repeatable process measures benefits yielded through implemented CWR initiatives. The methodology captures and communicates how CBM+ increases efficiency while demonstrating how dedicated participation and employment of the technology supports CWR. Since its emergence in FY 2013, it has captured and communicated specific benefits enabled through the implementation of 21 maintenance changes. Those include 11.91 to 1 and 18.33 to 1 return on investment (ROI) calculations, yielded from implemented TC-RC extension initiatives. Another example includes the utilization of the USC CBM Center laboratory; where a supplementary tool kit (STK) was designed to transfer a component repair from depot to unit level. Repair is performed at one thirty ninth the cost, and without requiring component removal from the aircraft. The list of other implemented and soon to be implemented CWR initiatives slated for future measurement is rather extensive.

Conclusion

As demonstrated by ALC's repeatable PIA methodology, Army Aviation benefits from greater TOW of costly aircraft components. Such increased TOW naturally translates to measurable demand reductions per 10,000 FH, and considerable cost avoidance. Mission readiness is increased through much needed reductions in Warfighter burden and by lowering the sustainment costs of certain items. With components under the CBM umbrella, soldiers are better equipped to make informed decisions. While CBM+ technology has enabled significant benefits, there are further advancements to be made as newer technologies become available.

Mr. Matt Carter is a senior engineer in the AMCOM Logistics Center's Analysis and Integration Division; and Mr. Josh Kennedy is the associate director of the ALC's Sustainment Optimization & Analysis Office both located at Redstone Arsenal, AL.



USATA equipment specialist, Tony Odom, prepares to calibrate an AN/UPM-155 Radar Test Set at Redstone Arsenal, AL, May 30.

U.S. ARMY PHOTO BY LEE LATHAM

SPECIAL FOCUS ▸ Aviation Maintenance

Maintaining Confidence at the Right Interval

By Mr. James B. Johnson

Army Aviation assets log millions of mission and training hours each year. The capability of the Army's aviation fleet to operate as designed depends on the harmonious partnership between pilots and well-trained maintenance crews. The hallmark of a maintenance crew, whether on the flight line or in a back shop, is their ability to deliver precise, measured, and quality controlled adjustments and repairs on demand. Some of the well-used assets in their tool boxes are test, measurement, and diagnostic equipment (TMDE) instruments, tools, or devices. The use of general and special purpose TMDE plays an integral part in keeping Army aircraft in the sky. TMDE is also used by quality assurance personnel during inspections to verify proper application of measurement during specific maintenance procedures.

The Army aviation community owns/uses over 67,000 pieces of TMDE for the purpose of maintaining, servicing and diagnosing aviation aircraft and avionics. The proper use and accuracy of the test equipment utilized to perform scheduled and unscheduled maintenance, checks, and services is essential to aviation readiness and reliability. The U.S. Army Test, Measurement, and Diagnostic Equipment Activity (USATA) calibrates or ensures traceability of these 67,000 items to national, international, or intrinsic standards of measurement. Overall, USATA supports 842,000 pieces of Army TMDE.

Army-Wide Mission

All TMDE used in the Army is calibrated and verified by a measurement standard that has been calibrated and verified by the next higher level of calibration support on a predetermined recurring schedule. USATA and other calibration and repair support (C&RS) providers perform over 53,000 calibration actions annually on Army aviation TMDE to ensure their precision and quality of measurement. USATA manages the Army's TMDE C&RS program and maintains traceability for TMDE across the Army enterprise. It is an equipment sustainment enabler for the U.S. Army Aviation and Missile Life Cycle Management Command, AMCOM. USATA not only provides C&RS for Aviation and Missile Systems, but also is the primary provider of C&RS for all other Army weapon system platforms.

This DA civilian activity ensures calibrated TMDE complies with established military and industrial specifications and assists the Army in maintaining a 95 percent availability rate of its TMDE inventory. Just as any helicopter or fixed wing aircraft undergoes phase maintenance and services on a routine schedule, TMDE is calibrated, or verified, with a known measurement standard on an established calibration recall interval. TB 43-180, Calibration and Repair Requirements for the Maintenance of Army Materiel, is a technical resource that documents the calibration procedures, levels of responsibility, and the calibration intervals for each unique instance of TMDE in the Army inventory. There are 44,590 different model numbers currently listed in TB 43-180.

Establishing the Interval

Where do the intervals for these items listed in TB 43-180 come from? Calibration intervals are established and updated by USATA in coordination with the responsible materiel developer or materiel manager. These intervals are verified, validated, and updated as required by the USATA interval analysis team of logisticians, statisticians, and engineers to ensure the TMDE is functioning within the specified tolerances through-

out its interval. The goal of an established TMDE calibration interval is for 90 percent of the TMDE items in that interval to be in tolerance over the duration of the interval.

For years, the USATA interval analysis team has engaged in a manual and time-consuming interval analysis process to evaluate the performance of all TMDE over the course of its calibration interval.

Calibration Interval Process

USATA employs the concepts used by the National Conference of Standards Laboratories-International (NCSL International) in their Recommended Practice 1 (RP-1), the Establishment and Adjustment of Calibration Intervals, to determine calibration intervals for Army TMDE. There is a two-step process to establish and validate TMDE calibration intervals for Army TMDE. The first step is a statistical analysis of performance data to develop interval recommendations. The second step is an engineering and technical review of the mathematically derived recommendations and final determination of calibration intervals.

In order to perform interval analyses, USATA collects an array of historical, administrative and technical data for each piece of TMDE in the Army's inventory using the Army's TMDE Management Information System (TEMIS). USATA uses the information to analyze reliability and determine the right calibration interval for a particular type of TMDE. If our analysis concludes that a change is warranted, the team staffs the recommended changes with materiel developers, program and product managers, and other customers as required.

Automating Interval Analysis

USATA recently partnered with the U.S. Army Logistics Innovation Agency (LIA) to develop an automated process for conducting interval analyses. The TMDE Automated Interval Analysis Tool developed by LIA automates, as the name implies, the legacy manual process of analyzing TMDE reliability performance trends in order to statistically determine and validate recommendations for changing calibration intervals. The new TMDE interval analysis tool provides a built-in filter capability that sharply reduces the processing time for Interval Analysis and allows for better overall results. It also provides a forecasting capability to rapidly assess the reliability impacts of changes to calibration intervals. So, what does this mean for the Army aviation community?

Improved Awareness

The new Interval Analysis tool improves awareness of TMDE performance trends and enables USATA to quickly identify needed calibration interval adjustments. Shortening an interval ensures sensitive TMDE is functioning properly by increasing the frequency an item is calibrated. Extending an interval decreases backlog and improves availability by increasing the amount of time TMDE is in the hands of the aviation maintenance crew. For example, typically, torque wrenches when used outside the Aviation community have a calibration interval of 720 days, or two years. However, the calibration interval for aviation torque devices is set to 180 days.

This shorter interval ensures that these torque devices are more frequently calibrated and are significantly less likely to be out of tolerance when used to perform safety critical aviation maintenance actions. Calibration interval analysis is critical to the Army's calibration program.

U.S. ARMY PHOTO BY LEE LATHAM

USATA employees, Sky Sampson (left) and Gary Davenport (right), discuss the results of a TMDE interval analysis report at Redstone Arsenal, AL, Jun 2.

In this era of budget and personnel cuts, USATA's new IA tool enables the Interval Analysis team to perform on-demand analysis in order to ensure our weapon system maintainers have safe, accurate, and reliable tools and test equipment.

Mr. James B. Johnson is a member of the Senior Executive Service and the executive director of the United States Army Test, Measurement, and Diagnostic Equipment Activity (USATA), Redstone Arsenal, AL.

36th Combat Aviation Brigade Dining Out

By MAJ Randall M. Stillinger

CREDIT FOR ALL PHOTOS – 36TH CBT AVN BDE. PHOTOS BY SGT MARK SCOVELL

The 36th Combat Aviation Brigade of the Texas Army National Guard celebrated a very successful year with a Dining Out on April 5th, 2014 at the Renaissance Austin hotel, Austin, TX. The event also recognized the brigade's significant role in the Global War on Terrorism since September 11th, 2001.

The formal event, funded in part by AAAA, capped a very busy day for the 36th CAB with a change of command ceremony, where COL Rick Adams relinquished command to COL James "Bo" Kenyon. A retirement ceremony for COL Travis Richards was also held earlier in the day. Richards served as the 36th CAB Commander (Rear) while the headquarters was deployed.

The brigade headquarters and the 449th Aviation Support Battalion deployed to Kuwait in April of 2013 and worked across the Middle East in support of Operation Enduring Freedom. Three separate companies from the 1-149th Attack Reconnaissance Battalion and the 2-149th General Support Aviation Battalion were also deployed to Afghanistan during the year. All units have since redeployed back to Texas.

COL Adams and MG James "Red" Brown, commander of the 36th Infantry Division, spoke at the event and highlighted the significance of the 36th CAB's role over the last 13 years. COL Kenyon served as the "President of the Mess" while Mr. Vice oversaw the traditional Grog Ceremony that included senior warrant officers from across the brigade. Additional photos are available at *www.Facebook.com/36CABTX.*

MAJ Randall M. Stillinger is the public affairs officer for the 36th Combat Aviation Brigade, Texas Army National Guard, Austin, TX.

1. MG James "Red" Brown, commander of the 36th Infantry Division, addresses the audience at the 36th CAB Dining Out on April 5th.
2. COL Jim Nugent, chief of staff of the 36th Infantry Division, pours "JP-8" into the traditional grog. Nugent recently deployed to the Middle East with the 36th CAB as the brigade S3.
3. Attendees at the 36th CAB Dining Out raise their glasses for a series of toasts.
4. Outgoing commander of the 36th CAB, COL Rick Adams, addresses the audience at the dining out.
5. MG James "Red" Brown (left) and COL Travis Richards induct COL Bo Kenyon into the Bronze Honorable Order of St. Michael at the 36th CAB Dining Out.
6. Eighteen Soldiers from the 36th CAB were inducted into the AAAA Honorable Order of St. Michael at the 36th CAB Dining Out.

Army Once Again Takes Four of Six Joint Operational Support Airlift Center Awards

By MAJ Andrea Castillon

ALL PHOTOS COURTESY OF USTRANSCOM

Battalion commander, LTC Lori Daniels (center front), congratulates 1st Platoon, Company C award winners.

Operational Support Airlift Detachment 17, North Carolina ARNG

Operational Support Airlift Detachment 40, Missouri ARNG

The Joint Operational Support Airlift Center (JOSAC), U.S. Transportation Command (USTRANSCOM), is pleased to announce the Fiscal Year 2013 Flying Unit of the Year Award winners. The selection of Army Aviation units in four of the six aircraft categories for a second consecutive year, and the flying of 9,246 of the 11,798 total enterprise-wide sorties in FY 13 within the Department of Defense Operational Support Airlift program, is a significant achievement.

JOSAC's mission is to centrally schedule and coordinate joint service OSA missions within the USNORTHCOM area of responsibility to meet DoD wartime readiness and cost savings guidelines. JOSAC accomplishes this by interacting with flying units across all geographic regions on a daily basis, scheduling joint service OSA aircraft (145 fixed-wing aircraft).

The annual awards recognize OSA units for providing outstanding support to the DoD OSA program. Operational units are recognized for demonstrating excellence in aircraft availability, reliability, and cooperative practices in all OSA mission activities. Those OSA activities in the Continental United States (CONUS) whose primary mission is OSA support are eligible to compete for JOSAC unit awards; these include U.S. Air Force, Air Force Reserve, Air National Guard, U.S. Navy, U.S. Navy Reserve, U.S. Marine Corps, Marine Forces Reserve, U.S. Army, U.S. Army Reserve, and Army National Guard aviation squadrons, companies, units and detachments. Awardees are recommended by the chief of JOSAC and approved by USTRANSCOM director of operations and plans.

The 2013 JOSAC units of the year are:

■ Army Reserve Small Aircraft Category

– 1st Platoon, Company C, 6th Battalion, 52nd Aviation Regiment. The U.S. Army Reserve unit out of Los Alamitos, CA provided exceptional OSA support with 10,261 scheduled flight hours on 1,708 missions, transporting 7,648 passengers and 100,306 pounds of cargo. The Soldiers of 1st Platoon are led by MAJ John Ochwatt and CW4 Michael McGhee.

■ Army Small Aircraft Category

– **Operational Support Airlift Detachment 5 (East),** Alabama Army National Guard (ARNG), and **Operational Support Airlift Detachment 40 (West),** Missouri ARNG. The ARNG provided exceptional OSA support with 19,898 scheduled flight hours on 3,608 missions, transporting 20,352 passengers and 363,542 pounds of cargo. The ALARNG OSA Det. 5 is commanded by CW5 John Metcalf and the MOARNG OSA Det. 40 is commanded by CW5 Don Muschler.

■ Large Aircraft Category

– North Carolina ARNG **Operational Support Airlift Detachment 17.** OSA Det. 17 provided exceptional OSA support with 2,510 scheduled flight hours on 394 missions, transporting 4,035 passengers and 34,126 pounds of cargo. The NCARNG OSA Det. 17 is commanded by CW5 Ty Mullins.

- The Air Force Small Aircraft category has been awarded to the 200th Airlift Squadron; and,

- The U.S. Marine Corps Small Aircraft Category has been awarded to Headquarters & Headquarters Squadron, Marine Corps Air Station New River.

These units excelled at movements of high-priority passenger and cargo with time, place, or mission-sensitive requirements. JOSAC sincerely appreciates the superior effort of the crews and support personnel while performing the OSA mission. Congratulations!

MAJ Andrea Castillon is assigned to U.S. Transportation Command, J3, Joint Operational Support Airlift Center, Scott Air Force Base, IL.

Week of Night Stalker Activities

By MAJ D. Alan Hill

ALL PHOTOS – 160TH SOAR COURTESY PHOTO

The annual Week of Night Stalker Activities (WONSA) is a celebration for Soldiers, Families, and friends of the 160th Special Operations Aviation Regiment (Airborne) to reunite, recognize achievements of our Night Stalkers, and to remember those who made the ultimate sacrifice for freedom. This year's celebration included a Families of Fallen Night Stalkers roundtable discussion and social, softball and combatives tournaments, the grand opening of the Night Stalker Remembrance Trail, and an awards ceremony, memorial ride and picnic sponsored by the Night Stalker Association (NSA). Hundreds gathered for a memorial service dedicated to the Night Stalkers who have died during training or combat, most during the last decade in support of sustained combat operations around the world. The week of events culminated with the Regimental Formal and NSA sponsored golf scramble wrapping up an enjoyable reunion for all.

MAJ D. Alan Hill is the public affairs officer for the 160th Special Operations Aviation Regiment (Airborne), headquartered at Fort Campbell, KY.

1.The 160th SOAR (A) Color Guard presents the U.S. and Regimental colors during the Night Stalker formal, May 22 in Nashville, TN.

2. Black Hawk helicopters fly the "missing man" formation during the 160th SOAR (A) memorial ceremony to honor those fallen Night Stalkers and their families.

3. Soldiers from the 160th SOAR (A) form an honor guard at the Night Stalker Memorial during the 2014 WONSA Memorial Ceremony.

4. COL John R. Evans, Jr. (right) then Commander, 160th SOAR (A) and COL (ret.) Vincent Reap (left) place a wreath at the base of the Night Stalker Memorial during the 2014 WONSA Memorial Ceremony.

5. SPC Mark E. Aescht, II receives the Regiment Soldier of the Year award from then 160th SOAR

(A) commander, COL John R. Evans, Jr., and COL (Ret.) Tom Harrison, CEO of Robertson Fuel Systems, LLC, the award sponsor.

6. CW5 Robin Vozar contributes to the "Grog Bowl" during the 160th SOAR (A) Formal.

7. Members of Headquarters Company, 160th SOAR (A) pose with the First Place trophy after winning the 2014 WONSA Softball tournament.

8. Soldiers from the 160th SOAR (A) try to achieve the "clench" during the WONSA Combatives Tournament.

9. Gold Star Family Members enter the Night Stalker Remembrance Trail after its official dedication during the 2014 WONSA.

"The Originals"

By Mark Albertson

This series is dedicated to the Sky Soldier pilots; the devoted few from the formative years who laid the foundation for today's Army Aviation.

Colonel Russell Eugene Baugh, U.S. Army, Retired

Russell E. Baugh, Army Aviator, was a product of Kansas, born in Baxter Springs, July 1923. He developed a fascination for aircraft early on, growing up as many young boys did in his era, in the age of the devil-may-care Barnstormer.

He entered the Army Air Forces in 1943. In August 1944, he completed his pilot training at Craig Field in Alabama. For the rest of the war, Russell Baugh trained pilots in Colorado Springs, Colorado. Following the Japanese surrender on September 2, 1945, Russell Baugh remained in the Air Force. But with a hankering for more flying time, he decided to swap uniforms and joined the Army. And in 1950, he was on his way to Korea for the first of two tours on the contested peninsula.

Serving in Korea at the same time was Russell's brother, Dale, a Navy Seebee. At Dale's urging, Russell became a charter member of the Veterans of Foreign Wars in Pohang, Korea. Russell departed Korea in 1951. Subsequent postings found him in Omaha, Nebraska, where Russell Baugh earned a Bachelor's Degree in Military Science; Leavenworth, Kansas; Fort Sill, Oklahoma and Fort Rucker, Alabama. He found time during his journeyman existence for a nip into Germany. Here he met Elisabeth, and the two were married in 1956.

In 1965, Russell Baugh was off to Vietnam. Among his duties was that of flying Major General William C. Westmoreland. In 1966, Russell Baugh was assigned to Fort Rucker for Rotary Wing Training. Major General Delk Oden, cited the prolific instructor for his acievements training aviators over three years.

AAPI PHOTO BY RENE BOEZ

In 1969, Russell Baugh returned to Korea. He served as commanding officer of the 7th Infantry Battalion for six months; and, as Special Assistant to the Division Commander. As an unofficial ambassador, he received letters of appreciation and commendation from the local Yang-Ju County and national Korean government for his "outstanding contribution to the promotion and strengthening of the ties of friendship existing between the two countries."

Colonel Baugh's final Army posting was as Director of Army ROTC at Vanderbilt University in Nashville, Tennessee, in 1974. In 1978, he retired; whereupon he pressed on to finish his law degree at the Nashville Law School. He also put in eight years in the Property Management Division of Service Merchandise and also found time to serve the Governor of Tennessee as the Native-American representative to the state Archeological Advisory Council.

Colonel Russell E. Baugh proudly served our Grand Republic for 35 years. For this meritorious service, he received the following: Legion of Merit; Meritorious Service Medal with First Oak Leaf Cluster; Air Medal (10 Oak Leaf Clusters); Good Conduct Medal; American Campaign Medal; World War II Victory Medal; Army of Occupation Medal; National Defense Service Medal with First Oak Leaf Cluster; Korean Service Medal with Three Service Stars; Armed Forces Expeditionary Medal; Vietnam Service Medal with Three Service Stars; Armed Forces Reserve Medal with Ten Year Device; United Nations Medal; Republic of Vietnam Campaign Medal; Republic of Korea Presidential Unit Citation; Master Aviator Badge; and five Overseas Service Bars.

Colonel Baugh is a charter member of the Army Aviation Association of America; a proud member of the Korea War Veterans Association; the Army Otter Caribou Association; the Order of Daedalians; the Quiet Birdmen; the Experimental Aviation Association (EAA) and the Military Officers Association of America (MOAA).

A Master Army Aviator, he was recognized for his contributions to Army Aviation at a ceremony at the U.S. Army Aviation Center of Excellence at Fort Rucker in 2010, and, was named a pioneer of Army Aviation with his name inscribed on the monument dedicated to The Originals.

Colonel Russell E. Baugh, Master Army Aviator . . . An Original.

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

ARMY AVIATION ▸ Letters to the Editor

We encourage you to send your comments and suggestions to ***editor@quad-a.org****. Submissions should be exclusive to ARMY AVIATION – we do not publish open letters or third-party letters. Submissions should be 150 to 175 words, should refer to an article that has appeared in the current or most previous issue, and must include the writer's name, address, email address, and phone numbers. We regret that because of the volume of submissions, we cannot acknowledge unpublished letters other than by an automated e-mail reply. Letters may be edited and shortened for space. Joe Pisano, Editor*

March 31, 2014

I have noticed over the years that your magazine keeps rehashing the same items. Constant themes are the 160th SOAR and whatever is the latest industry development. What has been done for the National Guard lately? How about adding a monthly column from the Director of Aviation and Safety at National Guard Bureau similar to our AD counterparts? What is the status of your advocating for equal flight pay for RC aviators? Dead issue? What is the AAAA position on AD trying to take airframes and formations away from the RC to the detriment of readiness?

How about adding letters to the editor? By adding a voice to your membership you will truly be helping them. Right now your publication looks like it is the voice of the entrenched establishment. From where I sit, other than the matching scholarship money, this organization is not offering much.

Thank you,
Mike Charnley, MAJ, Aviation, NYARNG

MAJ Charnley:

Thank you for your note. AAAA Magazine has a regular editorial calendar that annually attempts to highlight the entire Army Aviation Community. These Special Focus issues include Army National Guard aviation, air traffic control, aviation maintenance, UAS, simulation and training, program manager updates, aerial gunnery and special operations aviation. Each issue includes articles from the Branch leadership, flight surgeon and a family forum. Our March 2014 issue was focused on ARNG and USAR aviation.

The Guard is featured every year with a special issue as mentioned above. All SAAOs and TAGs are listed as part of our annual Blue Book Directory of all Army Aviation activities. Your note did prompt us to contact the Guard Bureau, and USAR Aviation, and offer them a regular column in the magazine. I am delighted to report that they both embraced it and will participate in upcoming issues.

The AAAA established an ARNG Flight Pay committee a number of years ago. They met numerous times with Guard leaders and policy makers in the Pentagon. At that time it was deemed unaffordable. Guard members have reported that it became less of an issue as they were being activated for OIF/OEF. As deployments wind down we will remain sensitive to Guard and Army leaders should it need to be readdressed.

ARI has been agreed to by the ARNG leadership in Congressional testimony. AAAA has never been involved with Force Structure issues and I doubt it ever will. We provide a platform for debate at our meetings and in the magazine but concentrate our advocacy efforts on pay and benefit issues. The bottom line is that the AAAA exists to support our Aviation Soldiers and their families, regardless of what component they are in.

We do have a Letters to the Editor column and we need letters like yours to put in it. Just this morning, our Executive Director sent me one that I wrote to the magazine back in 2003. I still stand by what I wrote!

As for what AAAA offers, I refer you to the effort we initiated last year to concentrate on what our membership told us in surveys were most important to them, namely: Networking, Recognition, Voice, and Support. You have already demonstrated two of these in having your voice heard in front of 20,000 of your fellow members, and you are correct, the Scholarship Foundation awards over $400,000 per year to your fellow AAAA members and their families. I would add that the Annual Summit and other classified and unclassified events we sponsor foster significant Networking opportunities to exchange ideas. Our AAAA programs recognize hundreds of Soldiers and their Families every year through the Order of Saint Michael, Lady of Loreto, National Guard Unit of the Year, as well as a host of other National and Functional awards. Please see the sidebar to the right for the list of currently open nominations.

Thanks again for taking the time to give us your thoughts. Hope this helped a little.
BG (Ret.) Howard Yellen, President

The Following AAAA Functional Awards Are Open For Nominations Now!

Presented at the Cribbins Aviation Product Symposium

- Logistics Unit of the Year Award
- Materiel Readiness Award for a Contribution by a Small Business or Organization
- Materiel Readiness Award for a Contribution by an Individual Member of Industry
- Materiel Readiness Award for a Contribution by a Major Contractor
- Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit
- UAS Soldier of the Year
- UAS Unit of the Year
- Donald F. Luce Depot Maintenance Artisan Award
- Fixed Wing Unit of the Year

Suspense: August 1

Presented at the Annual Aviation Senior Leaders Conference, Fort Rucker

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

Suspense: September 1

Send in Your Nominations Today!
Nomination forms for all of the AAAA Awards are available from the AAAA National Office, 593 Main Street, Monroe, CT 06468-2806
Telephone: (203) 268-2450
FAX: (203) 268-5870 and www.quad-a.org

Appreciate the support from Roy Hollins, the Corpus Christi Chapter Senior Vice President for providing and sharing this information to our membership.

Corpus Christi Chapter

By LTC (Ret.) Jan S. Drabczuk

Corpus Christi Army Depot and the city of Corpus Christi, TX.

AAPI PHOTO BY RENE BIDIZ

The Corpus Christi Chapter, located in Corpus Christi, Texas was established in Jan 1964. Its core membership is made up of current and past employees of the Corpus Christi Army Depot (CCAD) which has approximately 5,500 employees; consisting of Active Army, Department of the Army Civilians, Contractors, Industry Partners, and others who have a desire to support the Army Aviation family.

It also supports other AAAA members throughout the state. The chapter has a full slate of chapter officers to include a president, senior VP, treasurer, secretary, and VPs for scholarships, activities, publicity and marketing.

Chapter Outreach

The Corpus Christi Chapter facilitates growth and enhancement of Army Aviation by bringing industry partners, service members and department of the Army civilians together to create better and safer ways to meet the Army Aviation mission. Membership in the chapter is open to anyone wishing to support Army Aviation and the AAAA tenants of "Network, Recognition, Voice, and Support."

Core Programs & Activities

The chapter has had a long history of providing financial support to family readiness programs, employee appreciation events and scholarships. Over the last ten years alone, they have provided $300K in scholarships to chapter members. Other noteworthy annual chapter events include their Scholarship Golf Tournament, Christmas Ball, and Operation Christmas Spirit. The Chapter sponsors a local veterans' senior home, holds monthly socials and membership drives that frequently include key speakers. Information is shared within the chapter by the Chapter monthly newsletter. Besides core activities, the chapter also supports the Depot's UPLIFT and LIFT leadership programs which fosters training leadership for tomorrow and has also joined with FMA for monthly leadership training. On the horizon the Chapter plans to bring back the Luther Jones Symposium. This has always been a well-attended event and is targeted to start again in 2015.

New Chapter Initiatives

The Corpus Christi Chapter continues to look for new ways to promote the chapter and to increase membership. Two new programs have been developed within the chapter. First, since the chapter is predominantly made up of civilian membership it was hard for them to use established AAAA recognition programs like Soldier or NCO of the quarter. The chapter approached the AAAA National office to create a new category called the AAAA Depot Employee and Journeyman Employee recognition programs. Second, working with Bob Vlasics from the Tennessee Valley Chapter, they will launch their new annual "Dennis A. Williamson" Scholarship Fishing Tournament this fall. Who knows, with the TCV Chapter and the Corpus Christi Chapter fishing events, AAAA may soon be on the Nature Channel!

Summary

More things are happening in Corpus Christi besides CCAD overhauling and rebuilding aviation platforms. With a robust leadership team, the chapter is also rebuilding. It is looking for new ways to make the Chapter a high energy chapter for its members. Hopefully other chapters will also look to their sister chapters and national AAAA programs and find new ideas that can help them provide current members with Network opportunities, Recognition for their work, a Voice to be heard and Support to Army Aviation.

Feel free to contact me if you need help for your chapter, Executive Board support, would like your chapter featured in ARMY AVIATION magazine or to obtain clarification of National procedures. I can be reached at *jan.drabczuk@quad-a.org*. I look forward to working with you and supporting AAAA.

LTC (Ret.) Jan S. Drabczuk
AAAA VP for Chapter Affairs

Arizona Chapter

CHAPTER COURTESY PHOTO

BG (Retired) Charles M. (Mike) Burke (center), president of the Arizona Chapter of AAAA, along with the chapter treasurer, (right) Bradley N. Rounding, presented a $5,000 check to AAAA National President BG (Ret.) Howard W. Yellen for the 2014 AAAA Scholarship Fund. The Arizona Chapter and AAAA have presented over $80,000 in AAAA Scholarships to family members of the Arizona Chapter.

Mid-Atlantic Chapter

CHAPTER COURTESY PHOTO

COL Joe Edwards (right) 244th Aviation Brigade Commander, and chapter president, COL (Ret.) John Gallagher (former 244th commander) receive AAAA calendars from CPL (P) Jacquiline Cana, 244th Avn. Bde. Soldier of the Year, during the brigade's Family Day on June 8 in New Jersey. Cana, who was sponsored by AAAA to attend the 2014 Army Aviation Mission Solutions Summit, worked in the AAAA Scholarship Foundation Booth during the event. The Chapter provided funding to the family readiness group in support of their family day and Gallagher accepted a check from Edwards during the event for his AAAA life membership.

Oregon Trail Chapter

CHAPTER COURTESY PHOTO

Participants in the Oregon Trail Chapter Golf Tourney in Bend, Oregon, April 25th, pose around the AAAA Banner. It was a cold day with snow at two different points during the round and pea-sized hail making putting all but impossible. Subsidized by a grant from AAAA National, almost 40 players and a handful of others made the event happen. Congratulations go to COL Ricky Love, COL Mike Gillett, LTC Verl Miller and LTC Phil Chik, this year's champs!

Tennessee Valley Chapter

CHAPTER PHOTO BY COL (RET) TED SENIUK

The Tennessee Valley Chapter sponsored engineering and science students from the Rotorcraft Systems Engineering and Simulation Center at the University of Alabama in Huntsville for a day at the AAAA Army Aviation Mission Solutions Summit in Nashville May 5, 2014. Pictured from left to right are: Nicholas Balch, Jeremiah Holcomb, Christina Ninh, Rafael Solares, Sarah Shirley, and David Simmons (faculty advisor).

Order of St. Michael and Our Lady of Loreto Awards

Aloha Chapter

CHAPTER COURTESY PHOTO

LTC Hunter Marshall, commander of 3rd Battalion, 25th Combat Aviation Brigade (CAB), inducts CW4 William Geiger, battalion aviation maintenance officer, into the Bronze Honorable Order of St. Michael during a ceremony at Wheeler Army Airfield, Hawaii, Mar. 10, 2014. Geiger was recognized for his outstanding management of phase flow and maintenance RESET for numerous airframes and improved maintenance after a year-long deployment to Afghanistan.

CHAPTER COURTESY PHOTO

CW2 Robert Kilpatrick, Air Traffic and Airspace Management Officer for the 25th Combat Aviation Brigade, poses with wife, Kristina, and daughters Alyssa (left) and Meghan (right), following his induction into the Bronze Honorable Order of Saint Michael, by Aloha Chapter president, COL Kenneth Hawley, during a chapter meeting in Wahiawa, Hawaii, March 27.

CHAPTER COURTESY PHOTO

CW4 Cesar Morales, instructor pilot and battalion standardization officer for 3rd Battalion, 25th

OSMs continued on next page

Combat Aviation Brigade (CAB), is inducted into the Bronze Honorable Order of St. Michael by battalion commander, LTC Hunter Marshall during a ceremony at Wheeler Army Airfield, Hawaii, May 9, 2014. Fischer was recognized on the occasion of his change of station for his outstanding support to Army Aviation and exceptional mentorship with more than 2,100 combat flight hours. He and his wife, Batool-Chaban Morales, move to Bogotá, Columbia and his assignment as the Rotary Wing Deputy Project Manager.

Colonial Virginia Chapter

CHAPTER PHOTO BY ENTERPRISE MULTIMEDIA CENTER

LTG Kevin Mangum (center front), deputy commanding general of U.S. Army Training and Doctrine Command, inducted seven members of the 128th Aviation Brigade, Joint Base Langley-Eustis, into the Honorable Order of St. Michael on Apr. 12, 2014, during the annual brigade ball and Army Aviation Birthday Celebration at the Hampton, Virginia Convention Center. Inducted were: (Left to right, rear row) LTC William Cristy, MAJ Chris Fuhriman, MAJ Joy Young, CW4 (Ret.) Aaron Hairston, CW2 Jean Augustin, SGM Christopher Coolbaugh, and SFC (Ret.) John Strong. Assisting with the inductions were brigade commander and command sergeant major, COL Julius Rigole and CSM John Moore (front row left and right, respectively).

CHAPTER PHOTO BY ENTERPRISE MULTIMEDIA CENTER

Ms. Carrie Williams is inducted into the Honorable Order of Our Lady of Loreto during the Apr. 12 Annual 128th Aviation Brigade Ball and Army Birthday Celebration at the Hampton, Virginia Convention Center. The wife of LTC Michael Williams, commander of 1st Bn., 222nd Avn. Regt., was recognized for her more than 24 years of dedicated support to Army Aviation and was inducted by (left to right) COL Julius Rigole, LTG Kevin Mangum, and CSM John Moore.

Iron Mike Chapter

U.S. ARMY PHOTO BY MAJ EMILY POTTER, USASOAC PAO

BG Clayton M. Hutmacher (left), then-commanding general of the U.S. Army Special Operations Aviation Command, inducts COL David O. Jernigan the USASOAC chief of staff, into the Silver Honorable Order of St. Michael at a May 9, 2014 ceremony at Fort Bragg, NC. Jernigan was being recognized on the occasion of his retirement with more than 26 years for his dedicated work with the development of the new command and his overall outstanding service to the Army Aviation Community.

Rio Grande Chapter

CHAPTER PHOTO BY SPC CHRISTOPHER B. DINNS

1SG Antonio W. Lovett, senior NCO for Company B, 1st Battalion, 501st Aviation Regiment, Combat Aviation Brigade, 1st Armored Division, is inducted into the Bronze Honorable Order of St. Michael by battalion commander, LTC R.J. Garcia (left) and CSM Terri Clavon (right) in the 1st Battalion "Dragons" command suite Apr. 11, 2014. He was recognized for his more than 22 years of service to the Army Aviation community.

Tennessee Valley Chapter

U.S. ARMY PHOTO BY PANDY TIGOR, FRED ANN PUBLIC AFFAIRS

Gary Nenninger, Tennessee Valley Chapter AAAA President, inducts LTC Joseph Hoecherl into the Bronze Order of St. Michael during a Change of Charter ceremony at Redstone Arsenal, AL, May 19. Hoecherl relinquished the charter for the CH-47 Modernization Office, Cargo Helicopter Project Office, PEO Aviation, to LTC Calvin Lane during the ceremony.

New Chapter Officers

Aloha Chapter
MAJ Altwan Whitfield, *VP Scholarship*

Aviation Center Chapter
MAJ Kristopher Christl, *Secretary*

Corpus Christi Chapter
Lisa Ramirez, *VP Scholarships*

Flint Hills Chapter
CPT Patrick Gress, *Secretary*

Flying Gator Chapter
LTC William Bradley, *Treasurer*

Griffin Chapter
LTC Lee Fennema, *Senior Vice President*
MAJ Greg Gabel, *Secretary*
CW5 Bryon McCrary, *VP Programs*
1SG Jeremy Lindner, *VP Scholarship*

Northern Lights Chapter
CW4 Dan Berriochoa, *Secretary*
Robert Marcinkowski, *Treasurer*
SFC Laura Hull, *VP Scholarship*
COL Adam Lange, *VP Officer Affairs*
Jeff Roach, *VP Reserve and Guard Affairs*
SSG Kristoffer Olson, *VP Enlisted Affairs*

Rio Grande chapter
LTC RJ Garcia, *Treasurer*
MAJ Nick Ryan, *VP Membership*

Thunderbird Chapter
LTC Clifton Barger, *VP Programs*

Volunteer Chapter
MAJ Pat Wade, *President*
CPT Jesse Belk, *Secretary*
CW4 Brian Fields, *Treasurer*
CW2 Justin Babb, *VP Membership*
MAJ Jay Deason, *VP Middle*
CPT Brian Lennon, *VP West*
CW4 Bob Nicholson, *VP East*

Wright Brothers Chapter
CPT Jeffrey Gyurcsik, Ret., *VP Scholarship*

The Membership Corner

The past several months we've met new AAAA members. We've introduced enlisted and officers as well as retirees and corporate partners. Our members have a broad range of experiences and bring with them a diversity of service that makes our Association strong. This month, we want to introduce CW4 Ray Freeman of the Flying Gator chapter. He serves the chapter as the Membership VP and he and his team have done an outstanding job – more on the Flying Gator chapter and their phenomenal success later.

PERSONAL PHOTO PROVIDED BY RAY FREEMAN

The Freeman Family (l to r): Carson, Ray, Laura, and Cate (in front).

CW4 Freeman has been an AAAA member on and off his entire career. He first joined in flight school, because as Ray said, "It seemed to be the thing to do." His membership lapsed for a short while and he rejoined while stationed with 2nd Infantry Division in the Republic of Korea. His membership lapsed again. He rejoined AAAA "for good" when he joined the Florida National Guard.

Ray's career is that of a citizen Soldier with a combination of both Active Duty and National Guard service. He served for 12 years on active duty and, following a short break in service, he joined the Florida National Guard where he has served for another 12 years. He currently serves in the 1-111th General Support Aviation Battalion (GSAB) in Jacksonville, FL as the battalion's UH-60 Standardization Instructor Pilot. He has amassed an impressive 6,000 total flight hours; 5,200 hours while serving in the Army and, of those, 1,300 hours in combat. The other 800 hours are commercial time flying off shore.

A decorated combat veteran, Ray served in Operation Iraqi Freedom where he supported Special Operations missions from Balad and Baghdad, Iraq. He said he took back many lessons learned including air mission planning strategies, briefing and debriefing techniques and fire support planning. In addition to warfighting, Ray is a life saver. He used his considerable skills when he led numerous missions in response to Hurricane Katrina. The GSAB participated in more than 1,400 rooftop rescues in southern Louisiana in the aftermath of that devastating storm.

Ray has been very busy on the home front. He and his wife, a photographer and new business owner, just completed building a new family home in St Augustine, FL. Their family includes two older children and two daughters still at home. He completed his BA in Liberal Arts from Excelsior College this summer and plans to enroll at American Military University this fall to begin his Master's degree. He wants to study history with a concentration on WWII.

As mentioned earlier, Ray serves the Flying Gator chapter as their Membership VP. The Flying Gators are a new chapter and he and his membership team have been very busy. Last July the chapter had 60 members – today they boast 150 members. That's pretty good work in one year! Well done!

Most Flying Gator chapter members are National Guardsmen, with 15 enlisted members, 72 officers and 63 others. The chapter also has 33 Life Members. Ray said he was surprised to learn that the chapter had three members with 50 years or more of AAAA service.

CW4 Ray Freeman is a high performance teammate in both his personal and professional lives and his professional skills have served him well as a chapter officer with the Flying Gators.

CW5 (Ret.) Dave Cooper
AAAA Vice President for Membership

New Members

Air Assault Chapter
SGM Jay Blessing
CW2 Quinton Boddie
CW4 William Britt, II
CW5 Douglas Englen
CW2 Shane Greenwood
CW3 Mark Ellis Jay
William Lute
1LT Kendal Nelson-Edwards
CPT Wes Paulsen
MAJ Michael Wesley Server
CPT Shane Sullivan
CW4 Christopher Shane Ushman Sr.
1SG Eric Walters

Aloha Chapter
CW3 Aldenn T. Iga

Aviation Center Chapter
WO1 Erikas J. Bagonavicius
2LT Brandon S. Bastian
2LT Alyssa A. Ciehanoski
WO1 Shawn D. Coffy
2LT Cade A. Cross
WO1 Zachary T. Drysdale
Dixon D. Dykman
WO1 Marcus D. Emelio
WO1 Kevin G. Felix
2LT Matthew L. Fox
WO1 Zachary D. Francis
2LT Cody M. Garrett
WO1 Louie O. Gonzalez
WO1 Justin C. Heiser
WO1 Johnny T. Huston
2LT Matthew R. Johnson
2LT Johnathan M. Jones
WO1 Andrew V. Kinh
1LT Brian M. Kuennen
2LT Paris L. Larkin
1LT Jameson M. Maze
2LT Christopher A. Mazzi
2LT Donald A. Michael
2LT Sephen J. Middlebrook
WO1 Michael R. Millarez
2LT Piper L. Newman
WO1 David J. Noakes
CW4 Thomas E Nowlin, Jr.
SPC Marcus Peoples
WO1 Jarod R. Petersen
WO1 Casey J. Pierce
2LT Abe R. Ratliff
2LT Nicholas T. Sagorsky
WO1 Kyle R. Sam
Van Schaffer
WO1 Thomas R. Skinner
WO1 Brian D. Slease
WO1 Benjamin T. Smith
WO1 Nicholas S. Smith
2LT Lehman Z. Smith
2LT Craig D. Svec

Badger Chapter
CW2 Jason Burke

Central Florida Chapter
CW4 Keith Maddox, USAR

Colonial Virginia Chapter
Chris Burgess
Torrey Deas
MAJ Thomas Glen Ivanco
Martin F. Walsh, Jr.

Connecticut Chapter
SFC Lindsey M. Arigno

Corpus Christi Chapter
Loretta Zarate

Delaware Valley Chapter
SPC Jacquiline Cana
Michael Marchiano

Flint Hills Chapter
CW4 Randall Durand Jaynes, Jr.
SGT Kade Poore

Flying Gator Chapter
SGT Yzes D. Desir
LTC Lynn Pate

Flying Tigers Chapter
CPT Soloman Eric Bannister

Frontier Army Chapter
LTC Matthew Battiston, Ret.
CPT Philip Hickson
LTC John Arthur McGrann, IV

Greater Atlanta Chapter
1LT Christopher M.A. Breedlove
SFC Stepfon D Griffin

Griffin Chapter
MAJ Greg Gabel

Jimmy Doolittle Chapter
SSG Matthew Biedenbender

Lindbergh Chapter
LtCol Thomas R Metzler, Ret.

Mount Rainier Chapter
CW2 Michael David Jackson
SPC Jonathan Martin

Narragansett Bay Chapter
1LT Nathan E. Cerreto
SPC Shayne M. Cotelle
SPC Maryann Figueroa
CW2 James T. Hargis
SPC Kyle M. Larrivee
SSG John A. McCarthy
CW2 Davi E. Powers
PFC Alexander D. Rajotte
SGT Michael C. Thurmon

No Chapter Affiliation
Mr. Gary Buchanan
SFC Patrick Casha
MAJ Andrew DeForest
MAJ Robert E Ferrand , Jr. Ret.
MAJ Greg Gabel
Steven Hojnacki
CW2 Phillip Kelleher
MAJ Mike Paul Koval
CPT Kaitlin Mandelkow
Tom McCleary
CPT Roy Shepherd Morris
2LT David Paul Schlador

North Star Chapter
CPT Andrew Thomas Ueland

Pikes Peak Chapter
CW3 Ryan Patrick Mahany

Ragin' Cajun Chapter
CPT Daniel Mendez

Southern California Chapter
1SG Jaime Diego Velasquez

Tarheel Chapter
CPT JohnJesse Mahon

Tennessee Valley Chapter
Jeff Bacon
Mark C. Beeman
Sabrina L. Dean
MAJ Lloyd Sanders

Thunderbird Chapter
SPC William R. Bickerstaff
SPC Justin Daniel Conlee
SPC Patrick Kimmel

Volunteer Chapter
SSG Joseph S. Webb

Voodoo Chapter
SPC Nicholas Pare

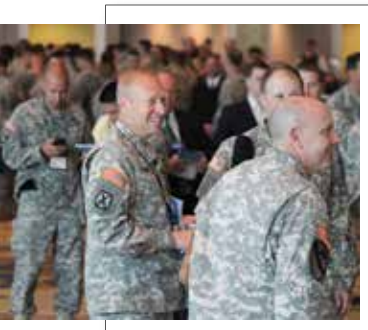
Washington-Potomac Chapter
SGT Marlon Alvarez
1SG Christopher L Brown
CW3 James Huntley, III Ret.
Brian Sebold
CSM Craig N. Willett

New Industry Members

Brown Aviation Tool Supply Co.
Clark Foam Products
LSI, Inc.
VTS, Inc.

Lost Members

Help AAAA locate a lost member and receive a free one month extension to your AAAA membership.
SGT Daniel Albers
2LT Nathan W. Baker
1LT Gerren M. Bazier



Summit Survey Results Are In!

Thank you to everyone who participated in the post-Summit survey that was emailed to all attendees.

We'll be reviewing the responses as we begin planning for next year and thank you for taking the time to help us improve your Summit experience.

The Distinguished Flying Cross Society Reunion 2014

Clearwater Beach/ St. Petersburg, Florida. September 21st – 25th.

Website: www.dfcsociety.org.
Contact: The Reunion BRAT at 360-663-2521 or email: thereunionbrat@hotmail.com

CW5 Curtis Bell
LTC Michael J. Best
PFC Brandon Breese
SSG Luis A. Castillo
SSG Melvin E. Edwards
CW4 Greggory Shawn Ellis
Alan Ellison
1LT Davon Estelle
SPC Modelyne Florvil
SGT Michael Forand
SSG Blair R. Foreman
MG Walter M. Golden, Jr.
SGT Phillip Hammer
2LT Jonathon T. Hingey
PFC Jonathan Jackman
CSM James E. Johnson
CW3 Jeremiah Johnson
SPC Braden Manfredi Jump
SGT Jeffrey Kennedy
SPC Cody Kvamme
1LT Ha N. Lee
CPT Robert Mineo
SPC Micheal Pendergast
SPC America Prado
CPT Eric R. Rathbun
MSG Lynn Roberts
LTC Martin Scheld
Markus Schmitz
SPC Christopher J. Scott
WO1 Bret A. Sosebee
CW2 Jeffrey M Springer
CW2 Steve Stone
SFC Anthony Strickland
SPC Clayton Swann
PV2 Walter J. Tygret
SFC George Vazquez
SGT Nicholas Wesson
MAJ William P. Wheeler, Ret.

Increasing Our Awareness of Anxiety

By Logan Denny and Judy Konitzer

It is with pride that I share this story with our readers. Our teen-age granddaughter was diagnosed with a triad of mental health disorders, but had the courage to agree to a full interview with a subsequent article about it in her high school newspaper. An unexpected result of the article was many teenagers thanking her for identifying something they were struggling with, and who were now willing to seek help.

While our children bear the emotional scars of continuous deployments, and like Lauren, take great pride in their parents who serve our nation, they might be dealing with underlying mental health issues. Early diagnosis and treatment are essential!

With overwhelming nervousness, junior Lauren stared at the ground and refused to look the cashier in the eye. Her mother made her say hello, pushing her to overcome one of her biggest fears.

"Anxiety is when we have an increased state of agitation. Physiologically, our heart rate increases and we usually stop breathing," licensed psychologist Dr. Teri Kahn of Mount Pleasant said. "Our blood doesn't get the oxygen it needs, and emotionally, we begin to panic. Generalized anxiety is where all situations make you anxious, but some people have test anxiety, or social anxiety, which cause panic while going out on a date or speaking in front of class." While anxiety can be a positive thing because it pushes us to go further, people who suffer from clinical anxiety hit a certain level where it's debilitating.

How Anxiety Manifests Itself

Because of her social anxiety, Lauren felt nervous about being around a lot of people, taking tests, and even doing homework. She would stay up all night to do projects and study for tests and quizzes, her obsessive anxiety not allowing her a moment's rest. After she contracted mononucleosis, leading to other illnesses, Lauren ended up missing nearly four months of school and fell into a deep depression.

It was hard for her parents to cross the mental health line and realize what was really going on. Her mother eventually realized her illnesses stemmed from stress and her daughter's body was shutting down. She said, "I couldn't understand how somebody this beautiful and talented could hit such a low, and she immediately sought out professional help."

Getting a Proper Diagnosis and Treatment

After months of therapy and periodic visits to a leading psychiatrist, the anxiety and depression still remained. Lauren was then taken to a neuropsychologist who correctly diagnosed her with OCD, generalized anxiety disorder, and depression. It was decided that her disorders were neurological in nature, and cognitive therapy and daily homework was prescribed.

"With the pressures in today's society, teenagers are more stressed out than they need to be. Though some may have a biological predisposition to an anxiety disorder, one's environment often contributes. It's important to remember which of these factors are within our control and which are not. The challenge is helping people identify when they're anxious and then identify the other feelings that are going along with it, and then what their choices are," said Kahn.

Open the Lines of Communication and Seek Help

One of the benefits of Lauren's high school was her access to guidance counselors, who she was comfortable

SPOTLIGHT

Scratched out on the back of helicopters to nowhere – yet everywhere.

Daddy's Wish

By COL Jimmy Blackmon

Sometimes I find myself wishing you forever young,
making angels when snow finds the ground.
In distant lands I'm angered that fate has somehow stolen time –
cheated me of treasured memories formed in a narrow slice of life.

I wish for paper dolls and noontime naps,
sitting by your bed watching dreamful expressions in innocent slumber.

I yearn for selfish things –
things that would deny you mortal trials.
Challenges, setbacks that would otherwise let you grow
I'd take them all away.
Replace them with loving friends and peaceful paths.

I wish I could remove the ache from a broken heart –
turn every childish insult into a flattering remark.
I wish I could heal a cut and soothe a bruise –
turn your frowns into smiles, your tears to diamonds.
I'd transform dark clouds into sunbeams.
I'd slay every monster that dared to visit your dreams.

Sometimes I wish I were young again
if only to play with you like I was your friend.
To show you a time when I was a cowboy
popping springs as I blazed a trail on a rocking horse.
I was good at being a boy.

I wish I could be there every day
to see you wake and pave your way.
I wish you knew just how much I love you,
but then again you will someday.

With children of your own,
you'll understand a parent's love
burn inside with emotion words can't describe.

BLACKMON FAMILY PHOTO

The inspiration for Daddy's Wish: (standing left to right) Austin, Kasey (the oldest), Madison; holding the youngest, Logan.

If my wishes came true you'd fail to grow and learn,
see the good because you saw the bad
enjoy pleasure because you've tasted pain.

If my hopes came true I'd deny you the love I feel for you.
So go forth and become the one you're meant to be.
Stumble you will, even fall from time to time,
but remember who you are and all that you've learned.
You're a child of God, a Spirit from on high,
sent to experience the trials of this time.

Never forget the love in your heart,
and the love of your Dad
even when we're apart.

COL Jimmy F. Blackmon is the commander of the 159th Combat Aviation Brigade, Task Force Thunder, 101st Airborne Division (Air Assault), currently deployed to Afghanistan.

talking to, along with friends. Her mother, Carrie Hutto, credits this to helping her control her levels of anxiety more successfully than any medication alone could have.

"If you close yourself in, you become more fearful and more anxious," Hutto said. "The best thing we did, as a family, was open the lines of communication. I did not want this to be a topic that we swept under the rug."

Many see anxiety as just being stressed out. But anxiety is a continuous state of mind, rather than a temporary level of stress, and it is this that makes it such a serious disorder, one not to be overlooked. Anxiety, if left untreated, will worsen and can become hazardous to one's physical and mental health. "The more anxiety increases, the more it's making choices for you rather than you making choices for it," said Kahn.

If you think you have anxiety, or you have been diagnosed, you're not alone. Talk to someone, take a second to breathe, and recognize that some things are out of your control.

"Don't give up. It can get better and much may be within your power to change," Kahn said. "Just like any obstacle, it can make you stronger. Life is stressful and coping with anxiety is a skill you're going to have to have in your life."

For more information and help go to *www.tricare.mil/mentalhealth/*.

Logan Denny is a student staff writer for the Tribal Tribune newspaper at Wando High School, Mount Pleasant, South Carolina.

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

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

Sikorsky-Boeing Team Submits JMR Initial Design


SB-1 Defiant

SIKORSKY-BOEING

A joint Sikorsky-Boeing team submitted their initial design for a new high-speed compound helicopter called the SB-1 Defiant to the U.S. Army in early June. The high-speed compound helicopter design is the team's entry into the Army's Joint Multirole (JMR) risk reduction effort for the Future Vertical Lift (FVL) program that is intended to replace the Sikorsky UH-60 Black Hawk. There will be a final design and risk review next year with a first flight planned in 2017. The FVL aircraft could enter service in the 2030s if the Pentagon funds the program to fruition. There are four competitors in the JMR demonstration effort – Sikorsky-Boeing, Bell Helicopter, Karem Aircraft and AVX.

CACI Wins Guardrail/Common Sensor Support Contract

U.S. ARMY PHOTO

CACI has won a $41 million contract to support the U.S. Army Guardrail/Common Sensor signals intelligence (SIGINT) system which is housed within the RC-12 (pictured). Awarded by the Army's Project Manager, Sensor-Aerial Intelligence (PM-SAI), the contract includes an 18-month based period plus one option year. CACI will provide sensor integration and sustainment for 32 SIGINT systems and subsystems.

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

AAI Corp., Hunt Valley, MD, was awarded a $22,474,050 modification to contract W58RGZ-13-C-0108 to acquire Sub-ESM 411 Shadow Reliability Technology Refreshments and Changes II to cover efforts to incorporate reliability improvements and technology insertions; this Sub-ESM covers the effort required to investigate, integrate, test and field Shadow improvements. Work will be performed in Hunt Valley, MD – estimated completion date is June 12, 2015.

BAE Systems, Nashua, NH, was awarded a $7,145,241 modification to a cost-plus-fixed-fee contract (W58RGZ-13-C-0049) for logistics in support of the Common Missile Warning System. Work will be performed in Nashua, with an estimated completion date of May 15, 2015.

The Boeing Company, Ridley Park, PA, was awarded a $25,891,028 modification to a firm-fixed-price, multi-year contract (W58RGZ-13-C-0002) to exercise the option purchase of a CH-47 Chinook helicopter. Work will be performed in Ridley Park, with an estimated completion date of Dec. 31, 2020.

EADS North America, Inc. (Airbus), Herndon, Virginia, was awarded a $14,436,295 modification to a firm-fixed-price contract (W58RGZ-06-C-1094) to exercise options for contractor logistics support for the Utility Helicopter 72A Lakota. Work will be performed at Columbus, MS with an estimated completion date of May 15, 2015.

Evergreen Helicopters, Inc., McMinnville, OR, was awarded a $10,672,126 modification to contract W91CN-12-D-0002 to exercise option two for service and support for Medical Evacuation for the U.S. Army Garrison, Hawaii. Funding and work location will be determined with each order. Estimated completion date is June 22, 2015.

NAN-Samsung LLC, Honolulu, HI, was awarded a $69,749,203 firm-fixed-price competitive contract for construction of the Combat Aviation Brigade Complex, Phase 2, Wheeler Army Airfield, Oahu, Hawaii, with an estimated completion date of Jan. 10, 2017.

Raytheon Co. Missile Systems, Tucson, AZ, was awarded a $391,540,645 modification to contract W31P4Q-12-C-0265 for Tube Launched Optically Tracked Wireless Guided (TOW) Missiles for the U.S. Army and Marine Corps, and for foreign military sales. Work will be performed in Tucson, AZ, and Farmington, NM – estimated completion date is March 30, 2018.

Advertisers Index

Changes of Command/ Responsibility

Talon Brigade Change of Command and Responsibility

U.S. ARMY PHOTO BY 2ND ID PUBLIC AFFAIRS

COL William D. Taylor (facing the camera), incoming 2nd Combat Aviation Brigade (CAB) commander, accepts the brigade colors from 2nd Infantry Division Commanding General, MG Thomas S. Vandal, officially assuming command from COL Walter T. Rugen during a ceremony at Camp Humphreys, Republic of Korea on June 5, 2014. The day before, Rugen (below center) officiated at a change of responsibility ceremony between outgoing brigade command sergeant major, CSM Lourdes Berrios-Powell (below left) and CSM Estevan Sotorosado (below right).

U.S. ARMY PHOTO BY SGT. NICOLE HALL, 2ND CAB PAO

Herzendorf Takes Command of the Night Stalkers

U.S. ARMY PHOTO

BG Erik Peterson, commanding general of the United States Army Special Operations Aviation Command (USASOAC) (right), passes the Regiment colors to COL Michael J. Hertzendorf during the 160th Special Operations Aviation Regiment (Airborne) change of command ceremony at Bryan Brown Complex, June 27. Hertzendorf assumed command from COL John Evans, Jr. who had been in command of the 160th since May of 2012 and whose next assignment is a fellowship with the Brooking's institute, Washington D.C.

Fallon Takes Over Special Mission Wing

U.S. ARMY PHOTO BY CW5 STEVE VATKOWSKI

On May 28, 2014, COL Erik Gilbert (back to camera) relinquished command of the Special Mission Wing (SOAG) colors to COL Donald G. Fallin (left). Acting command sergeant major, 1SG William Howard, participated in the ceremony which was hosted by our Afghan partners at the North Kabul International Airport, Afghanistan. The Special Mission Wing, comprised of Mi17 and PC12 aircraft, conducts the full range of aviation support to both our Afghan and Coalition Special Operation partners.

Awards

Task Force Phoenix Wins Parker Award

U.S. ARMY PHOTO BY SSG TODD L. POLLOT, 10TH CAB JOURNALIST

3rd Battalion (General Support), 10th Aviation Regiment, 10th Combat Aviation Brigade (CAB) was named Outstanding Aviation Combat Support Battalion for the Department of the Army for calendar year 2013. The award, named for LTG Ellis D. Parker, recognizes the unit's excellence and innovation while providing Army Aviation support to the International Security Force-Afghanistan. BG Michael L. Howard (right), 10th Mountain Division (LI) acting senior commander, presented the award during a ceremony May 7, at Wheeler-Sack Army Airfield, Fort Drum, NY. Pictured (left to right) are: CSM David Martel, 10th Mountain Div. (LI) acting senior enlisted advisor; CSM Chad Cuomo, 10th CAB senior enlisted advisor; LTC Anthony A. Meador and CSM Peter J. Garretson III, 3-10th commander and senior enlisted advisor; COL David J. Francis, 10th CAB commander; and Howard.

Cal Recognized With MacArthur Award

U.S. ARMY PHOTO BY SGT MIKE L. SPRENKLE

CPT Nerea Cal (2nd from left), who just relinquished command in April of Company C, 2nd Battalion, 82nd Combat Aviation Brigade, listens with other recipients of the Gen. Douglas MacArthur Leadership Award to the U.S. Army Chief of Staff Gen. Ray Odierno address the audience at the Pentagon, May 30, 2014. The UH-60 pilot and US Military Academy graduate was among twenty-eight company-grade officers honored at the Pentagon ceremony. The Douglas MacArthur Leadership award is presented annually to company-grade officers who epitomize the values championed by MacArthur: duty, honor, and country.

Air Cav Health Care Providers Take Top Awards

U.S. ARMY PHOTO BY SSG CHRISTOPHER CALVERT, 1ST AIR CAV PUBLIC AFFAIRS

MAJ Massimo Federico (left), 1st Air Cavalry Brigade, 1st Cavalry Division surgeon; and MAJ Ronnie Holmes (right), brigade aeromedical physician assistant for the 1st Air Cav. Bde., both with Headquarters and Headquarters Company, gather for a photo at Troop Medical Clinic 12, Hood Army Airfield, Fort Hood, TX, May 16. Each received the Society of U.S. Army Flight Surgeons' annual Outstanding Achievement Award for 2013. The society is dedicated to the professional advancement of aerospace medicine and its practitioners; Federico and Holmes received two of five outstanding achievement awards for 2013.

28th CAB Soldiers Recognized for Partnership Program

U.S. ARMY NATIONAL GUARD PHOTO BY CPT ISRAEL MILLER, 28TH CAB

Four aviation Soldiers from the Pennsylvania National Guard's 28th Combat Aviation Brigade were part of a team that received the 2014 Higgins and Langley Memorial Award in Swiftwater Rescue for Program Development presented by The National Association for Search and Rescue (NASAR) at its annual conference on June 6th, 2014, at Woodcliff Lake, N.J. From left to right: George Dreiss, rescue technician; COL John Kovac, 28th CAB commander; Scott Grahn, senior strike team leader; MAJ Michael Girvin, standardization pilot; Ryan Walt, rescue technician; SFC Frank Palfrey, standardization instructor; CW3 John Fefolt, standardization pilot; David Zurnic, PA Emergency Management Agency; CW2 Edward Killilea, instructor pilot; and Chris Calhoun, rescue technician.

Fieldings

3-2 GSAB Completes CH-47F Fielding

U.S. ARMY 3-2 GSAB COURTESY PHOTO

The commanding general of the 2d Infantry Division, MG Thomas Vandal (center), cuts the ribbon during the 3rd Battalion, 2nd Combat Aviation Brigade's CH-47F activation ceremony at Camp Humphreys, Republic of Korea May 13, 2014. He is joined by representatives from the Boeing Corporation, CH-47 Product Managers, and leaders, Soldiers, and family members from the 2d CAB. The ceremony marked the conclusion of a nearly year-long process to not only conduct a CH-47F fleet fielding but also the Foreign Military Sale (FMS) of our CH-47D fleet to our Republic of Korea partners.

FY 2014 Major Active Guard Reserve (AGR) & Non-AGR Competitive Category Selection Board Results

The fiscal year 2014 Army AGR & Non-AGR competitive category selection board results were released Jun 17, 2014.Congratulations to the following 78 Aviation captains on their selection.

AGR Competitive Category

Seg #
32 Halsell John Brian +
58 Rodriguez Hector
45 Savat Brandon Wayne
73 Spencer Joseph Charles
* 110 Williams Matthew David
58 Rodriguez Hector
45 Savat Brandon Wayne
73 Spencer Joseph Charles
* 110 Williams Matthew David

Non-AGR Competitive Category

Belk, Jesse Erik *
Bell, James Michael
Bender, Joshua M
Beyer, Charles Jason +
Boeholt, Christopher Alan *
Breithaupt, Andrew Bruce
Brewer, Craig Dale *
Busby, Quincy Lamont *
Carter, Benjamin Micaiah
Clark, Derek Mcray
Cobb, Jason Lance
Cochran, Randy Lee
Cohen, Benjamin Melvin
Cross, Gary Lee
Cummings, Heather Marie
Davis, Ryan Logan
De La Vega, Jason Robert
Deitz, David Roger
De La Vega, Jason Robert
Deville, Joseph Walter Jr *
Drawe, Jeffrey Alan
Edwards, Kristen Diane
Forsyth, Catherine Blaine
Fortenberry, Len Alan +
Gates, Tracy Amber
Genger, Noah Michael
Gobel, Gregory Joseph
Greber, Edward Kenneth *
Greeley, Christopher Thomas
Johnson, Kyle Patrick
Kaplan, Joseph Earl
Kimbro, Carisa Ann *
Leonard, Geoffrey David *
Lohman, Mitchell Charles
Lonergan, Joseph Andrew
Loy, David Aaron *
Magee, James Nolan
Martinazzi, Rebeccah Ann
Maxwell, Stuart Javier
McCahill, Francis Xavier IV
McCollum, Leala
McGreer, William Paul *
McLean, Todd William
Minchew, Jason Patrick
Murphy, Raleigh Jacob
Neth, Abraham David
Nowlin, Matthew Ramsey
Pansch, Rian Martin
Paulette, James Robert Jr *
Peterman, Christopher Eugene +
Rennercox, Christopher R
Reynolds, James Brian
Rodriguez, Juan Antonio
Rucker, Eric Nathanael *
*Ruff, Christopher
Samples, Mandi Alain
Sims, Jennifer Leigh
Spoon, Richard Dewayne
Talley, Tara E
Tillman, Chadd Martin
Tran, Phuc Dinh
Varjian, David William Harry
Wagner, Andrew Steven *
Walton, James Brett
Watt, Benjamin Jones
Wiesner, Jeffrey William Jr
Williams, Bradley Mason +
Winborn, Benjamin Russell *
Winter, Cameron Michael

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.

36 Officers, May 29

IERW AH-64D Track
LT Chad Howard – DG
WO1 Johnathan Lake * – DG
LT Ryan Coker
LT Chase Farmer
LT Fred L. Gajdosik, Jr.
WO1 Graham Gilstrap *
WO1 Michael Langan *
LT James Rainer
WO1 Corky Sponcey
WO1 Jeffrey L. Sumner * II
LT Nicholas Thomas *
CW2 Traften Werenskjold
WO1 Kenneth Williams

IERW UH-60 Track
LT Nathanael Rutherford – DG
WO1 Ryan Washburn – DG
LT Rachel Billmyer
LT Richard Bragg
WO1 Anvaar Al-Ghaziani *
WO1 Lewis Laffey
LT Miranda Mireles *
LT Curtis Patterson *
WO1 Michael L. Poling III *
LT Carley Salmon

IERW UH-60 A/M Track
WO1 Andrew Saunders * – DG
WO1 Eric Varela – HG

* Below the zone selection
* = AAAA Member
+ = Life Member

LT Carlton Buck *
LT Jarrett Concannon
LT Samantha Currier
WO1 Ryan Johns
WO1 Scott Mark
LT Michelle Mudge
WO1 Soloman Nader
WO1 William Ryan
LT Justin Sanders
WO1 Ryan Ward
WO1 Austin Williams

37 Officers, June 12

IERW OH-58D 14-920
LT Darren Berrigan * DG
WO1 David Garver * DG
LT Jeremy Andrews
LT Charles A. Batchelor III
WO1 Owen Banks
WO1 Khalid Jurdi *
LT Alexander Larson
WO1 Joseph Obenschain *
WO1 Ramon Sarmiento *
WO1 Gregory Spiker *
WO1 Timothy Stuart *

IERW UH-60 Track
LT Christopher Goodale * DG
WO1 Matthew Strohmeyer * HG
CPT Christopher Barker
LT Derek Bohman *
WO1 Brinson Gaddie
LT Jack Lenske
WO1 Clayton Parrish *
LT Mitchell Vaughn

IERW UH-60 A/M Track
LT Patrick Fay – DG
WO1 Rosa Trujillo * – DG
WO1 Keith T. Bonner Jr. – HG
LT Daniel Porter – HG
WO1 Aaron Bibbee *
WO1 Eric Flerchinger
WO1 Kevin Hayden *
WO1 Jason Jones *
LT Nova Jude *
WO1 Brian MacPhail
LT Joe Mangram *
WO1 Caesar Mustelier
LT William J. Neville III *
LT Dorothy Reid
LT Zachary Rubino *
WO1 Traci Thomas
WO1 Kurt Vordenbaum
LT Warren Wagoner *

40 Officers, June 26

IERW AH-64D Track
LT Mark Holt * – DG
WO1 Michaelshaine Hampton
WO1 Joshua Jones *
LT Charles Kade
LT Chloe Madinger *
LT Steven Owens
LT Jenna Pitcher *
WO1 James Rackley
WO1 Jonathan Reabe *
WO1 Aaron Sargent *
WO1 Kent Stowe

IERW UH-60 Track
LT Matthew Finan – DG
WO1 Stefanie Hall * – DG
WO1 Nelson Austin
WO1 Christian Craddock *
LT John Miller *
WO1 Daniel Montiel
LT Kevin Patterson
LT Steven Renk
LT Anthony Rivas
WO1 Jason Ramsey

IERW UH-60 A/M Track
WO1 Benjamin Ciraulo – DG
LT Michael Riechers – DG
WO1 Adam Latza + HG
WO1 Stephen Wenner * – HG
WO1 Jonathan Ard
WO1 Raymond Garcia
WO1 Lucas Gomez
WO1 Clinton Griffith
LT Daniel Hegerich
WO1 Zachary Jenks
WO1 Levi Jerrold

WO1 David Kellogg
LT Ryne Lopez
WO1 Morgan Miscally
WO1 Russell Papazian-Restall *
WO1 Alonzo Revolorio
CPT Timothy Schafer
CW2 Jeffrey Thompson *
WO1 Edgard Zapata

Unmanned Aircraft Systems (UAS) Graduations

UAS Operator

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

Shadow UAS Operator Course
27 Graduates, May 9
SPC Patrick J. Harris – DHG
SPC Richard S. Allen
SGT Peter A. Adeniran
SGT Logan J. Brouillet
PVT Joshua F. Cheek
SPC Jason M. Clare
PVT Michael R. Delk
PVT Jose L. Escalera-Martinez
PVT Jonah J. Grippin
PVT Marcus I. Hoogendyk
SPC Darin K. Isaacs
PFC Christopher J. Jhon
PVT Henry C. Kampa
SPC David M. Lowe
PVT Justine D. Magallon
SPC Drew C. Marquez
PVT Erron A. Nowland
SPC Charles R. Osborn
PVT Lee R. Quiroga
PV2 Conner J. Rawlings
SPC Alec D. Sargent
PFC Richard R. Seeger II
PVT Justin M. Serfass
PVT Amber M. Smith
PVT Elizabeth K. Stanis
PFC Dane H. Winkleback
PFC Aaron V. Woiwood

Shadow UAS Operator Course
26 Graduates, June 13
PVT Brandon A. Alvarez
PV2 Samuel J. Amore
PFC Matthew C. Arnette
PV2 Craig K. Carter
PVT Terrance N. Chapman
PV2 Dylan J. Courtney
PFC Michael A. Duncan
PVT Kelsey E. Edsell
SGT Oleg Filippov
PFC Dalton J. Gavitt
SGT Samuel C. George
PV2 Gregory E. Green
PFC Travis B. Hayes
SPC James E. Jackson
PFC Douglas A. Lasley
SPC Allan J. Lester
PVT Elizabeth S. Mabey
PV2 Daniel P. Myers
SGT Rocky D. Phillips
PFC Matthew A. Renevier
PFC Marie J. Russell
PV2 Nicholas J. Spain
PV2 Kenneth L. Sumrall
SGT Tien M. Tang
PV2 Jason D. Thacker
SPC Ruben A. Tirado

Gray Eagle UAS Operator Course
13 Graduates, June 17
PV2 Ted A. Freeman – HG
PVT Richard K. Serrels – HG
SGT Brandon K. Howard
PV2 Elijah J. Fluker
PV2 William L. Frei
PV2 Michael S. Raiano
PVT Jeremy L. Bolduc
PVT Brandon J. Curtis
PVT Justin D. Downing
PVT William S. Gallagher
PVT Brandon K. Huffman
PVT Brian A. Isaacs
PVT Cordero D. Phillips

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
6 Graduates, May 9
PFC Austin J. Coppedge
SGT Curtis F. Kimball
PV2 Dustin R. Graham
PVT Zachary I. McNeely
SPC Jason M. Pattison
PV2 James C. Schrader

Shadow UAS Repairer Course
6 Graduates, June 3
PFC Austin J. Coppedge
SGT Curtis F. Kimball
PV2 Dustin R. Graham
PVT Zachary I. McNeely
SPC Jason M. Pattison
PV2 James C. Schrader

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

In Memorium

U.S. ARMY FILE PHOTO

Major General Clifton F. Von Kann, Retired

AAAA is saddened to announce the peaceful passing of AAAA Charter member retired Army MG Clifton F. Von Kann of Washington, DC on January 15, 2014 in the Grand Oaks Assisted Living Facility at Sibley Memorial Hospital. He was 98.

Von Kann graduated Harvard College in the top 10% of his ROTC class in 1937 and received a direct commission to 2LT. During World War II, he served over a year in combat as an artillery battalion commander in Sicily and Italy and was awarded the Silver Star for gallantry in action. In 1958, as Assistant Division Commander of the 82nd Airborne Division, he became a senior paratrooper and, soon after, a helicopter and fixed wing pilot. He was later appointed Director of Army Aviation in Washington, DC and then Deputy Chief of Staff for the newly created U.S. Strike Command. He next served as a key member of the "Howze Board" appointed by Defense Secretary Robert McNamara in 1962 to develop and test the concept of air mobility. The Board's recommendation led to creation of the 1st Air Cavalry Division. When he received his second star, he was the youngest major general in the Army. Following his work on the Howze Board, he went to Korea to take command of the 1st Cavalry Division which later became the 1st Air Cav Division. His final assignment was as commanding general of the U.S. Army Aviation Center at Fort Rucker, AL.

In 1965 he retired from the Army and subsequently held many key executive positions with both national and international aeronautical associations such as the Air Transport Association of America (ATA), the National Aeronautic Association (NAA), and served as President of the Federation Aeronautic Internationale (FAI), headquartered in Paris, one of only four Americans to do so in the 110 year history of the organization.

May he rest in peace.

VON KANN FAMILY PHOTO

COL Cory A. Mendenhall, commander of 1st Air Cavalry Brigade, representing the 1st Cavalry Division, presents the Flag from MG Von Kann's full honors funeral at Arlington National Cemetery on Friday, Jun 13, 2014, to his next of kin, son Curtis Von Kann and daughter, Lisa Von Kann. Von Kann was the senior surviving commander of the 1st Cavalry Division and the Army Aviation Center.

AAAA Awards

NETWORK | RECOGNITION | VOICE | SUPPORT

New Order of St. Michael Recipients

Gold

MG William "Tim" Crosby
MG Daryl Lester Eisner
CW5 Mark W. Grapin

Silver

CSM Chad Cuomo
CW5 James F. Krueger
Robert Derle Parmer
LTC William Cristy
MAJ Kevin M. O'Brien, Ret.
CW5 John E. Roberts
CW5 Kevin E. Smith
CW4 Ronald D. Marshall, Jr.
COL Kenneth J. Biland
CW5 Michael A. Mogg
CW4 David Lilly
COL Thomas H. Stauss
COL David O. Jernigan
CW5 Bradley E. Rassega
COL Gregory D. Petrik
COL Travis C. Richards
CW5 George W. Cook
CW5 Karl H. Maier
Eric F. Edwards
LTC Paul John Fardink
CW5 Keith Langewisch

Bronze

LTC Parker R. Bunch, Ret.
COL Kevin M. Sullivan
MAJ Dylan M. Morelle
1SG Jason Stenbak
CW3 Pedro "Pete" Flores
MAJ Scott M. Farley
1SG Michael E. Nuttall
MAJ Matthew N. Paladino
James A. Hawkins
MSG Scott A. Cohenour
LTC Linn Desaulniers
LTC Edward G. Douglas
CW4 Jaime L. Escobar
MAJ Michael P. Goodwin
MAJ David A. Laverdiere, Ret.
CSM Jeffrey L. McClure
CW5 Michael Yeager
CW3 Joshua Ballew
William Echeverria
CW3 David Facio
COL James Kazmierczak
SFC Cordale Montgomery
SSG Trevor Smith
MAJ James Welch
SFC Jason Wolfe
CW3 Blair E. Payton
CW4 William H. Kinsley
Raymond H. Santiago
LTC Glen A. McElroy
COL Dean M. Hoffman
CSM Curtis Stapelton
1SG Michael Delaney
JT Coleman
CW4 Corey Lefevbre
CW4 Herman Bower
CW3 Cameron Stone
CW4 Kennie Kelly
CW4 Joseph Beebe
MAJ Brian Major
CW4 David Sessoms
Arthur Estrada
MSG John Dunn
SFC Clenten Lewis
Miguel Torres
CW4 Peter Hernandez
Vladimir Kultschizky
Jose Grauleau
CPT Sarah S. Reynolds
CW4 Richard Nichols
CPT Joseph Deleon
MSG Michele Adler
LTC William Mignon
CPT Brian Cooper
1SG Bryan Oser
MAJ Ryan Cryer
LTC Jason Blevins
LTC Christopher Vine
MAJ Clayton Johnson
MAJ Brook Bedell
MAJ Curtis Byron
MAJ Joseph Swindle

New Order of St. Michael Knight Recipients

CW5 Bryan L. Green
CW2 Julian Price
Allison A. Rowland
CW5 Stephen L. Campbell
Peter Martin
COL Douglas S. Mulbury
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Amy Hutmacher
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Kyong Hwa Mann

Soldier of the Year

SPC Jacquine Cana
Mid-Atlantic Chapter

Soldier of the Month

SGT Yzes D. Desir
May 2014/Flying Gator Chapter

SPC Justin D. Conlee
May 2014/Thunderbird Chapter

ACEs

MAJ Kevin M. O'Brien, Ret.
Mid-Atlantic Chapter

By COL (Ret.) William H. Morris
AAAA Representative to The Military Coalition (TMC)
bill.morris@quad-a.org

National Defense Authorization Act (NDAA) 2015 Update

Both the House and Senate continue to work through the final coordination in preparation of the 2015 NDAA with the House version finalized and the Senate version not yet reaching the floor and destined for a repeat of the delays encountered last year. Meanwhile the White House submitted a request in excess of $58 billion for other contingency operations (OCO) funding to support operations in Afghanistan and to support other missions such as Syria and continued US military presence in Southwest Asia. Included in the OCO request was $6 billion for procurement of manned and unmanned aircraft to include $192 million for 12 Reaper Remotely Piloted Aircraft (RPA) and $115 million for 980 Predator Hellfire missiles for the Air Force and $35 million for the Army's Airborne ISR fleet.

On the House side the House Appropriations Committee (HAC) submitted their version of the NDAA to the full house for vote which basically mirrored the House Armed Services Committee (HASC) version of the bill. The bill was approved on June 20th by a vote of 340-73. The $491 billion authorization would increase spending by more than $4 billion from current 2014 spending levels and is $201 million more than the request in the 2015 Presidential Budget (PresBud). Included was rejection of the retirement of the Air Force A-10 fleet, halting of the Army's plan to move Army National Guard Attack Reconnaissance Battalions to the Active Component and a request for just over $79 billion in OCO funds.

On the Senate side, both Sen. Carl Levin (D-MI) and Sen. James Inhofe (R-OK), the ranking members on the Senate Armed Services Committee (SASC) asked that Senators turn in their amendments as soon as possible so that the full Senate can vote on the bill in a timely manner. As was reported last year, the Senate was forced to rush their bill to conclusion through the Senate due to late amendments being entered for vote which had never been seen by the SASC when they formulated the committee version of the NDAA for 2014. It is still estimated that the Senate will not vote on the final 2015 NDAA until after the summer recess.

The larger issue that is forming as the debate continues on the 2015 NDAA is whether Congress has any stomach to continue moving forward with the current White House view of defense spending. While the White House champions a smaller, more capable military which is culled by military personnel and compensation reductions, even the Democratic Senate seems concerned that the current defense spending track will leave the country vulnerable and will weaken the defense industrial base. It will be interesting to see if the Senate leans towards the 2015 PresBud request or charts their own course which continues to support a stronger military that is able to project power when needed, supports our allies in times of trouble and is able to secure U.S. citizens at home and abroad.

Veterans Affairs Update

In the wake of the resignation of retired General Eric Shinseki as the Secretary of the Veterans Administration and the wide ranging scandal concerning veterans' deaths that may have resulted from a long waiting period involving a corrupt scheduling process, many on Capitol Hill are calling for resolute action to begin to repair these tremendous problems. On June 3rd, Senators John McCain (R-AZ), Tom Coburn (R-OK), Richard Burr (R-NC) and Jeff Flake (R-AZ) introduced the Veterans Choice Act of 2014. The Senate passed the bill on June 13th. The House has their version of the bill which was passed on June 12th. The bill as written has three basic tenets which includes providing veterans with a choice for their health care needs, improves transparency at the VA and provides for a change in the VA's culture.

Under the new provisions of this bill, the VA must allow veterans to receive care at the health care provider of their choice if an appointment cannot be scheduled within wait time standards or if the veteran resides more than 40 miles from a VA medical center (VAMC) or a Community Based Outpatient Clinic (CBOC). The bill also directs the VA to utilize Department of the Treasury Prompt Pay guidelines which includes contracting for care using Medicare prices and ensures that any co-pays the veteran must make be paid directly to the VA.

Under the improvement of transparency at the VA, the VA must now report to the Department of Health and Human Services on a periodic basis on quality standardization in the same manner as other non-VA hospitals conform. The bill also directs that appointment wait times must be posted and updated on VAMC websites.

Finally the bill contains a stipulation that prohibits the VA from including statistics on the performance of VAMC and Veterans Integrated Service Networks (VISN) Directors meeting scheduling metrics which was at the heart of the original issues surrounding the VA scandal.

On June 30th President Obama nominated Robert "Bob" McDonald as the new VA Secretary. The former CEO of Proctor and Gamble, McDonald is a graduate of the United States Military Academy, serving for 5 years as a captain in the 82nd Airborne Division. Additionally, his father was a member of the Army Air Corps during World War II. Upon confirmation by the Senate, McDonald will set out on a course to fix the challenging culture which exists in the VA today. His past business culture should help to establish metrics that are more directly related to customer satisfaction rather than senior level leaders' performance bonuses.

UPCOMING EVENTS

August 2014

August 22-25	NGAUS 136th General Conference, Chicago, IL

September 2014

September 4-6	OV-1 Mohawk Association Annual Reunion, Dallas, TX

October 2014

October 4	National Aviation Hall of Fame Enshrinement, Dayton, OH
October 6-10	U.S. Army Warrant Officer Association 42nd Annual Meeting, West Des Moines, IA
October 12	AAAA National Executive Board & Scholarship Foundation Board of Governors Meetings, Washington, DC
October 13-15	AUSA Annual Meeting, Washington, DC
October 27-28	MOA Annual Meeting, Washington, DC
October 28-30	HELMOT XVI, Williamsburg, VA

November 2014

November 3-4	Aviation Survivability Forum, Huntsville, AL
November 5-6	Cribbins Aviation Product Symposium, Huntsville, AL

Thank You to Our Scholarship Fund Donors

*AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation since the beginning of calendar year 2014. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Donors marked with an * are partially or totally donating toW the newly established Families of the Fallen Scholarship. 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 administrative costs!*

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For more information about the Foundation or to make a contribution, go online to www.quad-a.org; contributions can also be mailed to AAAA Scholarship Foundation, Inc., 593 Main Street, Monroe, CT 06468.

Art's Attic

By Mark Albertson

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

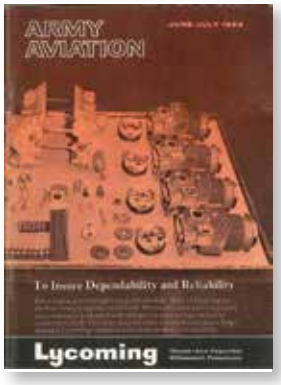
25 Years Ago
July 31, 1989

Army Aviation and the Budget Crisis

Representative William L. Dickinson, R-Alabama, delivered the keynote address during the 1989 AAAA Annual Convention in Atlanta. He reflected on the budget crisis between those in Congress who favored the M-X missile for the nation's ICBM capability versus those champions of the smaller Midgetman. He also warned of the potential impact on conventional forces, cutbacks in tanks, guns and . . . helicopters. He concluded his remarks with a warning to which all AAAA members and supporters should take careful heed: "Those in the Army Aviation community need to stay on top of the day-to-day problems that tend to crop up in any program in order to avoid becoming inviting targets to those who will be looking for ways in which to cut the budget."

Aviation Cross-FLOT Operations, By MG Ellis D. Parker

Here MG Parker discusses the feasibility of using helicopters crossing the Forward Line of Own Troops (FLOT), in support of same against the numerical superiority of enemy forces, in particular, the Warsaw Pact. MG Parker: ". . . that since we would probably be on the defensive initially, we must transition from defense to offense quickly." General Parker's approach is akin to Erich von Manstein's "backhand" riposte to rolling with a Soviet armored offensive. Flush with victory at Stalingrad, Soviet tank armies flooded west across Ukraine. Von Manstein counterattacked, March 1943, cutting off extended Soviet spearheads and then annihilating them. Hence the backhand approach to mobile defense versus a numerically superior enemy.



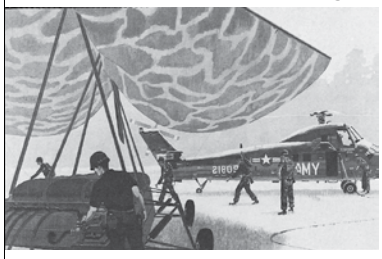
50 Years Ago,
June-July, 1964

Extricate!

Hovering in the foothills of the Apennine, a CH-34 of the 110th Aviation Company of the U.S. Army's Southern European Task Force (SETAF), is being made ready to hoist an Italian Army Model 204 helicopter that had crash-landed due to engine failure. Destination: An airfield in Sarzana, Italy.

The "TUG"

Ryan Aeronautical Company, San Diego, CA, was awarded a $325,000 contract by the U.S. Army Transportation Research Company (USATRECOM), Fort Eustis, VA., for the Defense Department's Advanced Research Projects Agency (DARPA). The Towed Universal Glider or "TUG," is another in a roster of flexible wing vehicles designed as unmanned conveyances of priority cargoes into remote areas. TUG vehicles are designed for 4,000 pound payloads, each with a cargo body suspended beneath the flexible wing and able to haul such priority cargoes as petroleum, armaments and ammunition, food, etc. Testing will be conducted at the Army's test facility at Yuma, AZ.



New Crest, New Motto

The United States Army Primary Helicopter School has a new crest and a new motto. "Above the Finest," will replace, "Above the Best." The latter was seen as inappropriate, viewed as representative of Army Aviation in general without highlighting the school. The new crest, meanwhile, is expected to be woven into a distinctive flag for the school, to be released at a later date and to be worn by all members of the USAPHS.

Army Aviation Hall of Fame

The Army Aviation Hall of Fame, sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation.

The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala.

The deadline for nominations for the 2016 induction is June 1, 2015

Contact the AAAA National Office for details and nomination forms at (203) 268-2450 or visit www.quad-a.org

Colonel Douglas E. Moore, Retired

Army Aviation Hall of Fame
2012 Induction - Nashville, TN

Colonel Douglas E. Moore had a distinguished career spanning three decades as an aviator, commander, and senior staff officer. During two tours in Vietnam, he flew 1,874 combat missions, evacuated 2,782 patients and piloted the aircraft that recovered three American POWs from the North Vietnamese in a highly sensitive mission along the Cambodian Border.

While serving as the commander of the 159th Medical Detachment at Cu Chi, Vietnam during his second tour, he was awarded the nation's second highest award for valor, the Distinguished Service Cross, for his actions on 10 and 11 Dec. 1968. After having accomplished multiple sorties under heavy enemy fire to evacuate critically wounded infantrymen throughout the day and night, his aircraft came under a fierce enemy attack from both sides while departing the landing zone. One round tore through his helmet, knocking him from the controls and sending the aircraft into a steep bank. Despite being wounded and unable to see out of one eye, he righted the helicopter and assisted his pilot in reporting the enemy locations to the command and control ship and the ground elements.

Between Vietnam tours, he helped organize a unit in Japan that transported more than 63,000 casualties in a two-year period. Later, he commanded the 307th Medical Battalion in the 82nd Airborne Division, served as an Inspection Team Chief in the Department of the Army Inspector General Agency, and commanded the 62nd Medical Group at Ft. Lewis, Washington where he served as air mission commander for the massive rescue effort following the eruption of Mount Saint Helens. He was serving as Executive Officer for The Army Surgeon General when he retired after 30 years of service.

Among his awards and decorations in addition to the Distinguished Service Cross, are the Distinguished Service Medal, 2 awards of the Distinguished Flying Cross, Bronze Star, Purple Heart, 4 awards of the Meritorious Service Medal, and 33 awards of the Air Medal.
He was inducted into the DUSTOFF Hall of Fame in February 2004.

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