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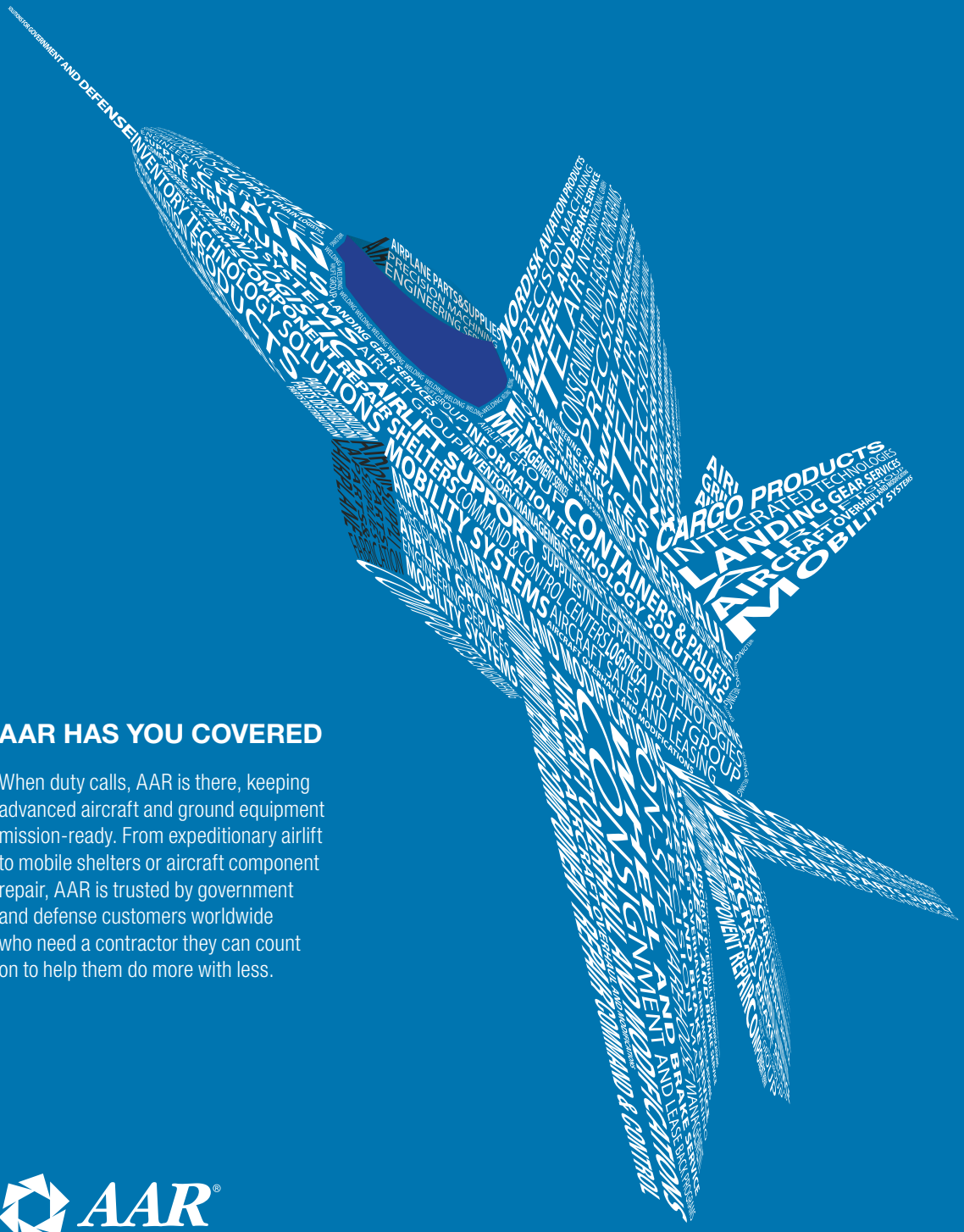
October 31, 2014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On The Cover

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Late Breaking News - Announcements - Notes

USSOCOM Welcomes New CSM

JOINT SPECIAL OPERATIONS COMMAND PHOTO

Army CSM William "Bill" Thetford assumed responsibiity as the senior enlisted leader for the U.S. Special Operations Command (USSOCOM) during an October 15 ceremony at the Davis Conference Center, MacDill Air Force Base, Tampa, FL. Thetford comes to the command from his most recent assignment as the command sergeant major at the Joint Special Operations Command, Fort Bragg, NC. He replaces CSM James "Chris" Faris who has held the position since September 2011.

Wilson Takes Over DACOWITS Chair

DOD PHOTO

The Department of Defense announced that effective September 19, retired Lt. Gen. Frances C. Wilson, U.S. Marine Corps, will serve as the chairperson of the Defense Advisory Committee on Women in the Services (DACOWITS). She succeeds Holly Hemphill of Alexandria, Virginia. DACOWITS, established during the Korean War in 1951 by Secretary of Defense George C. Marshall, is an independent advisory committee that provides the department with advice and recommendations on matters and policies relating to the recruitment and retention, treatment, employment, integration, and well-being of highly qualified professional women in the armed forces. Members include prominent civilian women and men representing a distribution of demography, academia, industry, public service and other professions.

CAARNG Aviation Assist Firefighting Efforts

U.S. ARMY PHOTO BY SPC. BENJAMIN COSSEL

A UH-60 Black Hawk helicopter crew from the California Army National Guard drops 660 gallons of water on a Northern California fire, Aug. 4, 2014. The California Army National Guard deployed 18 helicopters including Black Hawks and Chinooks beginning July 31 to support the California Department of Forestry and Fire Protection and the California Office of Emergency Services in fighting fires in Modoc County and the Lodge Complex fire in Mendocino County.

Kiowa Soldiers Should Reclass Now

U.S. ARMY PHOTO BY SPC. JOHN MARTIN

The Army is encouraging certain aviation enlisted soldiers affected by the phased elimination of the OH-58D Kiowa Warrior from its inventory to reclassify now. Soldiers holding military occupational specialty (MOS) 15J Kiowa armament, electrical and avionics systems repairers should retrain in MOS 15Y for similar duties on the Apache; also, 15S Kiowa mechanics should reclassify to 15R and serve as Apache mechanics. To qualify for reclassification, 15J and 15S soldiers must have at least two years of Army aviation experience, and agree to extend or reenlist to meet a four-year service-remaining requirement without exceeding the retention control point for their rank. Reclassification requests must be endorsed by a soldier's company commander and the first lieutenant colonel in their chain of command. For specific details about the reclassification program, soldiers should consult MilPer Message 14-223, dated Aug. 12, and contact their local career counselor or retention NCO.

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Revitalizing "5 by 5" Comms

Participants exchanging ideas during the 2014 AAAA Army Aviation Mission Solutions Summit at the Opryland Hotel, Nashville, TN, May 5-6.

AAPI PHOTO BY RENE BUDZ

One of my favorite films is a Paul Newman flick, the 1967 film, Cool Hand Luke. One of the most memorable phrases was **"What we've got here is failure to communicate"** spoken at different points in the movie; first, by Strother Martin (the prison warden) and later Newman (as Luke, a young prisoner).

I like to focus on communication as one whose left brain (math, science, logic and reasoning) tends to overpower his right (imaginative thinking). I've noticed of late that as a society, we are experiencing a noticeable failure to communicate; and that can only be to the detriment of our society and quality of life.

In the past, before the phone, people spoke to one another. With the advent of telephonic communication, the personal aspect became slightly reduced. Now with the advances in technology (read as … smartphones) you merely look around and see people with their heads buried in an electronic device. We all know about the perils of using electronic devices while driving but attend a meeting or go to dinner, and everyone is on their device. You may argue that electronic communication is, after all, a form of communication, but I would argue that it's the lowest common denominator of interpersonal communication.

If you've read up to this point, you're probably asking yourself, "What the heck does this have to do with AAAA?" That's a good question that deserves some explanation.

AAAA, like every other organization, sends out a plethora of electronic information in order to keep our membership informed on a timely basis. Unfortunately, like every other organization, we find that we fall into the industry norm and less than 25% ever open the correspondence. Email is simply becoming less and less effective as a communication tool. Occasionally, we revert to the old fashioned method and make a phone call in order to speak to another human at the far end. Sometimes, a friendly out-of-office greeting is received, but after leaving a voice message, no return call is ever received. However, when connection is achieved, it is a marvelous feeling to be able to accomplish coordination, pass information, and expand upon relationships.

Another example extends to a perceived lack of communication within Army Aviation itself, between the Army National Guard and Active components, over the Aviation Restructuring Initiative (ARI). This is a disturbing trend. One side states that communication is ongoing and personal; the other says no one is talking to them. Anonymous emails accuse AAAA of not taking "a stand" on behalf of one component over the other or, depending on what component you're in, they accuse the AAAA of "being a shill" for the other component. Perhaps it's time to refresh the concept of face-to-face communication.

Most recently a state adjutant general, quoted in Defense News on the transfer of Apaches from the National Guard, accuses the Army of rhetoric "…designed to dupe Congress and the American people…" Hyperbole is NOT communication. Perhaps it is time to actually speak and communicate with one another.

The spoken word is a beautiful gift to mankind. It looks to me that we're treating it as the ugly tie one of our kids gave us for a birthday present; we put it in a drawer and forget about it. We should seek every opportunity to speak with people. In today's dispersed environment that isn't always possible and electronic communication helps us overcome the tyranny of distance. But, an email composed and sent, shouldn't routinely be an action completed. We've got go strive to improve our communications within our Branch; it's not Active vs Reserves vs Guard; it's one Army and one Aviation Branch.

What we've got here should not be a failure to communicate

BG Howard W. Yellen, Ret.
31st President, AAAA
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Arthur H. Kesten

December 5, 1921 – September 6, 2014

AAAA PHOTO

Arthur H. (Art) Kesten, who founded ARMY AVIATION Magazine in 1953 with his wife, Dotty, and the Army Aviation Association of America (AAAA) in 1957, passed away on Saturday, September 6, 2014 at the age of 92. He resided in Westport, CT for almost 60 years.

Inducted into the Army Aviation Hall of Fame along with Dotty in 1975, Art served as Executive Vice President of the AAAA from the time of the Association's founding until his retirement in 1989.

Art joined the United States Army Reserve Officer Training Corps (ROTC) at Cornell University as a Cadet in 1942 and became editor of the student newspaper, the Cornell Daily Sun. His college education was interrupted in 1943 by active military service in WWII. Art completed pilot training for light, single-engine, fixed-wing aircraft, such as the Piper Cub, at the U.S. Army Flight Training School at Fort Sill, Oklahoma in 1945 and received orders to join the 11th Airborne Division in the Philippines for the anticipated invasion of Japan. He then served as a member of the United States Occupation Forces in Japan from 1945 to 1948 and earned his jump wings while deployed.

Art and Dotty were engaged to be married when he was deployed to the Pacific. They were married by proxy in 1946 so that she could join him in Japan.

Art was discharged from active duty in 1948, and transferred to U.S. Army Reserve where he served as a pilot stationed at the Army Airfield located on Governor's Island off the tip of lower Manhattan. After returning to the U.S. in 1948 Art received a Bachelor of Arts degree from Cornell in 1949 and started utilizing his journalism skills to publish a small mimeographed newsletter for Army pilots serving in the First Army region in the Northeast. This simple regional newsletter, which was started as an after-work, at-home hobby, grew into a significant monthly publication that was re-named "ARMY AVIATION Magazine" in 1953. Moving from New York City to Westport, Connecticut in 1955, he quit his "day job" so that he and Dotty could devote their full time to making ARMY AVIATION Magazine into a profitable, self-supporting business and AAAA into the most dynamic and successful combat arms branch association in the U.S. Army today with over 20,000 Active Duty, National Guard, U. S. Army Reserve, civilian and industry members.

In 1963, their desire to continue to give back gave rise to a new charity, the AAAA Scholarship Foundation Inc., that now awards over $450,000 every year to Soldiers and their families for college education.

Along with Dotty, Art was also a very active member of the Cornell University Class of 1944. In 1998 they jointly received the prestigious Frank H. T. Rhodes Exemplary Alumni Service Award, which honors Cornell alumni who have demonstrated extraordinary service to the University through long-term volunteer activities.

Art is survived by his wife, Dotty; son Dale Kesten and his wife, Elizabeth; daughter Lynn Coakley; and granddaughters Shannon Coakley and Lauren Coakley-Vincent and her husband, Lesley Vincent.

Interment will take place at the Arlington Cemetery Columbarium in the Spring of 2015. In lieu of flowers, donations may be made to the AAAA Scholarship Foundation, Inc., Cornell University "Class of 1944 Cornell Tradition Fellowship Fund" or EQUUS Foundation, Inc.

Tens of thousands of Army Aviators over the years have benefited from the legacy of Art Kesten. Much of U.S. Army Aviation success on today's battlefields around the world directly results from the initiative, drive, tenacity, and determination of this dynamic husband and wife team who truly lived the AAAA motto, "Supporting the U.S. Army Aviation Soldier and Family."

Maintaining Our Technology/ Training Overmatch

By MG Michael D. Lundy

U.S. ARMY NATIONAL GUARD PHOTO BY 1LT HOLLY ELWIN

SPC Chad Lecy (right), an aircrew member with Headquarters Company, 34th Combat Aviation Brigade, 34th Infantry Division, Minnesota Army National Guard, runs after a simulated helicopter crash during a personnel recovery exercise at Fort Hood, Texas, June 21, 2014.

As we continue to prepare for future combat operations against hybrid threats equipped with advanced counter-air capabilities, developing better materiel and non-materiel survivability solutions is a high priority for the Aviation Enterprise. However, advanced threat technology is not the sole driver for the urgency to increase our survivability.

Overall force structure reductions resulting in less available combat power, increasing pressure to minimize forward footprints with fewer combat systems and people, and the growing need to operate under all visual conditions provides impetus to develop solutions that address both the threat and environmental conditions that can limit our freedom of action.

Today's aircraft survivability systems are a collection of loosely federated, stand-alone sentinels, each focusing on their portion of the threat spectrum. Although our current ad hoc approach to aircraft survivability equipment (ASE) performed well in recent combat, we were fortunate that we only faced a limited number of legacy systems that were operated by poorly trained operators. This allowed us the required time to assess the threat and develop ASE solutions, even while in contact.

However, given the recent volatility in the Middle East and Eastern Europe, where terrorists seized or were provided advanced air defense weapons, and their subsequent effective employment of these systems to destroy multiple rotary and fixed aircraft; it is


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clear that sorting it out while engaged is no longer a viable solution. We can't wait for the next fight to find answers – we have to act now to find better materiel and non-materiel solutions.

To ensure we retain the necessary freedom of action to support Unified Land Operations, we are focusing our future materiel solutions on two distinct but interdependent efforts. The first effort focuses on an integrated suite of aircraft survivability systems to detect and defeat the range of advanced generation threat counter-air weapons across each of the spectrums – infrared (IR), radio frequency (RF), electro-optical (EO), and laser. The second materiel effort focuses on enabling our crews to conduct missions throughout the operational environment, regardless of the visibility conditions.

A range of Degraded Visual Environment (DVE) technologies are under development and include improved aircraft sensors, visual cockpit displays, pilot sensory stimulation, and automated pilot assist technologies. Solving the DVE challenge will enable our crews to not only "own the night," but own the entire visual environment.

As we look to supporting non-materiel solutions, we are focused on refining our doctrine and techniques, improving how we train collectively, and continuing to field and upgrade the training support enablers that realistically portray the complexities of the operational environment we expect to face in the future.

Training the way we fight is not just a catch phrase, it's an imperative, and commanders have to put the right rigor and discipline in all training, from individual to collective, home-station to combat training centers (CTC). Maximizing the use of training support enablers like AVCATT, Constructive Mission Command Simulations, Aviation Live Instrumentation, and Aviation MILES all help create the realistic conditions and feedback necessary to challenge our crews and leaders with realistic environmental and threat conditions.

We cannot just rely on the periodic CTC rotation to train realistically; we have to maximize what we have at home station to achieve greater fidelity and feedback.

As we face increasingly complex operational environments in the future, we must innovate to maintain both our technological overmatch and our training overmatch. However, there is no technological silver bullet; instead, it will require a broad and integrated approach of materiel and non-materiel solutions, with training and leader development being paramount.

If we truly are going to realize the full potential of Aviation as a maneuver force, we have to get beyond the current limitations of flight visibility and advanced enemy threat systems. Equipping our aircraft with DVE solutions, a fully integrated holistic ASE suite, and training the way we fight will enable Army Aviation to continue to be the most dominant aviation force in the world.

Above the Best!

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

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Operationalize Critical Aviator Knowledge

By CW5 Allen R. Godfrey

U.S. ARMY PHOTO

CW4 John Kinard, 1st Bn., 212th Avn. Regt., conducts instruction with initial entry rotary wing (IERW) students during Basic Warfighter Skills.

A scout weapons team (SWT) is flying a reconnaissance mission in a mountainous country. Suddenly there is a troops-in-contact (TIC) call from a ground unit in sector. The SWT answers the call and proceeds to the TIC. They pull maximum torque available and accelerate. Their route will require a climb to 9,000 feet mean sea level. Having just departed the forward area rearm/refuel point (FARP), both aircraft are full of fuel and ammunition. The lead aircraft pilot in command remembers there is an aircraft airspeed limit with the doors off.

As the aircraft near the top of the ridge, there is a vibration, then a roll to the left, and a near simultaneous nose pitch up. What was the V_{NE}, what does V_{NE} mean, why does the aviator need to know? What can the pilot do in the cockpit?

Operationalizing knowledge allows our aviators to accomplish the combat mission. Our aviators move from military science to the art of combat.

During the Instructor Pilot (IP) Course, the curriculum includes the instructing fundamentals. A learning process subject is the levels of learning.

The levels are:
- Rote
- Understanding
- Correlation
- Application

Rote is the lowest level of learning. It is the ability to repeat something, without understanding or being able to apply the subject taught. When a new flight school student arrives on the flight line, one of the first exams he or she must successfully complete is emergency procedures and limitations.

Chapter 5 of each operator's manual contains the operating limits and restrictions. The forward airspeed limit states, "The speed for any and all maneuvers shall not exceed the level flight velocities as stated on the airspeed-operating chart." When the IP asks this question, the student can state this limit. This information of itself does not provide enough to the aviator to understand meaning.

Understanding is the progressively higher level of learning. It is comprehension of the subjects previously taught. Is the level flight velocity a structural aircraft limitation or an aerodynamic limitation? The new aviator understands to accelerate, the collective increases and the cyclic moves forward. Fundamentals of flight academics teach the pitch increases in the rotor blades as the aircraft accelerates. Also during the fundamentals of flight academics, each aviator learns about retreating blade stall. They learn high gross weight, high

forward airspeed, high density altitude can cause retreating blade stall. Recovery by reduce collective, reduce forward airspeed, and reduce altitude. Our new aviator now understands airspeed limits and retreating blade stall.

Application is the skill one must achieve to apply subjects previously taught. The aviator accomplishes this in the aircraft by manipulation of the flight controls. We learn as we increase collective and apply forward cyclic, the aircraft accelerates. At a certain airspeed, the aircraft reaches the level flight velocity stated in Chapter 5. Now the aviator is ready to move to the next level.

Correlation is the highest level of learning. It is the ability to correlate subjects previously taught with different subjects previously taught or subsequently encountered. In the earlier scenario, performance-planning calculations compute the V_{NE} is less than the airspeed with doors off.

Our aviator, now with the knowledge gained, knows this is an aerodynamic airspeed limitation. Our aviator can correlate exceeding this airspeed may lead to retreating blade stall. Now our aviator understands the relationship with airspeed limits and the effects in the aircraft.

Revisit the scenario. Now after the TIC call, our crews accelerate and take the best possible route. This route takes them over only an 8,000 foot ridge and is not exactly direct. However, due to a higher V_{NE}, they arrive at the TIC in a shorter time than the more direct route. More importantly, they prevent a possible loss of control and not arriving at the TIC.

What does the pilot need to know? Why does the pilot need to know? How does the pilot use the need to know? How does each need to know relate to the other? Teach how to think not just what to think.

Remember to start our day asking, "What are we doing for the Warfighter?" At the end of the day, the answer is, "We provided no fail support to the Warfighter on the ground and in the air."

"Above the Best"

CW5 Allen R. "Randy" Godfrey is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

Branch Command Sergeant Major

As most of you know I grew up in the Army as an Air Traffic Controller. I served as a squadron and combat aviation brigade CSM but that by no means makes me an expert in all areas of Army aviation. This issue is dedicated to ASE and this is one of those areas. For this issue, I want to let someone far more versed in aircraft survivability take the lead. Sergeant Major Eric Wainwright is the Directorate of Training and Doctrine Sergeant Major here at USAACE. I have asked him for his perspective on maintaining our edge with training and enabling technologies that have led to increased aircraft survivability, including relooking our training strategies and realizing the benefits of upping our game with nonrated crew member training.

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

Maximizing Training

By SGM Eric I. Wainwright

"The attack took place on American soil, but it was an attack on the heart and soul of the civilized world. And the world has come together to fight a new and different war, the first, and we hope the only one, of the 21st century. A war against all those who seek to export terror and a war against those governments that support or shelter them."

– President George W. Bush, 10/11/01

Simulated hoist training with the Non-rated Crewmember Manned Module (NCM3), a fully integrated subsystem of the Aviation Combined Arms Tactical Trainer (AVCATT).

U.S. ARMY PHOTO BY LTCW. CLAIRE SAMOUCE

It's been more than 13 years since our Nation was attacked on September 11, 2001. When Americans stood in shock and disbelief, we all witnessed the footage of commercial jets slamming into the World Trade Center towers and the Pentagon, and one crashing in a field near Shanksville, PA. It was this action and call to arms that led us to wage our war on terror. Looking back at how we fought then and how we fight now, we can see how the evolution of training enablers, and their incorporation into crew and collective training, along with significant modifications to our aircraft have led to increased survivability.

The U.S. military is the premier fighting force in the world, and maintaining this status requires significant perennial investments in both training and enabling technologies. All organizations understand the requirement to train their employees, and the Army is no different. The problem most face is in having to find the balance point within their fiscal constraints in developing their force. This is where I come in, working with the Center and the Aviation Enterprise to provide the most realistic and effective developmental training to maintain and increase our capability.

Virtual Immersive Training

Training during times of transition, uncertainty, complexity and austerity requires our leaders to evaluate their training strategies and adapt to the implementation of progressive training strategies that use both human interaction and technology. As resources decline, the importance or reliance on virtual immersive training will have to increase. A progressive training plan utilizes the crawl-walk-run methodology building on successful iterative training before progressing to tasks more complex. In the world of aviation, we understand the critical linkages between intuitive action and survival. Mastery of these actions only comes through numerous performances of these tasks in varying conditions. Many of these conditions have to

be simulated due to limitations in training resources, and safety. Implements in the virtual world of simulations have allowed us to reach a new level in accurately portraying realistic training environments.

The Aviation Enterprise has attacked the challenge of training nonrated crew members by leveraging technology in the live, virtual, constructive, gaming, and mission command (LVCG-MC) realm utilizing the ***Non-Rated Crew Member Manned Module (NCM3)***. This virtual aviation simulator has the capability of placing either CH-47 Chinook or UH-60 Blackhawk crewchiefs in a three-dimensional virtual training environment. The system is capable of training critical tasks such as door gunnery, hoist operations, and sling-load operations.

One of the elements missing from collective training for NCMs historically was the ability to participate as part of the crew with pilots. This lack of crew integration and collective training presented multiple issues that became evident when they linked up in the helicopter. The necessity of collective training for the whole crew has always existed, and until now was a capability gap. The NCM3 simulator now provides that capability by integrating with the Army Aviation Combined Arms Tactical Trainer (AVCATT). Now, using this system, full collective training of helicopter crews can be achieved. This approach to training provides door gunners the ability to suppress and provide maneuver time for the aircraft to evade engagements in real-time. This ability presents the increased probability of aircraft survival by capitalizing on realistic, individual, crew, collective training, and scenario-based situations in an interactive environment. When Soldiers meet the standards for these tasks leaders can quickly change the conditions presenting a new challenge to their teams, making the individual and crew responsive to an evolving battlefield.

Maximizing Training Programs

When it comes to aircraft survivability, immediate defensive and suppressive actions within the first few seconds of contact are critical. The only way crews become proficient in performing these crucial tasks is by completing multiple iterations of task familiarization in the cockpit while training.

Recent surveys from the field have identified some training capability hurdles associated with door gunner progression. While we are working towards a solution to this training, I ask that you look at employing the NCM3 to its fullest potential to maximize your training programs. Right now, we have multiple NCM3s produced with more NCM3s that have been approved. This is not a substitute for flight training, but it is an effective form of collective training that minimizes blade hours, ammunition and fuel usage.

So, until the Klingons give us a "cloaking device," USAACE and the Aviation Enterprise will continue to seek innovative solutions and provide the Army with the cutting edge it needs.

Above the Best!

CSM Eric C. Thom is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence (USAACE); SGM Eric I. Wainwright is the senior noncommissioned officer of the USAACE Directorate of Training and Doctrine at Fort Rucker, AL.

Assessing Army Safety

By BG Jeffrey A. Farnsworth

CRSC COURTESY PHOTO

Members from the Griffin Motorcycle Club came together for a safety stand down at Katterbach Army Airfield, Germany, May 21, to do motorcycle safety inspections.

As the new director of Army Safety and commanding general of the U.S. Army Combat Readiness/Safety Center, I look forward to working with Army leaders and safety professionals at all levels to preserve our Army's readiness through the prevention of accidental loss of our Soldiers, civilians, Family members and vital resources. First, however, I'd like to recognize some of those whose efforts have been so instrumental in turning the accidental loss arrow downward over the past few years.

To begin with, I thank my predecessor, BG Tim Edens. His commitment and efforts to Army safety will positively impact our force for years to come. Secondly, I want to thank our corps of Army senior safety directors. You are the institutional backbone of Army safety and have achieved this status based on your perseverance and commitment to our Army. Your experience is invaluable. Lastly, I want to thank our safety officers and NCOs in our brigades, battalions and companies. You serve on point every day, and your dedication to the Army safety mission is clearly recognizable.

Over the next few weeks, I will assess the state of Army safety and report my findings back to the Army Chief of Staff. My initial sense is that our policies and programs are effective. However, I need a bit more time to validate that assessment. In the past, we've used 10-year accidental fatality data to measure success. While the 10-year Soldier fatality trend continues to move downward (264 fatalities in fiscal 2004 compared to 135 in fiscal 2013) and we're on a good path to close fiscal 2014, this data alone cannot serve as the overall indicator of success. For instance, the mere fact that off-duty fatalities outnumber on-duty fatalities by nearly 3-to-1 should be troubling to every Army leader. What is just as troubling is that motorcycle and sedan/truck accidents account for more than half of those off-duty fatalities.

We all know historical data and statistics give us a snapshot of what is claiming the lives of our Soldiers, but we must dig deeper to find the root causes.

In July 2010, then-BG Anthony Crutchfield wrote an article for Knowledge magazine in which he identified the five most common words he found in accident reports at the National Training Center at Fort Irwin, California – untrained, unsupervised, undisciplined, overconfident and complacent. He encouraged leaders to understand the risk management process and ensure safety awareness is ingrained in everything their Soldiers do. I couldn't agree more. Our Army is drawing down from more than 13 years of combat operations in Iraq and Afghanistan. We must all be cognizant that although we may not be battling individuals or groups of armed adversaries, the adversaries we will face are no less deadly. Being untrained, unsupervised, undisciplined, overconfident or complacent, whether on or off duty, can be just as threatening as the enemy and will take a life indiscriminately and without hesitation.

The one common denominator in the equation for success is leader engagement. Organizations led by informed and aware leaders who engage their subordinates and teammates will succeed. Engaged leaders also make safety imperative in their formations, and it serves as the foundation on which the organization's safety culture is built.

At the end of the day, with a collaborative approach inclusive of all safety professionals across the force, effective and proactive leader engagement and the harnessing of current technology, I believe we can build a common operating picture of our safety environment and identify individuals in our formations that are most at risk. Having that information will allow us to push knowledge and resources to prevent accidents.

I look forward to working with all of you in the future and greatly welcome your feedback. I pledge to you my support and commitment to Army safety as we work together to sustain the positive momentum we've achieved over the past few years. Army Safe is Army Strong!

BG Jeffrey A. Farnsworth 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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Army Reserve Rescue on Rainier

By CPT Alan S. Moss

U.S. ARMY RESERVE PHOTO BY CPT ALAN MOSS, 11TH TAC PAO

Aviators from the 11th Theater Aviation Command lower a member of Air Force Para-Rescue team from their CH-47 'Chinook' during a training exercise at 8,500 feet on Mount Rainier in Washington state on 21 May.

Aviators and Soldiers from Company B, 1st Battalion, 214th Aviation Regiment, rescued a 27 year old female climber who had fallen ill with convulsions/possible seizures at approximately 12,500 feet while mountain climbing on Mount Rainier on Wednesday, May 28.

Pilots CW4 Rich Bovey and CW3 Darrick Nelson, their crew, Air Force Parachute Rescue Jumpers (PJ's) and a military physician from Madigan Army Hospital departed Gray Army Airfield on Joint Base Lewis-McChord at approximately 10:00 a.m. to the rescue location in a CH-47D 'Chinook' helicopter. The helicopter crew hoisted the two PJ's down to the surface in the vicinity of the ill climber and then circled while the PJ's secured and evaluated the climber. Once the climber was securely placed in a litter for transport, the helicopter returned and hoisted the patient onboard.

The pilots had concerns with the weather at the rescue site. The Air Force personnel walked from the site down to the Camp Muir base camp while the aircraft safely rushed the climber to Madigan Army Medical Center Emergency Room.

"Each rescue provides us with a strong sense of accomplishment," Bovey said. The rescue is one example of how this distinctive partnership saves lives every year on what can be a treacherous mountain. The Army Reserve pilots train annually with the dedicated rangers of the National Park Service and the Air Force PJ's for this difficult mission. The Army Reserve helicopters and highly trained pilots and crew provide the National Park Service with unique capabilities that are extremely valuable to saving lives on the mountain. "The National Park Service looks at us like a tool in their toolbox," Bovey said.

B/1-214th is an Army Reserve general support aviation battalion (GSAB) that falls under the 11th Theater Aviation Command, headquartered at Fort Knox, KY. Bravo Company and the National Park Service have partnered together to save lives on Mount Rainier for almost 15 years. During that time, Bravo Company's missions have resulted in the successful rescue of over 75 injured or at risk civilians. Without a high altitude rescue asset many of these individuals would have certainly perished on Mount Rainier.

Bravo Company assumed the search and rescue (SAR) mission on 15 July 1998 on Joint Base Lewis-McChord. In October of 1998 the unit conducted a month long SAR qualification event that qualified the first crews for the 1999 season. SAR training continued in the spring of 1999 with Company A conducting the first actual SAR mission in May of 1999. The 1999 season had seven actual SAR missions which ranged from emergency resupply operations to live hoist rescues. B/1-214th has provided continuous service on Mount Rainier (while not deployed) since that time. There are an average of five actual SAR missions every year.

The SAR mission provides a valuable resource to the citizens of the Pacific Northwest. More importantly it provides real world experience that teaches fundamentals necessary for success in current full spectrum operations to the Aviators and crew members of Company B, 1-214th GSAB. The lessons of power management, hazardous terrain negotiation, and mountain weather interpretation have paid dividends in the mountains of Pakistan and Afghanistan and will continue to do so in future military operations.

CPT Alan S. Moss is the public affairs officer of the 11th Theater Aviation Command located at Fort Knox, KY.

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In this issue, I've asked SSG Bowe from the S-3, 1st Bn., 210th Avn., to discuss the effective training of maintainers in the field on aircraft survivability equipment as our Army moves into a period of transition. *COL Rigole, Commander*

Aircraft Survivability Equipment (ASE)

By SSG Quinton L. Bowe

The ability for military aircraft to operate effectively in known hostile environments depends heavily on the anticipation of our enemies' air-defense capabilities. The process of successfully identifying and defending against the weapons and tactics of our enemies starts with extensive assessments of the current and future threat systems that an aircraft may encounter within its lifespan.

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

View of AN/APR-39 Radar Warning Receiver sensors installed on the front of an AH-64.

ASE systems that support the identification of multiple threats in an adaptable configuration will enable our aircraft to increase global combat efficiency. A system such as the Radar Warning Receiver (AN/APR-39) has the ability to integrate and display radar, missile and laser threat signals in a consolidated format. This enhances the pilots' ability to determine what types of countermeasures and flight profiles are required to decrease the aircraft's vulnerability.

ASE has not only contributed to protecting our troops on the battlefield but also has elevated aviation capabilities to be more versatile in the execution and support of wide area security operations.

ASE Maintenance

The drawdown causes concern for our ability to develop and sustain proficient ASE maintainers. The continuous workload associated with over a decade of combat operations has in turn produced a force of reliable and experienced aircraft system mechanics. When the mission demand is reduced what will be the effect on our future technicians and logistics managers? The routine of consistently requesting replacement parts or performing extensive repairs due to battle damage will eventually decrease in day-to-day operations.

ASE maintenance within garrison environments will not consist of rapid supply demand, unlimited resource availability and unpredictable repair scenarios. As the Department of Defense prepares to implement a wide range of budget cuts, the effect on aviation assets could be detrimental. Leaders should express the importance of investing resources to train personnel on ASE maintenance procedures. While conducting operations at home station, it will be essential that we educate our next generation on the most current systems.

We must be prepared to face a wide spectrum of threats in unpredictable environments. The approach of equipping every Army aircraft to be combat ready in garrison may challenge economic constraints, but should be regarded as a necessity for sustaining maintenance proficiency. TRADOC Deputy Commanding General and former Army Aviation Branch Chief LTG Kevin W. Mangum explained, "Leaders are tasked with assisting maintenance managers by developing strategies to provide required tools,

logistics, equipment and personnel support to achieve readiness at best value." As maintenance managers, this means emphasizing the importance of having our units equipped with all survivability systems that have been profoundly utilized during combat.

Maintaining Proficiency

Frequent task performance under realistic conditions is essential for generating reliable mechanics, meaning that within operational units all critical tasks have to be continuously reinforced. As a maintainer, the majority of these tasks include periodic inspections and/or functionality checks. Consequently, when systems are not installed, the expertise associated with troubleshooting will be greatly diminished or nonexistent. To support the equipping of a combat-ready force, the influx of repair parts and supplies that are returning from theater can be dispersed across the aviation community to resource the training of field level maintainers.

In recent and current conflicts, our civilian sustainment force has maintained significant control over distributing ASE components while in theater. As these roles are increasingly filled by uniformed service members, our logistics managers will have to rely on well-regulated demand assessments for specific equipment to be integrated into the supply prescribed load list (PLL) inventory.

The importance of training proficient ASE maintainers and sustaining functional ASE must be emphasized regardless of the operational or organizational climate. During this current period of transition, Army leaders have the responsibility to continue the development of aspiring professionals and create a workforce prepared for the operational demands of future campaigns. As the technology of aircraft survivability systems advances, we need to ensure our maintainers can preserve and capitalize on hard learned lessons by providing them with the resources and opportunities to experience and maintain our newest and most effective systems.

SSG Quinton L. Bowe is a training instructor with the S-3, 1st Battalion, 210th Aviation Regiment, 128th Aviation Brigade at Joint Base Langley-Eustis, VA.

NEWS SPOTLIGHT

Wings of Freedom
Conducts Mass Flight in D.C.

PHOTO BY MR. GEORGE MARKFELDER, JFHQNCRMDW

24 aircraft from the 12th Aviation Battalion fly up the Potomac River past the Capitol in Washington, D.C. June 4, 2014 during a training mission.

The 12th Aviation Battalion, assigned to the U.S. Army Military District of Washington's Army Air Operations Group at Davison Army Airfield, Fort Belvoir, VA, flew all 24 of its aircraft together one last time through downtown D.C. during a one-hour training mission on June 4, 2014.

The formation, consisting of 7 UH-72 Lakotas; 3 VH-60A, 3 VH-60M, 7 UH-60L, 3 UH-60A and 1 UH-60M Black Hawks, flew from Davison up the Potomac, following the approved DC helicopter routes through the Tidal Basin by the National Mall and along the I-95 Greenbelt corridor to Andrews Air Force base with a low approach and return to Davidson.

Under the Army Restructuring Initiative (ARI) the battalion is turning in its UH-72s and receiving 8 additional UH-60Ls. The VH-60A aircraft are also being turned in and will go to museums. This was the last opportunity to conduct a battalion mass flight with this unique mix of aircraft.

The 12th Aviation Battalion is responsible for providing aviation support to the Military District of Washington, federal agencies and technical rescue support within the National Capital Region.

Heart Health

By Dr. (LTC) Joseph Puskar

Q: I have a history of high total and LDL cholesterol. I've been taking Lipitor 10 mg for three years, and my cholesterol level is now in the normal range. What else should I be doing to lower my risk of heart attack or stroke?

FS: Heart disease is the number one killer in the United States. Roughly half of us will die from heart disease mostly related to blood vessel damage caused by widespread overeating and under-exercising, and the consequently high levels of cholesterol, especially low-density lipoprotein (LDL) and triglyceride levels, and other inflammatory mediators. It's enough to make you never want to eat another $100 hamburger or cheeseburger again.

Researchers at the Cleveland Clinic found that high intensity statin therapy can not only delay or prevent the development of atherosclerotic blood vessel changes, but can even reverse the fatty streaks in the arteries of most patients; roughly 83% in their study. Interestingly, this reversal of disease was found to begin at LDL cholesterol levels of 60 or less, and that LDL levels of between 40 to 60 are likely physiologic for humans in their natural, lean, hunter-gatherer state. When controlling for other risk factors including LDL levels, they found that a highly inflammatory substance found in the bloodstream called C-reactive protein was greatly reduced in the high-intensity statin therapy group leading to cholesterol plaque shrinkage, but was not significantly reduced in lower intensity statin therapy regimens, explaining further plaque growth in these even at the same LDL levels. C-reactive protein is an under-recognized threat that is not currently being screened for in the standard lipid profile labs that we test for in most clinics at the present time. High-intensity statin therapy consisted of either 40 or 80 mg of Lipitor (Atorvastatin), or 20 or 40 mg of Crestor (Rosuvastatin). These are the highest doses of the two most potent statins available at the present time, and it is the researchers' belief that for patients at high risk for cardiac events such as heart attack the highest dose of one of these medications that the patient can tolerate should be prescribed; it did not seem to matter which one was used. There is no strong evidence that other cholesterol-lowering agents such as niacin, fish oil, or bile acid binding agents have any significant cardio-protective effects.

The Gender Difference

Since 1984, women have overtaken men in the absolute number of deaths due to cardiovascular disease, and this is not entirely due to the greater longevity of women, but includes other risk factors such as increased rates of smoking, obesity, and type II diabetes among women. The largest increase in adverse mortality rates was seen in women under 55 years of age who are pre-menopausal, traditionally thought to be a time when they are at much less risk for heart attack and stroke. Interestingly, in this age cohort of women who have heart attacks, only 1 in 3 have evidence by angiography of coronary artery blockage by cholesterol-filled plaques. Most of the fatty cholesterol streaks are deep within the arterial walls, and only in the end stages do they compress inwardly and block the arterial lumen. One young 24 year old woman whose heart was donated after she was killed when her car hit a tree in upstate New York was found to have 12 large fatty streaks in the walls of her arteries when her heart was salvaged for transplant. The only coronary artery disease risk factor she had at the time of her death was moderate obesity. Her case reveals that the highly atherogenic diet typical for most Americans, and the trend toward overeating and under-exercising puts us at risk for arterial disease and stroke.

Reducing the Risk

A new recommendation of the researchers is that we no longer select specific target levels of LDL based upon known risk factors, and adjust statin doses to achieve those levels, but that we should calculate the risk of an adverse cardiovascular event as high, medium, or low, and start with high or moderate intensity statin therapy considering this calculated risk. This is logical if we consider the effects that pro-inflammatory, atherogenic compounds in the bloodstream such as C-reactive protein, and probably others have on arterial fatty streak formation, and the effects that statins have to prevent their harmful effects. Not smoking, caloric restriction in general, gradual changes toward heart-healthy eating such as the Mediterranean or Paleolithic-type diets, and frequent aerobic exercise will also help to reduce your heart attack and stroke risk.

Safe flying, and see you at the flight line! Doc Puskar

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to *AskFS@quad-a.org*. 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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Airworthiness Qualification of the AN/APR-39D(V)2

By Mr. Joshua E. Smothers

The AN/APR-39 A(V)1/4 and the newly modified AN/APR-39 C(V)1 Radar Warning Receivers (RWRs) will soon be replaced with the AN/APR-39D(V)2 on U.S. Army Aircraft. The development of the AN/APR-39D(V)2 will correct the deficiencies in the currently used RWRs such as probability of detection, probability of correct /timely identification, direction of arrival accuracy against circularly polarized emitter types, and direction of arrival indication against C and D band emitter types.

As directed by the Acquisition Decision Memorandum (ADM) from the Assistant Secretary of the Army (Acquisition, Logistics and Technology), the Milestone Decision Authority (MDA) for the AN/APR-39D(V)2 program will be the Navy's Program Executive Office (PEO) and the program will be adopted by the U.S. Army's PEO Intelligence, Electronic Warfare & Sensors, Program Manager Aircraft Survivability Equipment (PM ASE).

The US Navy's Airworthiness Authority (NAVAIR 4.0P) and the US Army Airworthiness Authority (Aviation Engineering Directorate [AED]) will be cooperating in accordance with the Tri-Service Memorandum of Agreement (MOA) for "Mutual Acceptance of Airworthiness Certifications, Assessments, and Data." This MOA was put in place in part to avoid the duplication of qualification efforts for a system "box" that is operated and maintained within the same design configuration, envelope, environment, parameters, usage spectrum, and limits. The cost of each Service re-qualifying the same "box" is not necessary or practical given today's financial constraints. For the MOA to be successful, the originating Service and receiving Service(s) will need to communicate the differences in qualification requirements.

The Differences

The differences in qualification requirements are largely because "box" level requirements are derived from each platform System Specification (SS). For example, the requirements for a "box" integrated on a UH-60 would be different from the requirements of the same "box" integrated on a SH-60 due to maritime environmental usage issues.

Example 1: The UH-60M SS states the electrical power system shall meet MIL-STD-704E for DC systems whereas the CH-47F SS states the electrical power system shall meet MIL-STD-704A for DC systems. If the originating Service qualified the "box" to the requirements of MIL-STD-704A that "box" would not meet the MIL-STD-704E requirements of an NLSS of 22Vdc and an NHSS of 29 Vdc. If the originating Service qualified the "box" to the worst case MIL-STD-704E (for the UH-60M) it could be used on the CH-47F without any issues. However, if the originating Service qualified the "box" to MIL-STD-704A (for the CH-47F) it would not be certified for installation on the UH-60M per MIL-STD-704E.

Example 2: The UH-60M SS states the equipment shall operate without degradation in performance up to +55˚C (+131˚F) continuous, and up to +71˚C (+160˚F) for a period of at least 30 minutes, whereas the CH-47F SS states the equipment shall operate without degradation in performance during exposure to temperatures up to +71˚C (+160˚F). If the originating Service qualified the "box" to the UH-60M SS, but the receiving Service intended to use the "box" on a CH-47F, a restriction would be placed in the Airworthiness Release (AWR). However, if the originating Service qualified the "box" to the CH-47F SS it could be used on the UH-60M without any issues.

The AN/APR-39D(V)2 is being developed for the originating Service (U.S. Navy) by the Northrop Grumman Corporation. In accordance with the MOA, the qualification artifacts to be provided by the Navy will include an airworthiness certificate, a detailed description of the residual safety hazards, and the original source data. Once the qualification artifacts are available, the Navy will provide them to the receiving Service (U.S. Army) for evaluation. The Army will then evaluate the AN/APR-39D(V)2 qualification artifacts and determine if the "box" was qualified with the same design configuration, envelope, environment, parameters, usage spectrum, and limits required for the US Army platforms. PM ASE and the AED are anticipating a small delta list of requirements from a "box" level perspective. From a platform (aircraft) level perspective, additional platform level tests will be conducted such as electromagnetic compatibility (EMC), interoperability, and performance testing which are unique to each fielded platform.

The latest schedule indicates the AN/APR-39D(V)2 will be fielding on the AH-64E in FY17 with Special Electronic Mission Aircraft (SEMA) and the other platforms to follow.

Mr. Joshua E. Smothers is an aerospace engineer for the Aviation Engineering Directorate of the Aviation and Missile Research, Development, and Engineering Center (AMRDEC) located at Redstone Arsenal, AL.


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Project Manager Aircraft Survivability Equipment Update

By COL Jong H. Lee

I am extremely thankful and am humbled to serve as the Project Manager for Aircraft Survivability Equipment (PM ASE). I would like to thank COL John "Russ" Leaphart for his leadership and support during the past four years. Under his watch, the PM ASE team has provided world-class survivability systems to our Army. As we monitor the current and emerging threats, the PMO ASE is working closely with the Intelligence and Aviation stakeholders to ensure that our ASE systems continue to protect our aircraft and aircrews into the future. In addition to improving size, weight, and performance (SWaP), we will focus our efforts on users' concerns, especially ease of use and supportability. After an update on near-term improvements in the current ASE suite, we will examine how our mid-term investments will support our long-term goal of providing support to Future Vertical Lift (FVL) platforms while maintaining state-of-the art protection for the legacy fleet.

Countermeasures Update

The Advanced Threat Infrared Countermeasures (ATIRCM) system continues to provide CH-47 aircrews protection against MANPADS in combat and around the world. Recently, the PM ASE started fielding ATIRCM systems to combat aviation brigades outside of Operation Enduring Freedom to increase survivability and to deter the enemy from attacking our Soldiers. In the upcoming year, PM ASE will continue to test the ATIRCM system against emerging threats and improve the software in order to ensure that it remains relevant on the battlefield.

The Common Infrared Countermeasure (CIRCM) system is the light weight follow-on system for ATIRCM that will provide aircrew protection for multiple rotary wing, tilt-rotor, and small fixed wing aircraft across the Department of Defense. Currently, PM ASE is completing the Technology Maturation and Risk Reduction phase with two vendors in preparation for a Milestone B and initiation of the Engineering and Manufacturing Development phase early next calendar year. PM ASE will move forward with one vendor in the next phase and start the integration process to equip the UH-60 aircraft with CIRCM. Eventually, CIRCM will be fielded on a majority of the Army's aircraft to include replacing the ATIRCM system on the CH-47 fleet.

Sensors Update

In September 2013 PMO ASE began fielding a drop-in replacement Processor Line Replaceable Unit (LRU) to the fielded AAR-57 Common Missile Warning System (CMWS). This 3rd Generation Electronic Control Unit

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(GEN3 ECU) brings with it three major capability upgrades: (1) a major increase in processing power and memory; (2) improved threat algorithms within the new software enabled by the improved processor; and (3) an initial Hostile Fire detection capability for small arms and rocket-propelled grenades (RPGs). Preliminary feedback from the field is positive and our training and fielding teams have done a fantastic job executing this retrofit. This effort was conducted as a quick reaction capability (QRC) and has merged into the CMWS Program of Record.

Another important effort is our adoption of the U.S. Navy's APR-39D(V)2 Radar Warning Receiver (RWR). This system represents a significant capability increase over the Army's legacy APR-39A(V)1 systems and will initially complement, and maybe eventually replace, the APR-39C(V)1 which begins fielding in October 2014 as a sustainment upgrade to bridge the gap. The acquisition strategy to adopt the USN APR-39D(V)2 was approved by the Army Acquisition Executive in October 2013 and represents a much faster and less expensive path to updating the Army's RWR capability. PMO ASE is working closely with PMA-272 at Naval Air Systems Command (NAVAIR SYSCOM) to merge testing requirements and foster a true multi-service effort. PMO ASE is also coordinating with the various platform PMs within Program Executive Office (PEO) Aviation to design and fabricate the A-kit modifications required to install the APR-39D(V)2. The APR-39D(V)2 contains significant processing improvements, similar to the GEN3 ECU in CMWS, which allow for the installation and use of more robust software. These software improvements, coupled with new dual-polarized antennas, will address and resolve several radar warning deficiencies attributed to the legacy APR-39A(V)1.

Conclusion

The product updates described above cover the PM ASE near-term planning horizons. The far-term focus of ASE is centered on support to FVL platforms. Advanced capabilities developed for FVL may include geo-location of threat systems on digital maps; air-to-air and air-to-ground networking of threat information; and multi-spectral countermeasures that protect our aircraft and crews from multi-spectral threats. As always, we will strive to reduce size and weight while improving performance. This may involve combining processing capabilities to reduce the number of boxes on the platforms. This may also involve the use of fiber-optic wiring harnesses, which will reduce weight and increase capabilities. In order to provide advanced capabilities to the FVL platforms, PM ASE needs to use mid-term initiatives to develop those capabilities. One of those initiatives is the Missile, Laser, and Ballistic (MLaB) initiative which will drive advancements in missile warning and laser and ballistic detection capabilities. Another initiative is the Radio Frequency Countermeasure, which will accommodate growth to RF jamming. A final mid-term initiative involves improvements to CIRCM, which will include multi-spectral laser technology and improved countermeasure threat techniques to counter emerging threats. In summary, our long-term plan involves maximizing current technology in the short-term while planning mid-term investments in S&T that will provide critical, advanced capabilities to our troops. The long-term focus on FVL is also tied-in to providing the rest of the fleet with the same degree of protection.

I'll close by saying that my top priorities are support to theater operations and to users in the field. I look forward to meeting many of you at the upcoming ASE Forum. I encourage all of you, as members of the user community, to share your issues and concerns with the current ASE suite and the road ahead.

COL Jong H. Lee is the project manager for Aircraft Survivability Equipment, under the Program Executive Office Intelligence, Electronic Warfare, & Sensors, located in Huntsville, AL.

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Product Manager Air Warrior
Update to the Field

By LTC Spencer C. Guida

The Air Soldier

Representative Air SS Solution Overlaid on the Air Warrior Profile

Under the leadership of the Program Executive Officer Soldier and reporting directly to the Project Manager Soldier Warrior, the Product Manager Air Warrior (PM AW) is the Army's material developer for Army Aviation Life Support Equipment (ALSE) and the mission statement of the PM AW is "to integrate aircrews into aircraft; increasing their ability to fight, win, and return home safely."

Fiscal Year 2014 (FY14) is drawing to a close both as a year of continuity and as a year of transition. In FY14, the PM AW continued to train and field, including delivering almost 5,700 kits of aviation life support equipment (ALSE) to Army aviation units around the globe, continued to reset AW ensembles supporting aircrew deployments to Afghanistan, and continued to equip aircrews with the Encrypted Aircraft Wireless Intercom System (EAWIS). After eleven continuous years of fielding, delivery of Air Warrior capability to Army aircrews is nearly complete, with a few units remaining to be fielded with the Communications Enhancement and Protection System and the Survival Kit, Ready Access Modular system. As in the past, PM AW maintains a rapid response contingency stock of survival equipment for Army helicopter crews, including overwater survival gear and supplemental breathing oxygen systems. The PM retains the capability to train and issue crewmembers this equipment in support of contingency missions such as disaster relief, firefighting, and quick reaction force missions.

The Air Soldier System (Air SS) includes a layered clothing ensemble and survival equipment that reduces bulk and weight; a modified HGU-56/P flight helmet with improved retention and field of view; and a helmet-mounted head tracking and flat-panel, high resolution, day/night display system for UH-60 and CH-47 aviators providing enhanced situational awareness and reduced crew workload.

A Year of Transition

FY14 is also a year of transition from the Air Warrior Ensemble to the Air Soldier System. The Air Soldier System (Air SS) builds upon the capabilities of Air Warrior, with the

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Projected on the Air SS Common Helmet Mounted Display (CHMD), provides CH-47 and UH-60 aviators enhanced situational awareness in DVE.

first delivery of capability to the field scheduled to begin in FY15. Developmental test of initial Air SS capability completed in June of this year, followed by a customer test of select Air SS equipment by the aviation soldiers of the 10th Combat Aviation Brigade (CAB) at Fort Drum, NY in a test led by the Operational Test Command. The Air SS addresses ALSE capability gaps uncovered after 11 years of continuous conflict and thousands of combat missions in a punishing environment. The highest priorities of the Air SS are to reduce crewmember bulk and weight to increase cockpit compatibility and mission effectiveness, and to improve situational awareness (SA) and safety.

Air SS

The initial delivery of Air SS capability will include a new soft body armor that is thinner and lighter than the current AW version while meeting the same level of ballistic protection as the standard Improved Outer Tactical Vest soft armor. The Air SS also includes a new Lightweight Immersion Suit for Aviation (LISA) for cold water protection; a lighter, thinner version of the Joint Protective Aircrew Chemical Ensemble (LJPACE); standardized and integrated 72 hour personal survival items, including a new survival knife; a thinner, lighter aircrew cooling vest, and an improved HGU-56/P flight helmet and retention system.

Air SS also introduces the Mission Display Module (MDM) for UH-60A/L aviators. The MDM consists of two high resolution displays mounted on the aircraft instrument panel and replaces the body-mounted Electronic Data Manager (EDM). A day/night color digital Common Helmet Mounted Display (CHMD) system with integrated Line Of Sight Head Tracking and 3D Degraded Visual Environment (DVE) symbology will be fielded for both UH-60 and CH-47 aviators. This will be the most significant improvement the Air SS will offer to mitigate loss of situational awareness (SA) caused by a lack of visual references in a DVE.

Loss of SA by the aviator has contributed to a significant number of Army aircraft mishaps and fatalities, and the Air SS material solution is a combination of pilot/copilot line of sight Head Tracking, a new CHMD, and 3D conformal symbology. This solution does not mount any new sensors on the platform to "see" through obscurants. Rather, the Air SS is the pilot-vehicle interface that provides enhanced flight symbology to the new CHMD. The symbology is generated from existing aircraft systems in combination with Digital Terrain Elevation Data to provide virtual 3D ground references and drift, rate of closure, and lateral and vertical acceleration cues. The 3D conformal symbology aids pilots in DVE takeoff, hover, and landing, as well as en-route navigation and crew coordination by displaying the copilot's line of sight. Additionally, advanced 2D color symbology will be fielded which matches the current cruise and hover symbology displayed by the aircraft primary instruments.

Air SS capability will start fielding in late FY15 at a rate of three CABs per year. Follow on efforts include a modified Primary Survival Gear Carriage (PSGC) and an Electronic Flight Bag (EFB). The PSGC will be modified to reduce weight and bulk, accommodate migration to the Army's new Soldier Protection System (SPS) modular ballistic protection system, and enhance compatibility and stowage/interface provisions for current and future clothing and individual equipment. In FY18, the Air SS will also begin to field an EFB, a digital replacement for the current paper-based DoD Flight Information Publications. The EFB will be qualified to fly aboard Army aircraft and the Concepts and Requirements Directorate, the TRADOC user representative at Fort Rucker, AL, is currently defining the capabilities expected of the EFB.

In summary, the PM AW ensures Army aircrews have the best equipment available to safely accomplish their mission in every flight profile. The Air SS will increase mission effectiveness by reducing weight and bulk, increasing cockpit compatibility and dramatically improving SA for utility and cargo aircraft in Degraded Visual Environment conditions.

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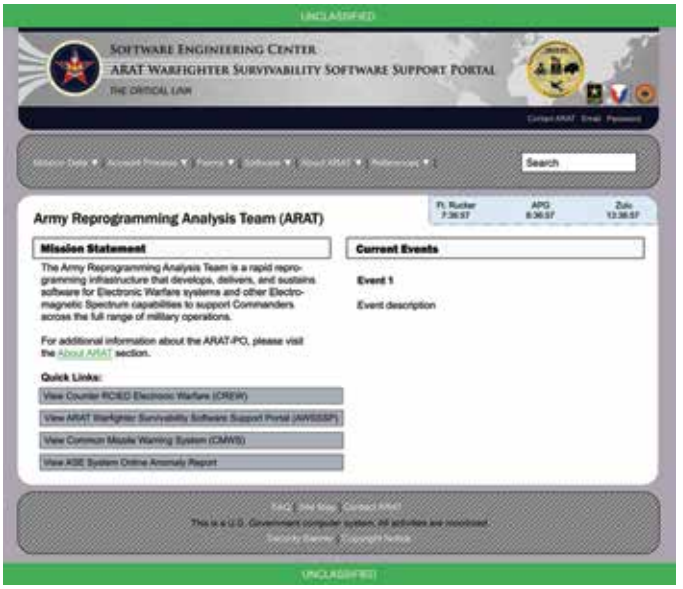
CECOM SEC ARAT Dissemination Tools – The "Critical Link" to Success in EMS Operations

By Ms. Roxanne M. O'Brien and Mr. Phuong T. Tran



ARAT Warfighter Survivability Software Support Portal (AWSSSP) home page

ARAT Warfighter Survivability Software Support Portal (AWSSSP) map

Mission success in using the electromagnetic spectrum (EMS) requires the ability to adapt rapidly to changes in an operational environment where adversary capabilities evolve quickly. So how does the Army put counter-threat and mission enabling software in the hands of the Soldier at the time and place when and where most critically needed?

One answer rests with the Army's Communications-Electronics Command (CECOM) Army Reprogramming Analysis Team (ARAT). Located at Aberdeen Proving Ground, MD, with support, liaison and threat analysis offices across the country, the ARAT has been an enduring presence for over 20 years, spearheading efforts to rapidly place mission-critical software in the hands of our military.

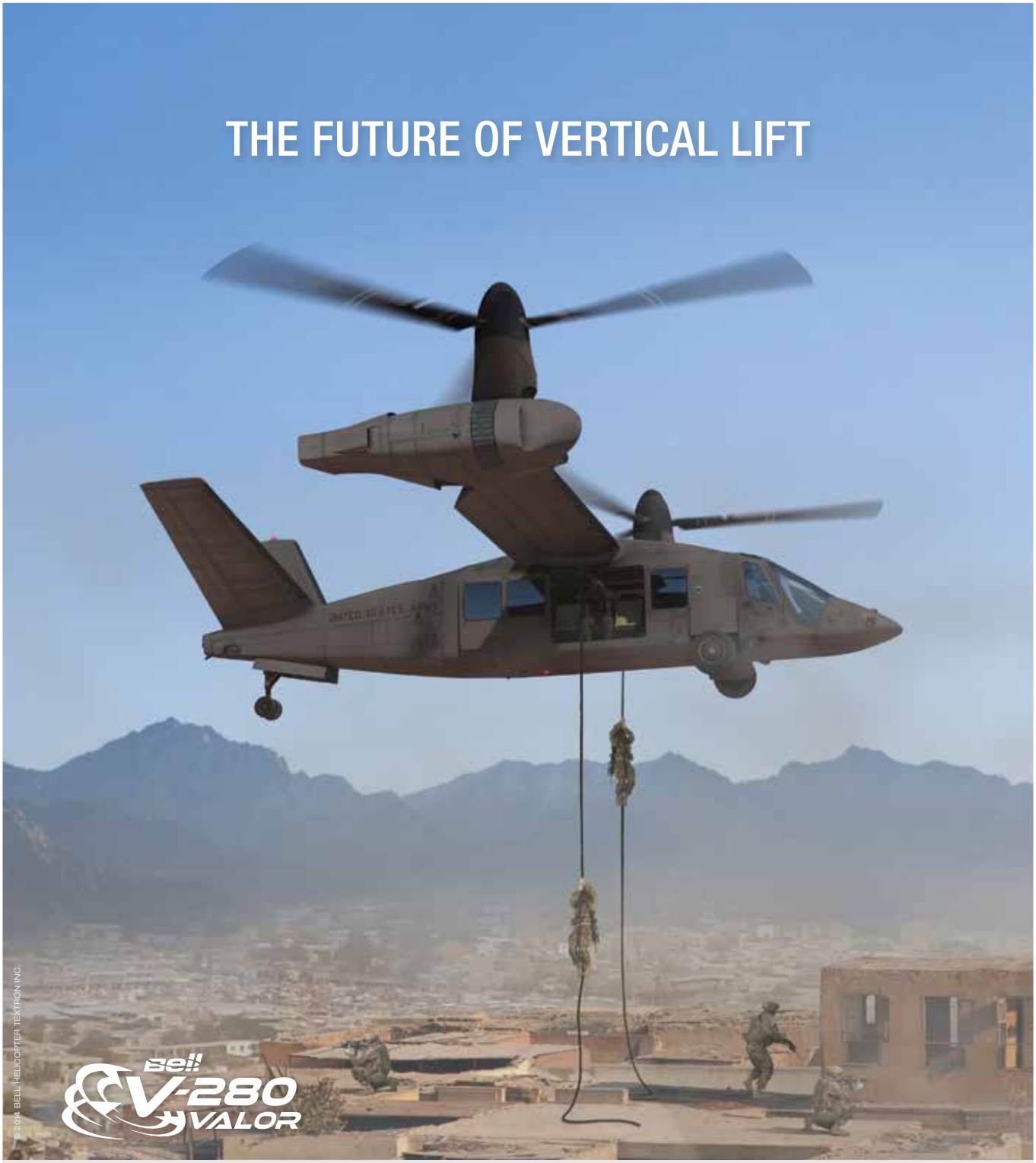
Born from lessons learned during Operation Desert Storm, the ARAT analyzes threats identified in the EMS to determine their impact on the functionality of electronic warfare (EW) electronic attack, electronic protect, and electronic support systems such as radar signal detecting sets (RSDS) and the Counter Remote Control Improvised Explosive Device (RCIED) Electronic Warfare (CREW) system. Working with other organizations such as the U.S. Army Aviation Center of Excellence, Product Manager CREW, and TRADOC Capability Managers, the CECOM Software Engineering Center (SEC) ARAT determines the appropriate response options to include reprogramming RSDS mission data sets (MDS) and CREW threat load sets (TLS) or changes in friendly employment tactics.

However, a response is of limited value if a Soldier cannot have timely access or the ability to incorporate the solution into the EW systems. Enter the CECOM SEC ARAT Warfighter Survivability Software Support Portal (AWSSSP) and the ARAT Survivability Software Loader (ARATSSL), the *critical links* to mission achievement.

AWSSSP

The AWSSSP plays a vital role in placing mission software and documentation into the hands of Soldiers. The portal is a secure, single point of service asset where Soldiers download mission software and other pertinent products for their EW force protection (FP) systems. The AWSSSP consolidates the various web portals once visited by EW officers (EWO) and aviation mission survivability officers (AMSO) to download and install threat-recognition and defeat software, thereby reducing the time needed to locate and retrieve mission data, averting confusion, and providing an enhanced means for obtaining precise data with contextualization.

More than a hub for software and documentation distribution, the AWSSSP affords a means for Soldiers to provide feedback and report anomalies to CECOM's SEC where engineers build their MDS and TLS. This communication goes both ways as the AWSSSP enables those engineers to provide rapid responses and advice to their primary customer – the Soldier.



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AWSSSP Security

The AWSSSP has multiple security layers to protect the classified mission software and associated information. Located on the Secret Internet Protocol Router Network (SIPRNET), all AWSSSP users must enter the site with a username and password. A security questions layer, used to authenticate users, shields password recovery from attack. Once logged in, each user's profile determines access to information based on "need-to-know," preventing potential sensitive information spillage by eliminating entry to unauthorized classified material.

AWSSSP – Intuitive and User Friendly

The AWSSSP's design focuses on reducing the time needed when searching for required EW FP system data. When a user logs on to AWSSSP, they can reasonably expect to find their information within three clicks or less. Soldiers who work repeatedly on a specific platform, system, or in a specific region can use filters to retrieve their information, thereby further reducing search time. An upgraded map view of the world allows users "point and click" access to their products, providing an intuitive and interactive AWSSSP that lets Soldiers focus on their mission without distraction.

The AWSSSP offers an indexed search capability allowing users to search data on the AWSSSP web pages and, more importantly, within the documents on the portal.

AWSSSP Reach Back Capability

The AWSSSP is one of the many options available for Soldiers to reach back to the ARAT. For rapid and detailed exchange, AWSSSP communicates with Soldiers through web forms such as the Aircraft Survivability Equipment (ASE) Anomaly Report. This report allows users to inform the ARAT of abnormal system performance observed during operations. This type of information helps engineers reevaluate and modify mission data in accordance with threats.

During normal business hours, the ARAT staff monitors the AWSSSP to provide rapid assistance to user needs. After normal business hours, users can visit the AWSSSP for various options on how to reach the ARAT for mission critical support requests, anytime and anywhere.

ARATSSL v1.7

While the AWSSSP makes EW FP data available to the Soldier, the ARATSSL makes it possible for the Soldier to put that data into action. The ARATSSL integrates archived download, storage, and reprogramming tasks in a new easy-to-use graphical user interface. It simplifies the loading of mission software archive files, which contain theater-specific signature data for EW FP systems.

The ARATSSL has been in the EWO and AMSO "toolbox" since October 2007. The initial release, dubbed version 1.1, had limited capabilities that only included reprogramming functions for two systems. Throughout the years, the ARAT continued to upgrade the ARATSSL by incorporating additional reprogramming capabilities, culminating in the robust ARATSSL version 1.7, released in April 2014. In a little over six years, the ARATSSL went from supporting only two systems to eight systems.

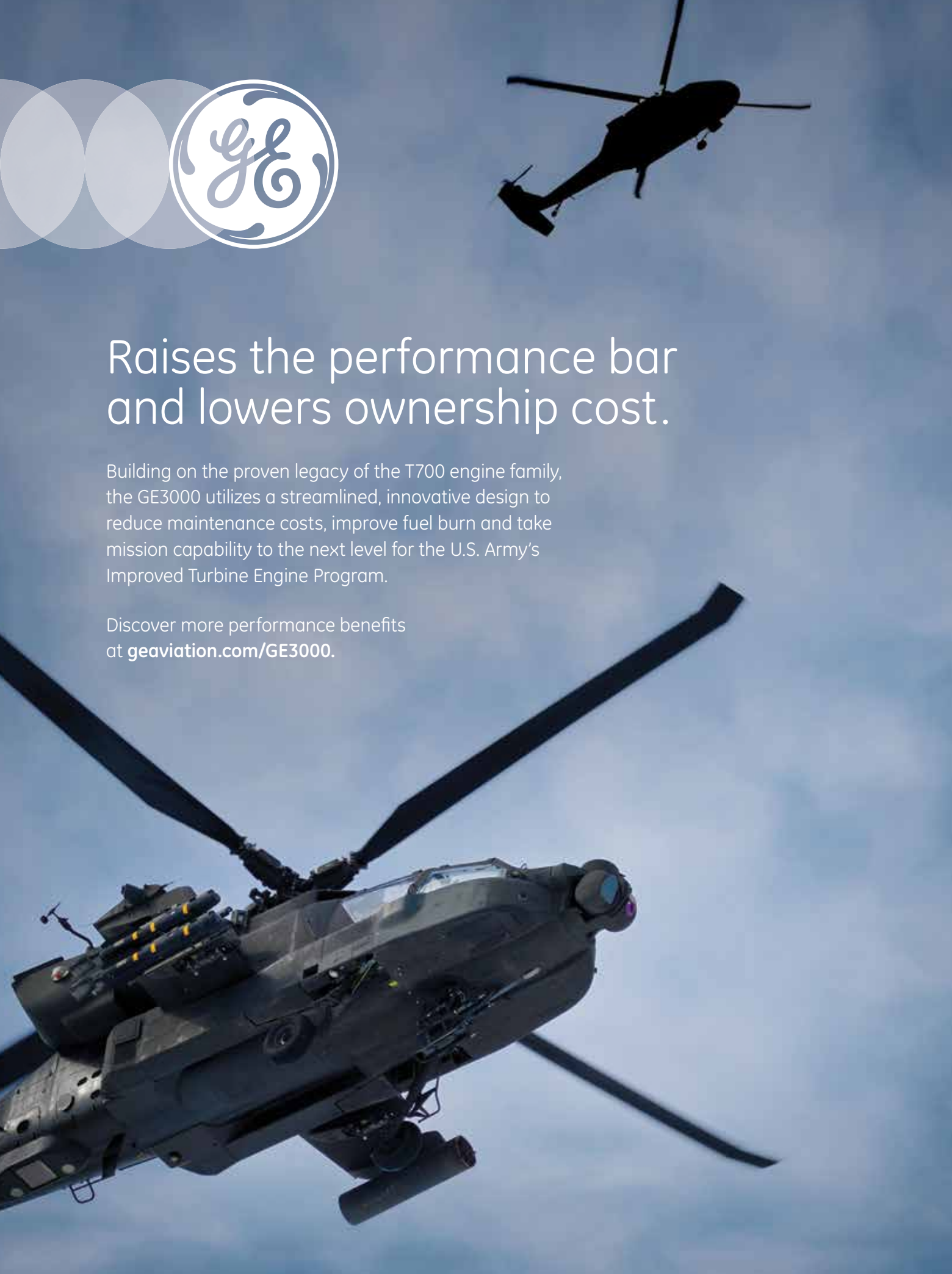
Although ARATSSL version 1.7 represents a great stride in putting the right reprogramming tools in the hands of the Soldier, the ARAT is not stopping there. The ARAT now has a Memorandum of Agreement (MOA) with Product Director, Aviation Networks and Mission Planning (PD ANMP) that will allow the integration of ARATSSL into the Aviation Mission Planning System (AMPS), to include interoperability testing and synchronizing the ARATSSL release schedule with the AMPS quarterly releases. The integration of ARATSSL into AMPS supports the ARAT's vision of making the ARATSSL a universal software reprogramming capability for all ASE.

Finally, the ARATSSL contains memory loader verifier (MLV) functionality to upload mission software onto EW FP systems. Obtainable by request through the AWSSSP, each MLV kit contains requestor-specific reprogramming cables and the latest version of ARATSSL. Both cost effective and flexible, this approach allows downloadable software updates with the ability to order cables à la carte. Furthermore, the ARAT notifies existing ARAT users when newer versions of the ARATSSL software become available.

Conclusion

As the Army converges, integrates and synchronizes the functions and capabilities of EW and electromagnetic spectrum management operations through cyber electromagnetic activities (CEMA), the need to react to and counter changes in the environment takes on even greater significance. Today, the AWSSSP and ARATSSL provide the link that moves critical data from the software engineering laboratories into the hands of Soldiers and their EW systems. The CECOM SEC and its ARAT stand ready to meet tomorrow's challenges associated with CEMA and continue to enable Soldiers to meet the threats they will face in all future operational spectrums.

Ms. Roxanne M. O'Brien is a computer scientist responsible for software engineering support and Mr. Phuong T. Tran is a web developer responsible for portal development within the CECOM Software Engineering Center's Army Reprogramming Analysis Team Operations Center Branch at Aberdeen Proving Ground, MD.



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The Future of Aircraft Survivability –

Building a Fully Integrated Survivability Suite

By Mr. Mark J. Calafut, Dr. Leslie A. Litten and Mr. Ralph A. Troisio

Figure 1

Modern technology has revolutionized the world, bringing electronics to the masses on a scale never before seen in human history. It is now common for individuals to own several advanced electronic devices, including laptop computers, tablets, smart-watches, and smart-phones. Moreover, these devices are wirelessly networked to one another, and to the internet, providing near real-time communication and access to vast databases of information. The world of interconnected electronic systems provides both an opportunity and a challenge for Army Aviation. As the Army develops its next generation survivability systems, it has the opportunity to cost-effectively leverage advanced commercial electronics and integration technologies. However, at the same time, the Army also has the challenge of remaining at the forefront of increasingly advanced technologies employed by potential adversaries.

In this complex and challenging environment, the Army science and technology (S&T) community is leading the integration of advanced technologies to enhance survivability. As a result of these efforts, next generation survivability systems will employ modular and open architectures that simplify integration and enable components to be rapidly upgraded as technology advances. Next generation systems will also simultaneously leverage data from distributed sources and implement coordinated and adaptive countermeasure responses. Overall, the development of an integrated survivability suite provides Army Aviation with a powerful opportunity to reduce costs, increase effectiveness, and enhance survivability.

Vision

The Army's Communications-Electronics Research, Development, and Engineering Center (CERDEC) - Intelligence and Information Warfare Directorate (I2WD) has established integrated air and ground survivability as a strategic focus for its science and technology programs. The objective of the I2WD Integrated Air and Ground Survivability strategic focus is to optimize total platform survivability through the integration and coordination of individual systems, groups of systems, and platforms. The long term vision of this effort is to establish a cognitive survivability suite, capable of coordinating the activities of all survivability systems on the battlefield.

Historically, survivability in the presence of a threat has been characterized as a hierarchy of stages. The first stage in the hierarchy is to avoid detection by the threat. If the aircraft cannot be detected by the threat, survivability is ensured. However, if it is impossible to avoid detection, the next stage is to avoid engagement. If the aircraft can be detected by the threat but cannot be engaged, survivability is again ensured. When it is impossible to avoid engagement, the next stage is to avoid or absorb damage to the aircraft. Finally, when it is impossible to avoid damage, the last stage is to avoid destruction of the aircraft. A variety of different survivability systems and technologies are responsible for addressing each stage of this hierarchy. The overall survivability hierarchy is shown in Figure 1.

I2WD's Integrated Air and Ground Survivability strategic focus views survivability from a holistic perspective. Rather than seeing survivability systems as independent entities, the survivability systems on the battlefield are viewed as a distributed and coordinated network of capabilities. When threats are encountered by Army Aviation, the systems on the network autonomously collaborate with one another to avoid detection, avoid engagement, and subsequently avoid damage and destruction. At each stage, the network accesses information from all survivability systems on the battlefield, as well as from the intelligence enterprise. If detection cannot be avoided, the network uses available information to locate and identify the threats. The network then prioritizes the threats, considers available resources, and implements optimal countermeasures for each threat. The Integrated Air and Ground Survivability concept offers Army Aviation a future in which aircraft survivability is automatically optimized for each battlefield environment.

High-Level Architecture

Under the Integrated Air and Ground Survivability Concept, the future survivability suite is composed of a distributed network of aircraft survivability equipment (ASE) and electronic warfare (EW) systems across individual air and ground platforms. These systems communicate autonomously with other on-board systems, as well as with systems on other platforms. The data sharing improves the performance of the individual systems and also improve the performance of the

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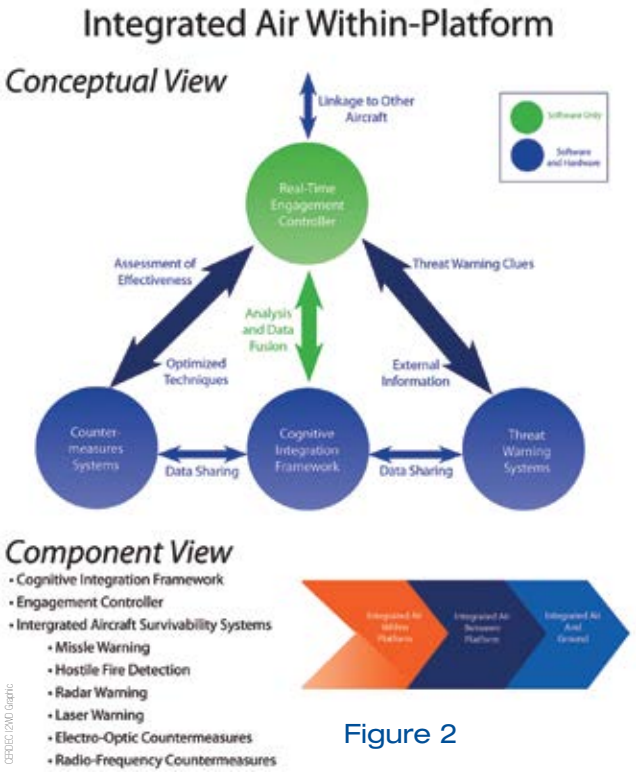

Figure 2

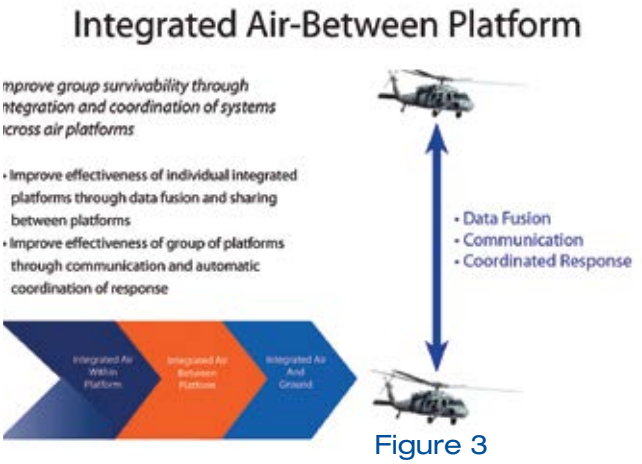

Figure 3

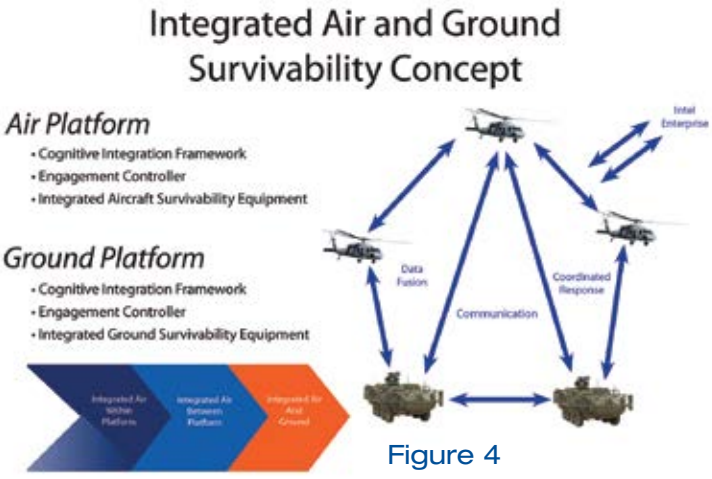

Figure 4

group of systems through automatic prioritization and coordination of response.

At the platform level, the future integrated air suite is coordinated through a cognitive integration framework and a real-time engagement controller. The cognitive integration framework provides the physical connections between on-board systems and the central processing capability to correlate and analyze data. The real-time engagement controller is a software application that operates on top of the cognitive integration framework. The application has access to data from all on-board survivability systems, including missile warning systems, hostile fire detection systems, laser warning receivers, radar warning receivers, and electro-optic and radio-frequency countermeasure systems. This application continuously assesses data from the on-board survivability systems to detect potential threats. As threats are encountered by the platform, the engagement controller utilizes advanced cognitive algorithms to locate and identify threats and then subsequently designs optimal countermeasures. The engagement controller is implemented with an open software architecture that enables new data sources to be easily incorporated into the existing framework. The within-platform Integrated Air concept is depicted in Figure 2.

At the between-platform level, individual platform integrated air suites are integrated into a network that continuously shares information and access to resources. The engagement controller on each platform will incorporate information from other platforms when assessing and locating potential threats. Following the identification of threats, the integrated suites collaborate to implement a coordinated countermeasure response, leveraging assets from all available platforms. The between-platform Integrated Air Concept is depicted in Figure 3.

In the long-term, the network of integrated air systems is also integrated with a corresponding network of integrated ground survivability systems. The overall network is connected to external resources, including assets from the intelligence enterprise. This approach enables air and ground survivability systems to collaboratively detect, identify, and defeat threats encountered on the battlefield. The overall Integrated Air and Ground Survivability concept is depicted in Figure 4.

Conclusions

The Integrated Air and Ground Survivability Concept serves as a unifying framework for CERDEC to organize and plan S&T efforts in the domains of electronic warfare and aircraft survivability. This framework is critical because although some S&T programs are explicitly focused on integration objectives, many programs are instead focused on specific systems or technologies. The Integrated Air and Ground Survivability framework allows S&T programs to be categorized and conceptually oriented with respect to the greater survivability picture. Decision makers can then utilize the framework to assess how well current investments are addressing long-term objectives. In the long-term, I2WD's focus on Integrated Air and Ground Survivability is ensuring that the next generation of Army survivability systems remain at the forefront of capability and technology.

Mr. Mark J. Calafut is the chief of the Electronic Warfare Systems-Futures Branch, and Dr. Leslie A. Litten is the senior engineer and Mr. Ralph A. Troisio the chief of the Electronic Warfare Air/Ground Survivability Division, of the Intelligence and Information Warfare Directorate (I2WD), U.S. Army Communications-Electronics Research, Development, and Engineering Center (CERDEC) at Aberdeen Proving Ground, MD.

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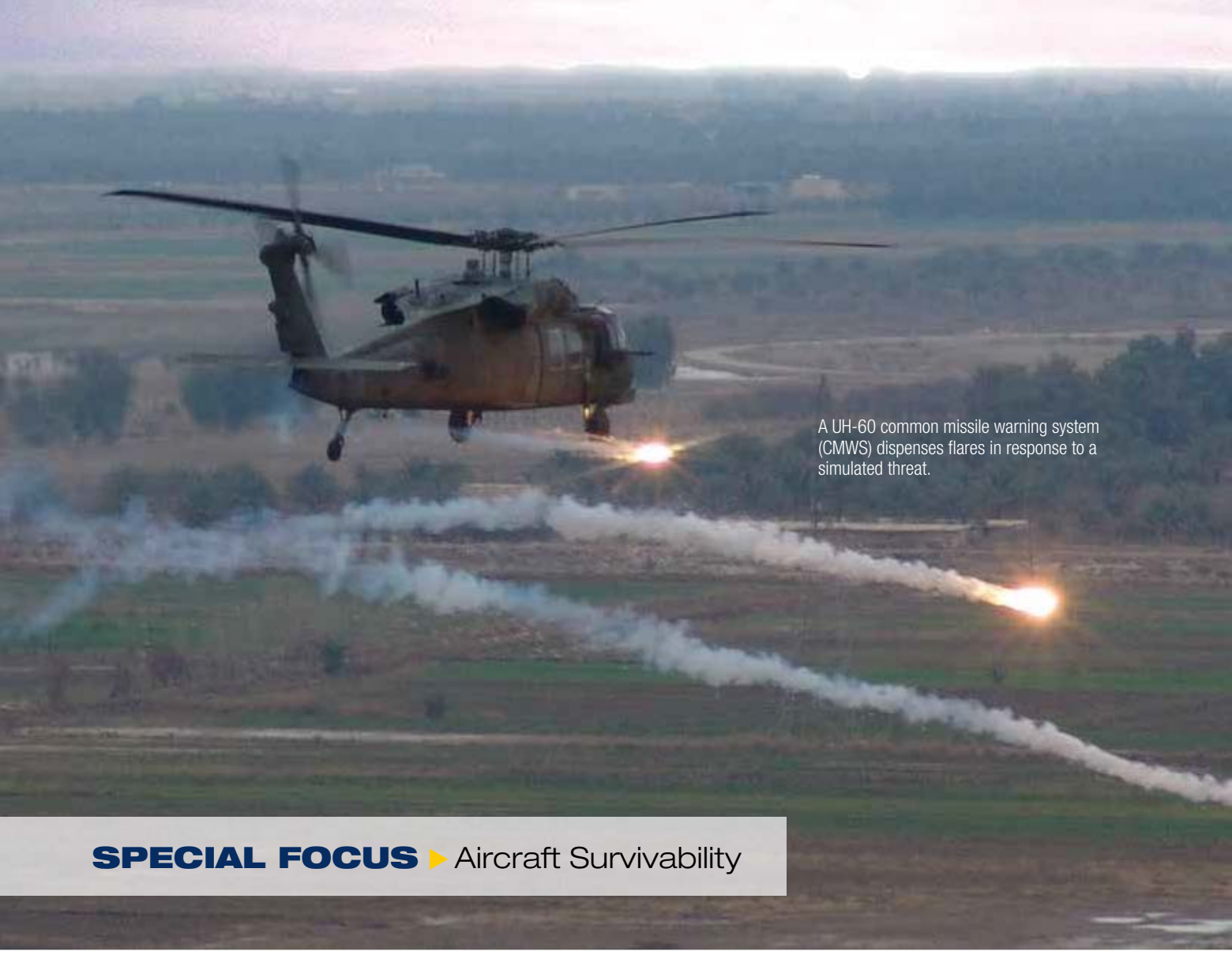

A UH-60 common missile warning system (CMWS) dispenses flares in response to a simulated threat.

SPECIAL FOCUS ▶ Aircraft Survivability

Aircraft Survivability Training - **A New Perspective**

By CW5 Michael S. Kelley

Over the past twelve years, Army Aviation has operated in a counter-insurgency environment and faced an enemy with unsophisticated air defense systems. Army aviators have a wealth of experience facing these threats and, as a result, have been highly successful while maintaining a high aircraft survivability rate.

Operating in a prolonged conflict has allowed for several studies including capabilities based assessment focused on aircraft survivability to occur. These studies resulted in the aircraft survivability initial capabilities document which indicates that loss of situational awareness during evasive maneuvers is a key factor contributing to aircraft losses in combat. Focused on evading the threat and ensuring that an enemy weapons system does not hit the aircraft, aviators sometimes fly aircraft into the ground, or worse, into other members of their flight during a maneuver. Operational necessity dictates Army aviators operate in close proximity to the ground in order to maintain our sacred bond of trust with the ground maneuver forces we support. I would suggest a new approach to training aircrews, focused on the preservation of combat power during operations facing an enemy with more advanced air defense systems.

In October 1984, then CW2 Charles Butler surmised in an article in Aviation Digest, that Army Aviation did not have a comprehensive training plan for dealing with enemy threat

U.S. ARMY PMO ASE COURTESY PHOTO

system capabilities and how to defeat them. Over the past 30 years since that discussion, Army Aviation has continued to approach preparing aviators in much the same manner. The aviation enterprise is beginning to look at new and innovative approaches to provide enhanced training capability to the aviation commander. In order to achieve the maximum aircraft survivability rates, aircrews should be placed in training scenarios against simulated threat systems with aircraft survivability equipment (ASE) emulations which precisely replicate the aircrew interfaces.

A New Approach

Once an aircrew advances to readiness level (RL) one status, the Aviation Mission Survivability (AMS) training program will immerse the aircrew into a simulated hostile environment. By integrating simulated hostile scenarios into all aircrew training mission flights, commanders achieve maximum training benefit from currently allocated flight time. During these scenario-driven ATM flights, aircrews practice, rehearse and refine their aviation actions on contact, ensuring the preservation of the aircraft and crew. These crew and collective threat based training scenarios would be designed to increase the aircrew's ability to perform actions on contact with precision. The AMS Officer would assess the aircrew's performance by determining if their actions increased or decreased their probability of survival against that threat system or category. If the assessment determines their actions made the situation worse, a discussion should take place on why the choices were made, what actions might have provided a more favorable outcome, and then be followed by more scenario engagements to refine the aircrew's responses.

Aircrews apply tactical flight concepts to diminish the ability of enemy threat system engagement, effectively denying the shot. If the tactical procedures lose effectiveness during the conduct of the mission and an enemy engagement occurs, ASE defeats the engagement and provides time and maneuver opportunities to adjust tactics, reducing or denying further engagement. Aircrews should look at ASE declarations of threat, display and audio announcements, as the first step of an aircraft survivability emergency procedure. The ASE indications coupled with validation of observed threat system visual signatures dictates the counter-tactics which will enhance aircraft survivability. When engagements are measured in seconds, these responses must be as instinctive as responding to other in-flight emergencies listed in chapter nine. The effectiveness of enemy threat systems, and the tactics used to defeat an engagement require immediate and precise actions on contact. Successful aircrew performance of tactical maneuvers depends on the instinctive reaction of all crew members on-board. The pilot on the controls is responsible for executing the required counter-tactics maneuver for the category of the threat system being used. Each category of threat system requires differing counter-tactics response, with a maneuver which defeats one threat category, often results in catastrophic outcome when used to counter another category threat system. The pilot not on the controls provides added situational awareness for the safe outcome of the maneuver. One of the pilots must alert other aircraft in the flight of the engagement to preclude them from entering the weapons engagement zone and becoming the next available target. For those aircraft with non-rated crew members, they must receive the same audible indications as the pilots for effective crew coordination. Non-rated crew members perform two critical tasks, the first of which is to aid in confirming the threat system category through visual threat signature identification. The second is to provide suppressive fires in response to the threat system engagement for threats in close proximity.

Replicate the Environment

Aviation operations in garrison need to replicate the combat environment to the greatest extent possible. Aircrews should operate in garrison precisely the same as they would in combat and particularly where flight formations are concerned. Practicing and refining actions on contact and integrating combat maneuvering flight break-up procedures will ultimately minimize risks during combat operations. As an example, units plan, brief and execute inadvertent instrument meteorological condition (IIMC) break-up procedures; however, rehearsing the in-flight break-up procedures due to enemy engagement is not routinely conducted in all units.

One could argue that both maneuvers are nearly identical and practicing one provides enough fidelity. While there are some similarities, IIMC is increasing altitude and separation of aircraft and an in-flight break up due to enemy systems typically has all aircraft turning the same direction, reducing altitude and often heading for the same piece of masking terrain. Making hard evasive turns in a tight formation or company attack formations creates even higher risk factors which if not planned and rehearsed could have catastrophic outcomes. Some incidents throughout the recent series of conflicts provide precedent for this.

Simulation

Advancements in the Aviation Combined Arms Tactical Trainer (AVCATT) can now accurately replicate

An AH-64 dispenses flares in response to a simulated engagement.

U.S. ARMY PHOTO BY CW5 MICHAEL S. KELLEY

the operational environment and are tailorable. Threat visual signatures are generated with enough fidelity to rival the actual signatures. Advancements in simulated threat system behaviors are also more responsive to the application of flight tactics, techniques and procedures. Integrating the most current ASE systems, including those currently being fielded was crucial to ensure relevance of the scenario training. Scheduled upgrades include application of version 13.1 software to the AH-64D, integration of APR-39C(V)1 and AVR-2B on the 60A/L series airframes coupled with the continued refinement of threat visual signatures. Planned system upgrades will introduce advanced threat capabilities, including new maritime threat system options.

Advances in cockpit technology, coupled with existing software solutions, make it possible to integrate virtual threat replication and ASE system emulation capability into each aircraft platform. This capability would provide the Aircrew Training Program (ATP) commander programmable threats for organic aircraft during ATM flights at home station. Conceptually, the aircraft being flown is digitally replicated in the mission processor with accurate location, altitude and airspeed. By blending live and virtual training capabilities, this system provides a simulated threat system and emulates ASE indications and aircrew interfaces in a virtual hostile environment. This will mark the first time aircrews are able to effectively train ASE employment in their aircraft at their home station. ATP commanders, along with their AMS Officer, will have the ability to immerse aircrews into the manmade hostile environment -on nearly every mission flown at no additional unit cost.

Army Aviation provides "no fail" support to our ground brethren. Aviators need to rehearse and refine their actions on contact in order to maintain operational capacity in the face of increasing threat capability. The Aviation Mission Survivability program focuses on the preservation of aviation combat power through enhancing the number one survivability system installed in each aircraft, the thinking, breathing crew members.

CW5 Michael S. Kelley is the Branch Aviation Mission Survivability Officer assigned to the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

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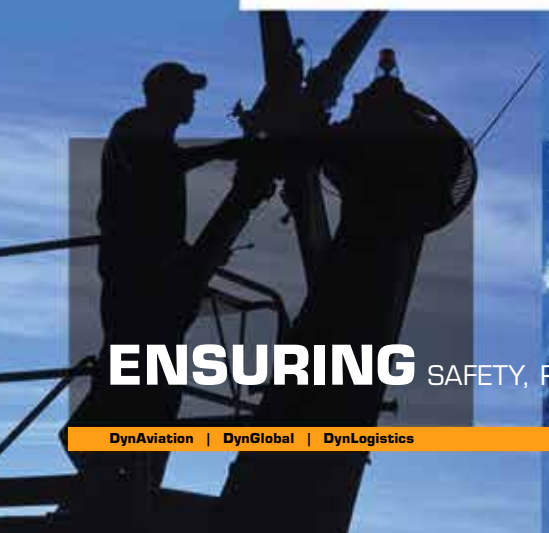

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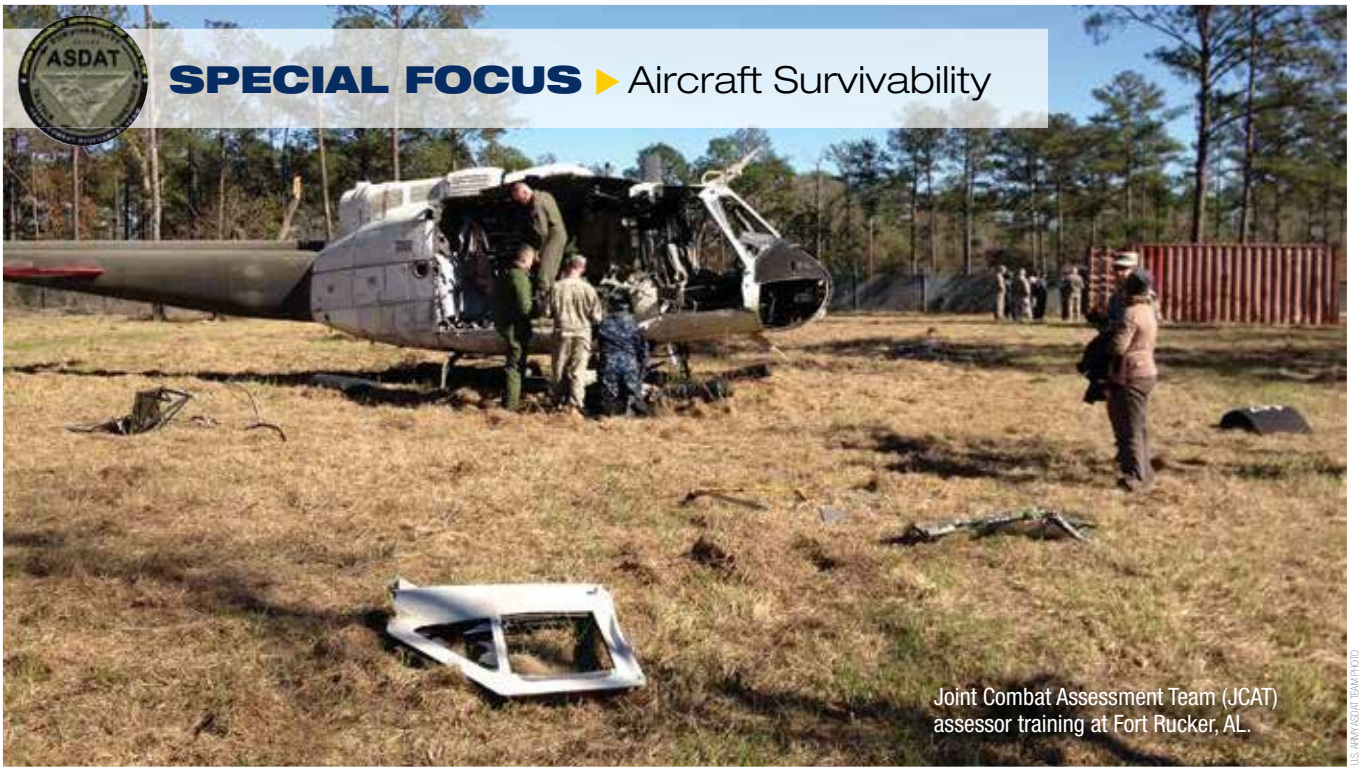


Joint Combat Assessment Team (JCAT) assessor training at Fort Rucker, AL.

U.S. ARMY ASDAT TEAM PHOTO

Survivability –Army Aviation Survivability Development and Tactics Team

By CW5 Michael K. Apple

The Aviation Survivability Development And Tactics (ASDAT) team continues to transition from multiple catastrophic assessments a year to training lessons learned from the incidents in the past. The reduction of assessments is partly due to downsizing the footprint in Afghanistan, but more importantly indicates the training and tactics that have been developed throughout the years to combat the enemy's latest techniques. As the army is changing, ASDAT has changed to allow further progress in survivability and vulnerability aspects in aviation.

History

A number of aviation combat losses in late 2003 lead the Army G3 to direct USAACE to form an Aircraft Shoot Down Assessment Team to determine the threat weapons systems used by the enemy, recommend immediate short and long-term solutions, and brief the commanders of all deployed aviation units. The team deployed to theater and successfully completed their mission, not only identifying the threat and the enemy tactics used, but also recommending counter tactics and material solutions to increase aircraft survivability. These recommendations led to a dramatic decrease in aircraft losses. Since 2003, Army Aviation has developed a formal process for assessing combat damage and loss events. By 2007 the ASDAT transitioned from an ad hoc team to an organization with an HQDA approved personnel slate of six senior warrant officer Aviation Combat Forensics Officers (ACFO) and two DA civilians (DAC). This solidified the ASDAT team as a permanent resource within the Aviation Branch.

ASDAT's Transition

Initially the effort by ASDAT was a threat focused process. Throughout the years the team assessed numerous aircraft damage and loss events, providing specific information on those events back to the aviation force. The data collected is also used by the intelligence, acquisition, and test communities throughout the DOD. Within our aviation forces, it provides essential information on how the enemy and friendly forces function, leading to the development of tactics, counter-tactics and doctrine. During a combat damage assessment, the team not only employs the tools of combat forensics in the individual incident but also looks for susceptibility and vulnerability trends. The dissemination of aviation combat forensic data across the various communities is vital to improving the survivability of our aviation soldiers and platforms. While the team is best known for our combat forensics mission, that is just one part of the mission set.

Training

While ASDAT continued to respond to the daily needs and requests of our deployed aviators, the challenge became taking the information collected in combat and getting it to individuals and units in training. This takes place in every aviation professional military education (PME) course at Fort Rucker, from Pre-Command Course to the Aviation Warrant Officer Advanced Course, unit home station visits, at the combat training centers and Reserve Component training sites. These briefings provide commanders and aircrews the current

and relevant combat data which could be used in tactical mission planning, exercises, and tactical training development. The ASDAT team has been very busy throughout the years averaging 4,000 aviation personnel briefed annually. ASDAT briefs include historical combat damage events, enemy trends, countertactics and aviation combat damage data collection. Additionally, ASDAT maintains a robust Knowledge Management program that averages 40,000 downloads per year, and designed to ensure the aviation enterprise has access to the most current information concerning enemy TTP, survivability system effectiveness, and aviation focused intelligence products. ASDAT products can be found on the U.S. Army Aviation Center of Excellence (USAACE) and Intellipedia SIPRNet Portals at: *http://usaace.army.smil.mil/asdat* and at *http://www.intelink.sgov.gov/wiki/ASDAT*.

ASDAT also has a joint mission to train Joint Combat Assessment Team (JCAT) assessors from the U.S. Air Force and Navy to be deployed worldwide in support of aviation forces. ASDAT/Army JCAT annually hosts phase 1 of the JCAT training at Ft. Rucker, AL which mainly focuses on threat, enemy tactics, and combat data collection of rotor wing aircraft. This is also an opportunity for the deploying units to train their aviation mission survivability officers (AMSO) prior to the unit's deployment.

Another training opportunity for the tactical and intel communities is the annual Threat Weapons Effects Training (TWET) at Eglin Air Force Base, FL. The TWET is a requirement of JCAT phase 3 training, but the training is open to all to attend. TWET is a three day event combining threat and survivability lectures and weapons effects at the range. Hands-on experience is provided with threat munitions/missiles, test articles and damaged aircraft hardware. TWET 2015 is projected to be the last week in April.

Aircraft Combat Survivability Guide

The development of effective tactics and counter-tactics, and ensuring those are part of the Branch's doctrine is just as important as the team's combat assessment roles. The Aircraft Combat Survivability Guide is Army Aviation's first classified tactics and defensive maneuvering manual. The evolution of threat systems and the increased complexity of potential Army Aviation operations have drawn a clear line in the sand. Until this guide, specific tactics and defensive maneuvering information was spread across a vast array of documents, websites throughout the services, an individual unit's best guess, or they didn't exist at all. The Aircraft Combat Survivability Guide compiles and outlines specific details to maximize the survivability of aircrews and mission success across the spectrum of Army Aviation operations.

The lessons learned from the Global War on Terrorism have provided Army Aviation with the combat knowledge base to excel in a counter insurgency fight. This combat experience needed a place to reside for assurance that the future is shaped by the past not just repeated. As the war in Afghanistan comes to an end, and the focus of Army Aviation shifts back to a force-on-force combat focus, guidance is needed to focus our combat survivability against the existing and emerging threats while being mindful of our last 12 plus years at war.

The Aircraft Combat Survivability Guide is the first step for Army Aviation to achieve maximum survivability and lethality in an advanced threat environment. This will maintain build and Army Aviation's role as a critical component of the world's premier fighting force. The Aircraft Combat Survivability Guide will be the cornerstone of the future release of the ATP 3-04.17, solidifying combat survivability, proven effective tactics and evasive maneuvers in doctrine. Some data from the guide is currently being disseminated with a release of an initial rough draft prior to the end of the fiscal year. The completed guide is on pace for release by the end of the calendar year.

The Way Ahead

The combat data collection processes refined over a decade of combat operations by ASDAT and the other components of the JCA have led to numerous material and non-material improvements that directly improve aircraft survivability.

Aircraft Combat Damage Reporting (ACDR) is an effort that examined methods to streamline reporting and data collection. The goal is development of DoD wide guidance and standards for combat data collection. Army Aviation platforms are over six times more survivable than aircraft flown during the Southeast Asia Conflict because combat data collected during that conflict was applied to the design of our current platforms. Analyses of combat damage data from 2004-2011, led to twelve aircraft design changes and affected all 4 U.S. Army rotary-wing platforms. Loss rates, especially from Man Portable Air Defense weapons attacks, reduced significantly due to tactical recommendations from ACDR analyses.

ASDAT with the help of the Directorate of Training and Doctrine (DOTD) staffed a change to AR 95-1 regarding the Army Aviation Combat Assessment Program procedures. AR 95-1 currently provides insufficient guidance to ensure appropriate data collection and reporting of aircraft damaged by weapons or weapons effects. It will define the roles and responsibilities for the ASDAT team, JCAT, unit AMSOs and the supported unit. The change will also describe the procedures for data collection and how to submit the data. The biggest gain from the changes to AR 95-1 will come from the data collected in the incident will improve the survivability or reduce the vulnerability to our warriors deployed in harm's way. The AR 95-1 change will be published in the next rapid revision.

Another objective for the ASDAT team has been the training of the AMS officers in order to fulfill the combat data collection requirement when deployed. JCATs deployed in theater currently work closely with the unit AMSOs collecting combat damage data on army aircraft. In the future, the AMSO will have to take over that responsibility of collecting data for minor damage incidents on army aircraft. The data collection will be forwarded to the ASDAT team, which will assess the damage, identify the threat, prepare an executive summary for the unit commander, and upload the data into the Combat Damage Incident Reporting system (CIDRs) database. Currently, training is being conducted with the deploying units for data collection and we are optimistic in the new procedure being a success.

Validation of the team's mission, expertise and products lies in the continued mission success of Army Aviation units and progressive improvement of the tactical and material solutions which increase crew and platform survivability.

CW5 Michael K. Apple is the chief of the Aviation Survivability Development and Tactics Team, headquartered at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

Multinational special operation forces Soldiers prepare to exit a 3-158th AHB UH-60 Black Hawk during Exercise Jackal Stone in the Boeblingen Local Training Area, Germany, Sept. 17, 2014.

U.S. ARMY PHOTO BY SPC. JASON JOHNSTON

12th Combat Aviation Brigade – Fostering SOF and CF Aviation Integration

By COL Vincent H. Torza and LTC Mark C. Johnson

In his message to the Army, Waypoint #2, Chief of Staff of the Army GEN Raymond Odierno directed that leaders within the Army "continue to improve Special Operations – Conventional Forces (CF) interdependence and integration in pursuit of a Prevent-Shape-Win strategy."

As the only U.S. Army rotary wing aviation unit in United States Army Europe (USAREUR), the 12th Combat Aviation Brigade (CAB) is uniquely positioned to provide a wide array of aviation support to U.S., NATO and multi-national Special Operations Forces (SOF) facilitating the Army's Prevent-Shape-Win strategy in Europe. For the 12th CAB, forward stationed in Europe, the importance of Conventional Aviation and SOF training integration has never been more essential in light of recent heightened instability in Ukraine, the Levant, and North Africa.

U.S. ARMY PHOTO BY CPT. JOSEPH NATTER

A UH-60 Black Hawk from 3-158th Assault Helicopter Battalion conducts Fast Rope Infiltration Exfiltration System (FRIES) training with Special Operations Command-Europe (SOCEUR) soldiers.

Meeting the Challenge

Over the last twelve months, the 12th CAB met the challenge of SOF / CF interoperability by exponentially increasing rotary wing capability and capacity to SOF in Europe. This was possible by providing rotary wing support to SOF training exercises, Joint Multi-National Readiness Center (JMRC) exercises and support to the International Special Training Center (ISTC). This training included elements of the Special Operations Command Europe (SOCEUR) as well as components of NATO SOF and multi-national SOF partners.

The 12th CAB support to SOF included air infiltration, close combat attacks, Fast Rope Infiltration Exfiltration System (FRIES), sniper platform, casualty evacuation (CASEVAC), medical evacuation (MEDEVAC), airborne, and reconnaissance operations. Over the last eight months, 12th CAB forces conducted hostage rescue operations at

U.S. ARMY PHOTO BY CPT. JOSEPH NATTER

SOCEUR soldiers prepare to board a UH-60 Black Hawk from Company C, 3-158 AHB during a training exercise.

JMRC with French Special Forces as well as Lithuanian, Czech and Polish Special Forces. The Brigade conducted live fire direct action assaults with NATO SOF as well as sniper training with multi-national SOF forces in conjunction with ISTC. Using Joint, NATO, and Army doctrine, the 12th CAB effectively delivered multi-national SOF "time-on-target" consistently fostering interoperability across multiple different SOF organizations.

Building Relationships

As a forward deployed CAB in Germany, the 12th CAB established a unique relationship with the German SOF (KSK) facilitating conventional / SOF integration with host nation partners. This integration allowed the CAB to conduct tough, realistic mission essential task list (METL) based training in areas throughout Germany (such as urban training areas) that would not otherwise be available. These training events provided staff and aircrews the unique opportunity to plan, train and exercise mission command in challenging locations and environments.

With its close proximity to Panzer Kaserne (approximately 30 minutes flying time) the 12th CAB rotary wing assets were consistently called upon to maintain SOF critical proficiencies in FRIES and airborne operations. Tasks that normally require significant coordination and cost were easily met by 12th CAB assets as part of regular training schedules. Furthermore, the training value of these operations provided aircrews proficiency in common mission tasks which helped the 12th CAB remain postured and ready to support USAREUR, SOCEUR and EUCOM contingency plans.

Training Up

To meet the needs of SOF in Europe, the 12th CAB underwent a deliberate individual and collective training program to build proficiency and expertise in mission tasks before supporting SOF training. The brigade built a FRIES program from scratch, working with trainers from the U.S. Army Special Operations Aviation Command (USASOAC) to develop a sustainable training program for FRIES. The brigade also leveraged subject matter experts from across the Army to develop an overwater training program to meet the needs of SOF in a maritime environment. In conjunction with the brigade individual training program, the 12th CAB also provided training to vertical lift assets in the Joint Special Operations Aviation Command-Europe (JSOAC-E) teaching them airspace operations in Germany and facilitating aerial gunnery.

Equipment

To equip the 12th CAB for SOF mission training, the brigade worked with various Army systems program managers and leveraged equipment divestitures from Iraq and Afghanistan to procure auxiliary fuel systems, FRIES bars, and Ballistic Aircraft Protection Systems (BAPS). In addition, the 12th CAB harvested legacy overwater equipment to reinvigorate an overwater program atrophied over multiple deployments. Lastly, the 12th CAB leveraged subject matter experts throughout SOCEUR to integrate conventional Army communications and mission command systems with SOF allowing seamless mission command integration in long range / over the horizon operations.

As outlined here, 12th CAB training operations with SOF partners in Europe demonstrates the tremendous value of forward positioned Army aviation. The CAB's proximity to the supported ground force was essential in allowing aviation elements to build the cohesion and responsiveness required to effectively employ combined arms in today's operating environment.

The 12th CAB provides rotary wing capabilities not otherwise available to USSOF or NATO and multi-national SOF partners in Europe. Through partnered training with SOF in Europe, the 12th CAB ensures that hard fought lessons gained from over 12 years of combat operations using SOF / CF interoperability will allow the U.S. Army in Europe to remain prepared to prevent, shape, and win on any future battlefield.

COL Vincent H. Torza is the commander of the 12th Combat Aviation Brigade and LTC Mark C. Johnson is the commander of 3rd Battalion, 158th Aviation Regiment, both stationed at Ansbach, Germany.

Moral Leadership

By CH (CPT) James J. Mitchem

U.S. ARMY PHOTO BY SGT. JONATHAN C. THEBAULT, 4TH CAB PAO

MAJ Eric Megerdoomian, right, executive officer, 4th Attack Reconnaissance Battalion, 4th Aviation Regiment, 4th Combat Aviation Brigade, 4th Infantry Division, teaches a junior officer how to use a combat survival evader locator radio during mentorship training on Fort Carson, CO, May 15. Megerdoomian led the mentorship program for the brigade to better prepare officers of the unit to take on command roles.

Moral leadership has become a high profile subject within our military ranks and with just cause. In a 2014 news article Defense Secretary Chuck Hagel stated that he "wants military leaders to inject more urgency into ensuring 'moral character and moral courage' in a force suffering a rash of ethical lapses."

The Military has had its share of these ethical lapses, sexual misconduct being the most prolific as well as the most visible. As a battalion level chaplain I can also add, from my own experience, that the majority of Soldier and family issues stem from a breach in moral character and judgment. I would also stress that this attrition of moral leadership will have an even greater impact than upon just our military, but also upon our nation.

When looking back among our great leaders we can truly see those who have epitomized this trait of moral leadership and many of them viewed it as not just a requirement to lead but also as a foundation upon which future leaders and our nation would survive. In his farewell address to the country President George Washington said: "Of all the dispositions and habits which lead to political prosperity, religion and morality are indispensable supports." He clearly stated "indispensable" meaning that without morality our leadership would fail and the prosperity of our nation would soon follow.

Washington included religion in his statement; for the most part we learn our moralities and ethics from our childhood. How we were raised along with the religious and moral institutes that we belonged to influence the basic character of our being. As a chaplain I lean heavily upon my faith and my trust in God as the foundation of my character.

Many of the men and women I have served with would also include their faith and the faith of their parents as one of the major influences in the development of their character. Their ability to make hard and correct decisions when the easy answer was not always the correct or moral one has been based upon the character traits that came from their faith. George Washington recognized this and established the Chaplain Corps, but what is also interesting are the words he used to justify the inclusion of men of faith among the ranks.

The Honorable Continental Congress having been pleased to allow a Chaplain to each Regiment, with the pay of Thirty-three Dollars and one third per month. The Colonels or commanding officers of each regiment are directed to procure Chaplains accordingly; persons of good characters and exemplary lives. To see that all inferior officers and soldiers pay them a suitable respect and attend carefully upon religious exercises. The blessing and protec-

U.S. ARMY PHOTO BY SGT. DAVID BESKOF

The author, CH (CPT) Jim Mitchem, conducts a Leadership Ruck March with Soldiers from 2-14 Cav, 2SBCT, 25th ID, Schofield Baracks, HI on Jan 16th, 2014. Mitchem taught leadership lessons and related them to historical sites on Schofield.

tion of Heaven are at all times necessary but especially so in times of public distress and danger. The General hopes and trusts, that every officer and man, will endeavor so to live, and act, as becomes a Christian Soldier defending the dearest Rights and Liberties of his country." –
General George Washington

Washington ordered his officers to "attend carefully upon religious exercises." Obviously following the establishment of our First Amendment this order would not fall into place with the freedoms that our Constitution prescribe to us but the role of the Chaplain Corp was forever impacted by this. How then do we turn the course of society now, turning it towards decisions of moral character and moral courage and away from ethical lapses?

We, the United States Military, must become our own social entity that holds ourselves to this higher standard. We must fight off the urge to cave to public pressure and political correctness in order to bring ourselves to a point where we are the ones influencing the moral and ethical nature of this country rather than allowing society to influence us.

This all begins with personal accountability of our leadership. Noncommissioned Officers (NCOs) state in their Creed that "I…will at all times conduct myself so as to bring credit upon the Corps, the military service and my country regardless of the situation in which I find myself."

In a study on Military Professionalism by the U.S. Army War College dated 30 June 1970, a similar Creed was proposed for commissioned officers. A similar vow is made in it: "I will conduct my private life as well as my public service so as to be free from both impropriety and the appearance of impropriety, acting with candor and integrity to earn the unquestioning trust of my fellow soldiers."

We as leaders must look to the promises we made when we took our oath as officers and hold ourselves accountable to such. We must look at each other and have the moral courage to make corrections when needed. Then we must start at the lowest level and train our future Soldiers on what is moral and ethical behavior, putting aside what is acceptable by this modern society and holding these traditions that should set us apart.

What is interesting is that this very report, written 24 years ago, addressed the same ethical lapses that the Secretary of Defense pointed out in his interview. We are not facing anything new. We do know how to make right the problems that every leader in the military deals with day to day.

We must uphold the standards set forth by our predecessors, we must teach what is moral and ethical and not be afraid to do so, and we must ourselves take pride in our very existence and let that pride extend into our public and private lives.

When a Soldier's actions oppose our code of conduct we must act accordingly but we must first teach what acceptable behavior is and not be afraid to be different from our civilian brothers and sisters. Our Soldier's Creed and our seven Army Values cannot be just words that we recite but standards that we live by and these standards need to be displayed and taught daily.

Loyalty, Duty, Respect, Selfless Service, Honor, Integrity and Personal Courage; all need to be defined and enforced or we will continue to see ethical failures taking place.

CH (CPT) James J. Mitchem is the battalion chaplain for the 1st Battalion, 145th Aviation Regiment at Fort Rucker, AL

FIRST CROSS-COUNTRY

Looking back 25 years, Melville M. Zemek describes the actions connected with the filing of the first flight clearance for a rotary wing aircraft.

In May, 1943, I was Assistant Base Operations and Engineering Officer at the Bridgeport Army Air Base in Bridgeport, Conn., which was then being used for P-47 pilot transition. My unit had taken over the civilian airfield as well as the administration building which we used for base operations in conjunction with a weather detachment. Our last Thunderbolt squadron had left for overseas and I was awaiting similar orders.

Although we had no military aircraft remaining on the base, the Chance-Vought Aircraft factory located nearby was manufacturing F4U-1's for the Navy and the Marines. Consequently, the base was still very busy since each of these aircraft had to be test flown before being accepted.

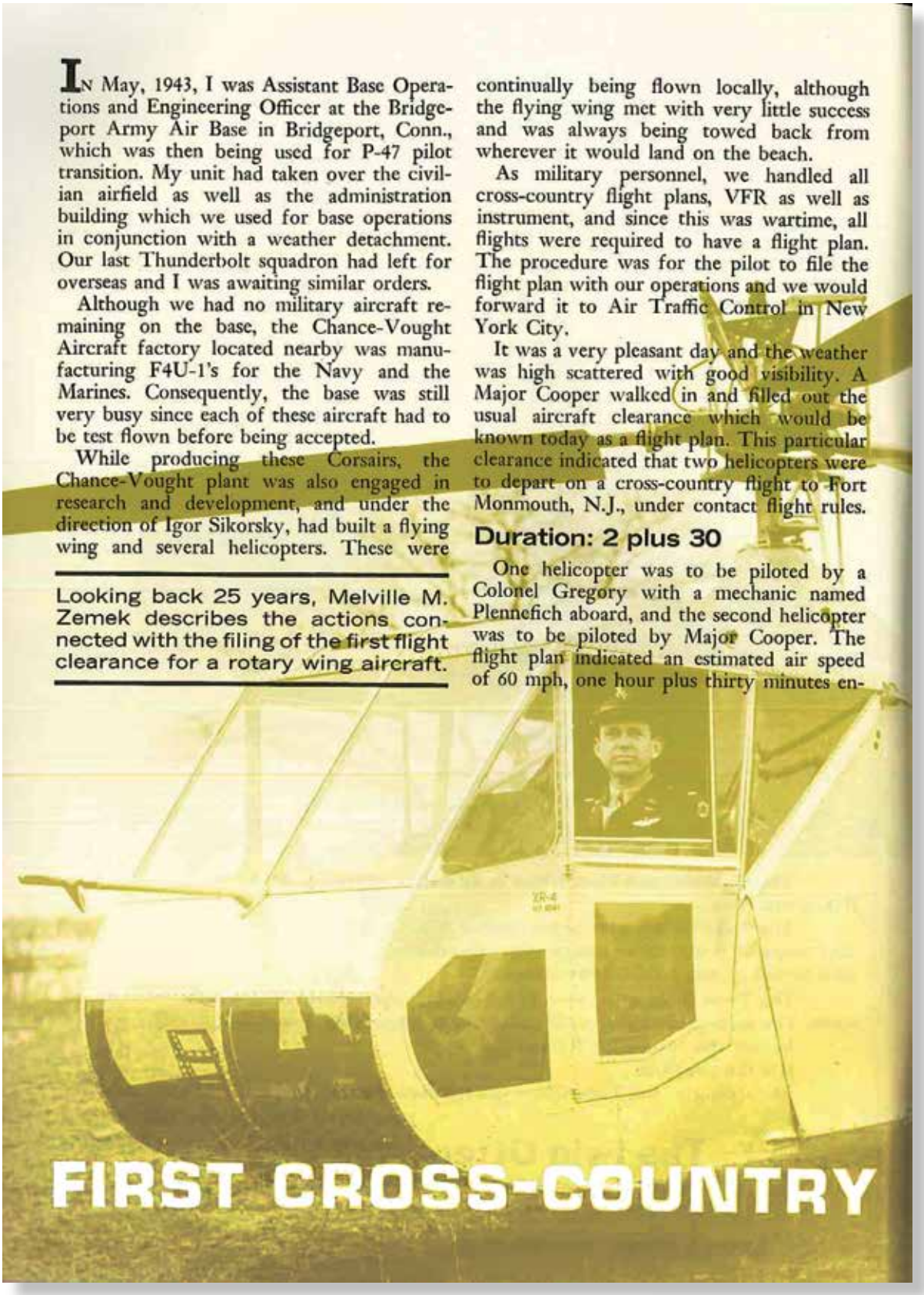
While producing these Corsairs, the Chance-Vought plant was also engaged in research and development, and under the direction of Igor Sikorsky, had built a flying wing and several helicopters. These were continually being flown locally, although the flying wing met with very little success and was always being towed back from wherever it would land on the beach.

As military personnel, we handled all cross-country flight plans, VFR as well as instrument, and since this was wartime, all flights were required to have a flight plan. The procedure was for the pilot to file the flight plan with our operations and we would forward it to Air Traffic Control in New York City.

It was a very pleasant day and the weather was high scattered with good visibility. A Major Cooper walked in and filled out the usual aircraft clearance which would be known today as a flight plan. This particular clearance indicated that two helicopters were to depart on a cross-country flight to Fort Monmouth, N.J., under contact flight rules.

Duration: 2 plus 30

One helicopter was to be piloted by a Colonel Gregory with a mechanic named Plennefich aboard, and the second helicopter was to be piloted by Major Cooper. The flight plan indicated an estimated air speed of 60 mph, one hour plus thirty minutes en-



FIRST CROSS-COUNTRY

(Continued from Page 4)

route, and two hours plus thirty minutes of fuel on board. One of our men in operations immediately contacted ATC in New York and passed along the clearance information to the girl on the other end of the phone, who accepted the flight plan without comment.

Approximately 10 minutes after the departure of the aircraft, I received a phone call from the officer in charge in New York requesting clarification of the clearance, since there was no airport in Fort Monmouth and consequently, they had no airport to notify of the arrival of the aircraft.

"What's a helicopter?"

It took a considerable amount of explaining on my part to advise him that this was a new and unusual type of aircraft known as a "*helicopter*" and consequently would not need an airport. Frankly, I think in retrospect that he still did not believe me when I told him that this aircraft could land almost any place, and now that I think of it, I had no idea how they would close their flight plan.

The actual cross-country helicopter flight on May 14, 1943, to Fort Monmouth, N.J., was an attempt by Colonel Gregory to promote the use of helicopters by the Signal Corps. Enroute, they passed over the Platt le Page Aircraft Company in Eddystone, Pa., where they decided to drop down for lunch and a chat with a few pilot friends who they knew were stationed there. The Fort Monmouth landing was made on the parade grounds which must have caused no small amount of bewilderment on the part of the local military personnel.

As I think back, I realize that it was probably well and good that ATC in New York could not forward an ETA. What with stopping off for lunch and a bit of "hangar flying" as they did, they would have been overdue and one can easily envision the resulting panic that would have taken place.

Epilogue

Twenty-five years later as I gave thought to this episode and the aircraft clearance that I so carefully "acquired", I decided that, possibly it might be interesting to research this flight in further detail and learn more about the men who actually made the flight.

Major Cooper was killed in 1945 while flying a trainer type of aircraft from Philadelphia to New Orleans. The single helicopter passenger was a civilian named Plennefich and I was unable to learn of his whereabouts or later history. However, the person who really had a dynamic background and a long record of achievements was Colonel H. F. Gregory, now a Brigadier General, retired, and living in Tulsa, Oklahoma.

Air Corps career

Born in Rockwell, Tex., on January 13, 1906, Frank Gregory attended the usual public schools in Mississippi and graduated from Mississippi College in 1926, where he majored in physics and mathematics, a background which proved of value during his later years when he did so much to help develop the helicopter in conjunction with Igor I. Sikorsky. He graduated from the Air Corps Primary School in 1928 and in June, 1929, he graduated from the Advanced Flying School at Kelly Airbase in San Antonio, Tex., where Charles A. Lindbergh had graduated five years earlier.

His over 30 years of military service were donated to the organization and development of a myriad of Air Corps technical projects. Of particular interest is the successful development of the world's first practical helicopter, designated the YR-4. His book, "*Anything a Horse Can Do — The Story of the Helicopter*," was published in 1944. General Gregory served in many command capacities during and after World War II and in 1952, he was assigned to the American Embassy in Paris, France, as Air Attache. Just prior to his retirement in October, 1958, he was Commander of the Air Force Office of Scientific Research.

Ed Note: The Page 4 photo shows Colonel Gregory in an XR-4, rather than the YR-4 used. No "Say, ol' buddy" letters, please!

Appreciate the support from COL Matthew Lewis, the Flint Hills Chapter President and from 1LT Russ Mixon, Flint Hills Chapter AAAA Member for providing and sharing this information to our membership.

Flint Hills Chapter

By LTC (Ret.) Jan S. Drabczuk

Flint Hills Chapter members enjoy some refreshments at the first chapter gathering of 2014, at Mustang ramp, March 7th.

CHAPTER COURTESY PHOTO

The Combat Aviation Brigade, 1st Infantry Division recently returned from a nine month deployment to Afghanistan in support of Operation Enduring Freedom XIII-XIV. CAB, 1ID like many Aviation units recently deployed to Afghanistan, deployed under uncertain conditions. In the months leading up to the deployment, there was constant back and forth on how many troops would deploy, the composition of forces, troop locations with the drawdown, and duration of the mission.

Despite the conditions leading up to the deployment, CAB, 1ID deployed as Task Force Demon to Regional Commands South, Southwest, and West in August 2013. The uncertainty leading up to departure set the tone for an extremely dynamic forward deployment. However, despite combat operations in Afghanistan, the Flint Hills Chapter was able to remain active as a chapter and provide enrichment opportunities both in Afghanistan and back home.

Supporting Deployed Soldiers

TF Demon consisted of five Multi-Function Aviation Task Forces: TF Gunfighter, TF Saber, TF Fighting Eagles, TF Nightmare, and TF Guardian. TF Gunfighter, commanded and staffed by 1-1 Attack Reconnaissance Battalion, was originally located in Tarin Kowt, Uruzgan Province and FOB Apache, Zabul Province. Task Force Saber, commanded and staffed by 1-6th Cavalry was located at Kandahar Airfield. TF Fighting Eagles, commanded and staffed by 2-1st General Support Aviation Battalion, was headquartered in Kandahar, but had MEDEVAC operations across RC-South and Southwest. TF Nightmare, commanded and staffed by 3-1st Assault Helicopter Battalion, was headquartered at Shindand Airbase, Herat Province, RC-West. TF Guardian, commanded and staffed by the 601st Aviation Support Battalion was headquartered at Kandahar Airfield, but had support operations at various locations throughout RC-South.

TF Demon's wide geographical footprint across three Regional Commands in Afghanistan brought many operational and leadership challenges. However, despite the distance, mission command remained the cornerstone of the unit. Within two months of being in Afghanistan, TF Demon was able to distribute new Flint Hill Chapter AAAA membership opportunities at no cost to all of its forward deployed Soldiers. This was important, as it allowed Soldiers to bond through a tactical deployment, as well as, through the profession of Aviation. These memberships brought the opportunities for many of our Soldiers to submit photographs for AAAA competitions, as well as, recognize excellence through AAAA awards, such as the Order of Saint Michael.

Chapter Activities Continued

At home station, the CAB (Rear) consisted of 1,200 Soldiers who redeployed early or were identified to maintain systems and processes. This was slightly less than half of the Brigade. Even while deployed, the Flint Hills Chapter at Fort Riley held several meetings, socials, and events that enriched the chapter with the rest of the CAB forward. One of the unique activities while in Afghanistan was an AAAA gathering in Kandahar by the Flint Hills Chapter. Organized by TF Guardian commander, LTC Rich Martin, the focus of the gathering was MEDEVAC operations.

The event was an opportunity to reach out to our international partners, including British, Australians, Afghans, citizens of the United Arab Emirates, and many other nations. The gathering provided an open venue for professional aviators across Afghanistan to socialize and bond over shared experiences. It was truly a rare honor to host an international AAAA event, and witnessing so many people of different cultures come together was extremely rewarding.

Remembering our Fallen Soldiers

The most difficult part of TF Demon's deployment to Afghanistan came on December 17th, 2013 when we lost the crew of Arrowsmith 35. CW2 Randy Billings, CW2 Josh Silverman, SGT Peter Bohler, SPC Terry Gordon, SFC Omar Forde, and SSG Jesse Williams will always be remembered for their bravery and their sacrifice. As a unit, the CAB came together multiple times to mourn the loss of our brothers-in-arms.

As an AAAA Chapter, necessary movements were also started to honor their sacrifice. The Flint Hills Chapter is currently in the process of raising a scholarship fund for Arrowsmith 35, and are in the process of talking to the 1st Infantry Division and AAAA on raising a 1st Infantry Division, Aviation Brigade Fallen Soldier memorial on Fort Riley.

Summary

TF Demon's deployment in support of OEF XIII-XIV proved to be as dynamic as anyone could have imagined: conducting combat operations across three Regional Commands, retrograding multiple Forward Operating Bases and mission sets, re-deploying TF Saber, Rear Detachment operations (including two CTC rotations to the National Training Center), and managing an active AAAA Chapter.

As the Chapter redeployed, there are many people and organizations that are owed a tremendous gratitude for their support in making this all possible. The Flint Hills Chapter would like to publicly thank all of those great supporters and families who helped the chapter through a very fluid and dynamic time in its history.

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

Air Assault Chapter

PHOTO BY CPT. JOONHYUK LIM

The 1st Battalion (Attack Reconnaissance), 101st Aviation Regiment "Expect No Mercy" the AAAA Air Assault Chapter, and former No Mercy members from TF NORMANDY gathered at a reunion at Ft. Campbell, KY on May 9th and 10th, 2014. The Reunion included a golf tournament, leader professional development forum, and formal event. At the reunion, CW4 James E. Morrow, CW3 Michael S. Nelson, and CW3 Christopher B. Stewart, all assigned to 1-101 AVN REGT, were inducted into the Bronze Honorable Order of St. Michael for their outstanding service to the Army Aviation community.

Connecticut Chapter

CHAPTER COURTESY PHOTO

Connecticut Chapter 2014 scholarship winners and their families were recognized at a chapter meeting on Aug. 7, by chapter president, Mr. Doug Shidler (far right) and AAAA Executive Director, Bill Harris (not pictured). From left to right are winners, John Hunter, John Pacelli, Austin Giroux, Kimberly Romanoff, Stephanie Silio, Peter Smart accepting for daughter Phoebe, and Katherine Wilcoxson. Not pictured are Kaitlyn May and Christina Shea.

Oregon Trail Chapter

CHAPTER COURTESY PHOTO

Oregon Trail Chapter members circled the wagons and put on a "Drive-In Movie," for the Aviation Soldiers, their families and friends following the final formation of the Saturday Unit Training Assembly on May 3 in hangar 2 of the Army Aviation Support Facility#1, Salem, OR. Soldiers, spouses, friends and members of the Oregon Trail Chapter designed, cut, glued, and painted large cardboard boxes to look like covered wagons, buses, Scooby-Do Vans, Volkswagen Beetles and other shapes. A few minutes before the movie started, the Aviators' children pushed or pulled their newly minted cars to the Drive-In where they were given replicas of checkered flags and instructed to wave their flags when they wanted a refill of popcorn or punch. Together with long-time supporter of the Oregon National Guard Soldier and Families, Salem Elks Lodge #336, the chapter provided pizza and additional snacks during the intermission.

Northern Lights Chapter

PHOTO BY BRIAN W. SCHLOMBOHM, FT. WAINWRIGHT PUBLIC AFFAIRS OFFICE

Northern Lights Chapter president, COL Nicholas Snelson (left), presented 3 chapter scholarships during a monthly board meeting at Ft. Wainwright, AK on Aug. 7, 2014. (left to right) Victoria Roach, daughter of COL Jeffery Roach, and Sophie Marcinkowski, daughter of Robert Marcinkowski, each received a $500 award, and Jay Samuel received a $1,000 award. Applicants for the two $500 awards were limited to AAAA members and their families; the other award was open to all Alaska High School Seniors, must be used at an educational institution in Alaska that produces degrees or certifications, and applicants were not required to have any affiliation with the military or AAAA. This is the chapter's way of saying thank you to the local community.

Southern California Chapter

CHAPTER COURTESY PHOTO

Southern California Chapter members pause for a Kodak moment during a meeting at the Robinson Helicopter Company, Zamperini Field, Torrance, CA on Aug. 26. Chapter members got to tour the large facility at the Torrance Airport. Robinson makes the R-22, R-44 and R-66 turbine helicopters and is the largest manufacturer of rotor wing aircraft in the world.

Order of St. Michael and Our Lady of Loreto Awards

Badger Chapter

CHAPTER PHOTO BY CWO2 JASON DUPRE

Mr. Brian "Doc" Mantzke, a fuel system operator at McCoy Army Airfield, Fort McCoy, WI, is inducted into the Bronze Honorable Order of St. Michael, by LTC Matthew Strub, commander of the 1st Battalion, 147th Aviation Regiment, and SGM Steve Hintze, on Aug. 6, 2014 at the airfield. Mantzke was recognized for his outstanding support to Army Aviation over the last 10 years. He has been solely responsible for maintaining the airfield refueling system and providing into-plane refueling for all stationed and transient aircraft. Most of the last decade, he has worked 7-days a week ensuring the system was operational, and always accommodating his personal schedule to personally assist flight crews.

Mid-Atlantic Chapter

CHAPTER COURTESY PHOTO

LTC (Ret.) Pat Kastner (right), chief of the Scout, Utility, and Aviation Ground Support Equipment division, Army Evaluation Center, inducted **COL Tommy Stauss**, director of the Aviation and Fires Evaluation Directorate, Army Evaluation Center, into the Silver Honorable Order of St. Michael during an April 28, 2014 ceremony at Aberdeen Proving Ground, MD. Stauss was being recognized for his more than 26 years of active service and overall contributions to the Army Aviation Community. Stauss will be retiring in the Harrisburg, PA area.

CHAPTER COURTESY PHOTO

COL Christopher P. Davis (left), outgoing Project Manager, Sensors-Aerial Intelligence, is inducted into the Bronze Honorable Order of St. Michael by Mr. Stephen Kreider, Program Executive Officer for Intelligence, Electronic Warfare and Sensors (PEO IEW&S), during a farewell ceremony on June 20th at Aberdeen Proving Ground, MD. Davis was recognized for his significant impact on Army Aviation on the occasion of his change of duty to work research and development in the Pentagon.

CHAPTER COURTESY PHOTO

Mr. Stephen Kreider, PEO IEW&S, inducts **COL Dean M. Hoffman IV** (left), outgoing Product Manager, Manned Aerial Recon/Surv Sensors (MARSS), into the Bronze Honorable Order of St. Michael during a farewell ceremony on June 20th at Aberdeen Proving Ground, MD. Hoffman was recognized for his significant contributions to Army Aviation on the occasion of his change of duty.

Narragansett Bay Chapter

U.S. ARMY PHOTO BY CW3 JOSHUA HENDRICKSON

CW2 William Missiewicz (second left), aviation mission survivability officer (AMSO) for Company A, 1st Battalion, 126th Aviation Regiment, Rhode Island Army National Guard, is inducted into the Bronze Honorable Order of St. Michael by chapter president, LTC Andrew Chevalier, on Aug. 3, 2014 at the Army Aviation Support Facility, North Kingstown, RI. Missiewicz was recognized for his more than 19 years of service, including 3 deployments, and his contributions to personnel recovery and the 1-126th Gen. Spt. Avn. Bn. aviation mission survivability program. Pictured are (from left) Chevalier, Missiewicz, LTC John MacDonald and CSM Russell Pion, the 1-126th GSAB command team.

Phantom Corps Chapter

U.S. ARMY PHOTO BY SFC TRACY JOHNSON

LTC Joshua R. Hegar (right), brigade deputy commander, 166th Aviation Brigade, Division West, First Army, is inducted into the Bronze Honorable Order of St. Michael, by brigade commander, COL Kevin A. Vizzari on Jun. 25, 2014 at Fort Hood, TX. Hegar was recognized on the occasion of his permanent change of station for his 16 years of dedicated Army Aviation service and most recently his outstanding service with the brigade. He will move to Fort Devens, MA where he will assume command of the 3-313th Logistics Battalion.

U.S. ARMY PHOTO BY SFC TRACY JOHNSON

COL Kevin A. Vizzari (left), 166th Avn. Bde. Commander, inducts **MAJ Douglas K.N. Fullerton**, brigade executive officer, into the Bronze Honorable Order of St. Michael on Jun. 25, 2014 at Fort Hood, TX. Fullerton was recognized on the occasion of his upcoming permanent change of station for 13 years of dedicated

Army Aviation service and most recently his outstanding service with the brigade. He will move to Fort Bliss, TX where he will be assigned to the Brigade Modernization Command.

U.S. ARMY PHOTO BY SFC TRACY JOHNSON

CW4 (Ret.) John N. Fullerton (on right in TV monitor), a pilot with AAR Airlift Group at FOB Shank, Afghanistan, is inducted into the Bronze Honorable Order of St. Michael by Task Force Wings Commander, LTC Clair A. Gill (left in TV monitor) on March 19, 2014 witnessed via video teleconference by his son and his family, (left to right) MAJ Douglas K.N. Fullerton, John K.N. Fullerton (son/grandson), and wife, Maria M. Reeves. The elder Fullerton was recognized for 25 years of Active and Reserve Army Aviation service and his continued support in the private sector. Upon redeployment, he will continue providing support at Yuma Proving Grounds, AZ.

U.S. ARMY PHOTO BY SFC TRACY JOHNSON

CW3 Emmanuel L. Vero (right), brigade safety officer, 166th Aviation Brigade, Division West, First Army, is inducted into the Bronze Honorable Order of St. Michael, by brigade commander, COL Kevin A. Vizzari on Jun. 25, 2014 at Fort Hood, TX. Vero was recognized at the brigade change of command for his more than 20 years of dedicated Army Aviation service and most recently his outstanding service as a UH-60 pilot in command in general support, assault, and MEDEVAC units. He will continue serving in his current position.

U.S. ARMY PHOTO BY SFC TRACY JOHNSON

COL Kevin A. Vizzari, 166th Avn. Bde. Commander, inducts **Mrs. Teresa O'Gorman,** wife of CW5 James E. O'Gorman, command chief warrant officer of the brigade, into the Honorable Order of Our Lady of Loreto on Jun. 25, 2014 at Fort Hood, TX. O'Gorman was recognized at the brigade change of command for her dedicated service to Army Aviation Soldiers and their families throughout the course of her husband's 20 years of service, and specifically to those families of the brigade.

Rio Grande Chapter

PHOTO BY MAJ NICHOLAS D. RYAN

CW5 Kevin E. Smith, command chief warrant officer of the 1st Armored Division Combat Aviation Brigade, is inducted into the Silver Honorable Order of St. Michael, by brigade commander, COL Carey M. Wagen during a July 30, 2014 ceremony at Ft. Bliss, TX. Smith was recognized for his impacts on Army Aviation with more than 30 years of service.

COURTESY PHOTO FROM LTC (RET.) ROBERT WILLIS

Tennessee Valley Chapter

LTC Robert A. Willis (left), commander of the U.S. Army Research, Development, and Engineering Command International Technology Center Atlantic, is inducted into the Silver Honorable Order of St. Michael by COL Keith Hirschman, commander of RDECOM Forward Element-Atlantic at the George C. Marshall International Center in Paris, France, on June 20, 2014. Willis was recognized on the occasion of his retirement with more than 23 years of Aviation service. Willis will be working for L-3 Corp. in Huntsville, AL as a program manager and consultant in international defense research & development initiatives.

CHAPTER PHOTO BY SHERRY L. DOERER, WYLE CAS GROUP

COL John "Russ" Leaphart, outgoing Project Manager, Aircraft Survivability Equipment, and his wife, **Cindy**, are inducted as a Knight of the Honorable Order of St. Michael and into the Honorable Order of Our Lady of Loreto, respectively, by Tennessee Valley Chapter president, Mr. Gary Nenninger, during a ceremony at Bob Jones Auditorium, Redstone Arsenal, AL on July 29, 2014. Leaphart was recognized on the occasion of his retirement for his outstanding contributions during 29 years of service in the U.S. Army and notably to the Redstone Arsenal community of Army Aviation in Huntsville as PM ASE from June 2010 to July 2014. The Leapharts will remain in the Huntsville area.

The Membership Corner

By CW5 (Ret.) Dave Cooper

This month's focus is on an unlikely Army aviator. He served in Vietnam and flew aboard helicopters exactly twice. The first time was when he arrived in country and had to get from Tan Son Nhut airbase to his unit and the second time at the conclusion of his tour leaving his unit and getting to Tan Son Nhut to get on his freedom bird.

PERSONAL PHOTO PROVIDED BY BILL WILKINSON

MAJ (Ret.) Bill Wilkinson (right) with his cousin, MAJ (Ret.) Bob Bates, in Alaska on a fishing trip. Bates was a 101st HHC commander and served in Special Forces and Ranger units.

Bill Wilkinson was an athletic youngster growing up in New Hampshire and was a champion downhill skier in high school. He studied Physical Education at Plymouth State University and planned to be a teacher and coach. Student teaching in his senior year of college changed his mind. "Teaching health was boring," he said.

Bill's invitation (draft notice) to join the U.S. Army arrived in November 1966. He toyed with the idea of being a pilot with the Air Force but the flight physical revealed a slight visual impairment. Bill returned to the Army recruiter to explore his options. At the time the Army had a "College OCS option." If you were a college graduate, you could choose your branch, attend basic training, Advanced Individual Training, and Officer Candidate School. Bill chose to become a logistician and his Army journey began.

2LT Bill Wilkinson was commissioned in November 1967 and assigned to Baumholder, Germany where he spent 18 months and became a detachment commander. One day he read an article in the Stars and Stripes that changed everything.

The article said that Ordnance officers could apply for flight school, and Bill immediately applied. The program allowed for applicants to choose rotary wing or fixed wing and he knew he wanted to fly airplanes. This time he passed his flight physical and was accepted into flight school. Bill would attend flight school in a TDY status enroute to Vietnam.

In September of '69, 1LT Wilkinson reported for Primary Flight Training at Ft. Stewart, GA where he learned to fly the T-41, which was a Cessna 172 with heavy duty landing gear. Instrument flight training was conducted at Ft. Rucker, AL in Beechcraft Barons. Bill remembers his instructor pilot loved instrument flying and went out of his way to find actual instrument conditions. Flight training culminated in getting checked out in what would become his primary combat aircraft, the L-19 Bird Dog. This single engine, tandem seat aircraft was a long way from U.S. Air Force jets he had originally dreamed about.

Bill arrived in Vietnam in June 1970 and was assigned to the 199th Aviation Company in Vinh Long - call sign, Swamp Fox. He served as the company admin officer and platoon commander.

The 199th deactivated and they became the 221st, call sign Shotgun, remained at Vinh Long and supported the 4th Army of the Republic of Vietnam (ARVN) Division. This meant flying ARVN observers and/or artillery adjusters who didn't speak English and he didn't speak Vietnamese. Most of the flying was done out of small arms range at 1,500 feet Above Ground Level (AGL). Bill enjoyed his work in Vietnam and asked to extend but got orders to the Advanced Course at Aberdeen Proving Ground.

He then spent 18 months at Ft. Campbell, KY before being assigned to the United States Military Academy (USMA) at West Point as an admissions officer. Tasked with coordinating all admissions from the Northeast, he describes this assignment as, "the best job in the Army." He is proud to be the second US Army Reserve admissions officer that was not a USMA grad. Bill was able to continue flying while at West Point in the USMA Flight Detachment's fixed wing aircraft. He admits to keeping his flight skills current while flying up and down the Hudson River and circling the Statue of Liberty.

Major Bill Wilkinson left active duty in January 1980 and entered the Individual Ready Reserve and civilian life. He spent six years as a realtor in the Ft. Campbell, KY / Clarksville, TN area. In 1986, Bill built a pre-school in Clarksville. He loves kids and his degree in education began paying off.

He retired from the Reserves in 1990 and has recently turned over the day to day operations of the pre-school to his daughter and son-in-law.

Bill and his wife Sherry live in Clarksville TN and enjoy golf, physical fitness, and camping.

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

New Lifetime Members

CPT Chritian Abney
CW5 Steve A. Donahue Jr.
MAJ Michael Dyer
CW5 Mirko Duvnjak
COL Joseph A. Edwards II
MAJ Michael H. Gourgues II
LTC Robert H. Howard, Ret.
CW3 James Huntley III, Ret.
COL T. Bradley Ninness
CW2 Adam E. Schmidt
CPT Nathaniel Stone

New Members

Air Assault Chapter
SGM Jay Blessing
CW5 Douglas Englen
MAJ Roger Waleski
LTC Bill Wilkinson, Ret.
Aloha Chapter
CW2 Paul Clements
CW4 Jason Gregory Franzen
CPT Robert A. Molard
Arizona Chapter
Gunnar Bergeson
Aviation Center Chapter
WO1 Jazmine D. Adams
WO1 Nicholas F. Bellizzi
WO1 Glen B. Bemus
WO1 Justin M. Bradish
2LT Tiara O. Brown
WO1 Jared L. Busen
OK Chung
2LT Brandon J. Clayton
2LT Daniel L. Davis
2LT Christopher M. Englen
Melissa Glavan
2LT Johnathan C. Hopper
2LT David K. Isaac
Beverly K. Joiner
1LT Aam F. Jones
WO1 Jake Kingsbury
MAJ Samuel Koonce,Ret.
2LT John A. Lippert
CSM William D. Lohmeyer
2LT Jonathan D. Maruszak
WO1 Sean W. Meisner
2LT Blake A. Mitchell
2LT Sheena L. Poole
2LT Lance W. Randles
WO1 Giovanni Rodriguez
WO1 Andrew T. Rowe
2LT Jacob D. Saint-Blancard
SSG Shamekia Q. Sanders
1LT Nicholas J. Schaefer
2LT William C. Terza
MAJ Tim Van Alstine
2LT Jonathan H. Westerlund
WO1 Mattthew B. Wilson
Badger Chapter
CW5 Steve Goetz
SFC Mike Gunderson
Central Florida Chapter
Ian Campbell
SGM James Capley
Alejandro M. Lastra
LtCol Dennis D. Shockley, Ret.
John Spataro
SSG Harry W. TisonII
Colonial Virginia Chapter
Chris Burgess
SFC Therren Dunham
Corpus Christi Chapter
MAJ Earl Walters, Ret.
Delaware Valley Chapter
Donte J. Avery
SPC Konrad W. Wildman
Flint Hills Chapter
MAJ Sean McBride
SGT Kade Poore
Flying Gator Chapter
SGT Jason Clark
SGT Stephen Starling
Flying Tigers Chapter
CSM Franko J Antolovich
Griffin Chapter
LTC John Cochran
High Desert Chapter
LTC William Garber III
LTC Henry Christopher Perry
Idaho Snake River Chapter
Mr. Robert Renteria
Lindbergh Chapter
LtCol Thomas R Metzler, Ret.
Magnolia Chapter
Dale Miller
Minuteman Chapter
CW2 Kevin Connolly
Mount Rainier Chapter
SSG Jarin Trakel
MSG Dana Trakel
North Country Chapter
CW4 Christian Beck
North Star Chapter
CPT Andrew Thomas Ueland
North Texas Chapter
WO1 Ben Hale
SFC Billy w. Kester
CSM Dennis Law
Old Tucson Chapter
CW4 Glenn Byler
CW3 Jack Satterfield
CW4 Richard Schiffli Jr. Ret.
Oregon Trail Chapter
WO1 Michael K. Byers
Phantom Corps Chapter
Samuel Abe West
Pikes Peak Chapter
CW2 Jennifer C.Charron
MAJ Samuel L Fricks
CPL Trevor King Jr.
Rio Grande Chapter
CPT Erwin O. Barrera
1SG Christopher D. Bell
CW4 Noah Jacob Hale
1LT Adam Paducha
SSG Richard Sosa
SPC Joshua Stroud
Rising Sun Chapter
CW3 Blake Leibach
Tennessee Valley Chapter
Jeff L Benefield
Michael Guest
Donald Hubler
MAJ Melvin Mitchell
CPT Steven Raymond, Ret.
LTC Allen D Soukup, Ret.
Eugene Young
Thunderbird Chapter
SPC Justin Daniel Conlee
Utah Chapter
LTC George Leonard Barton
Ron Mclean
Volunteer Chapter
SSG Joseph S. Webb
Washington-Potomac Chapter
COL William Freitas, Ret.
Kendall Scott Hackney
No Chapter Affiliation
WO1 Randy Addington
CW3 Angel Alejandro, Ret.
MAJ Dennis Alan Bryant, Ret.
Gary Buchanan
CSM Sean R. Cavanaugh
MSGT Robert R Doviken
Steven Hojnacki
LTC Ronald Huether, Ret.
SGM Kevin F. McGrath
CDT Darrien L. Moore
MSGT William Morehead, Ret.
SGT Damon R. Solomon
SFC William Wilson

Lost Members

Help Quad-A locate a lost member and receive a free one month extension to your Quad-A membership!

PFC Paul Anglin
LTC Jennifer K. Bailey
SFC Jerry Ellis Barley
MAJ James Fischer
COL Harry L. Fraser, Ret.
Michael F. Glass
PFC Brian Koch
CW5 Todd A. Larson
1LT John Maclean
SGT Anthony Martinez
MAJ Aaron M. McPeake
SGT Shana A.L. Molak
SFC Cordale Montgomery Sr.
MAJ Dylan M. Morelle
MAJ Erica L. Parks
CW2 Angel Perez
SPC Thomas Perlman
Mike Pressnell
Jeanine Schofield-Taylor
SPC Gene Syder
Andy Ward

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. No attachments, please. We regret that because of the volume of submissions, we cannot acknowledge unpublished letters other than by an automated e-mail reply. Writers of letters selected for publication will be notified within a week. Letters may be edited and shortened for space. Joe Pisano, Editor

July 31, 2014

Just finished reading "Training is Your Mission." (July 2014 issue) Can you send me a copy of this article please? Working in AVN TNG Strategy development, this is a perfect article for our team to see across the country. Thanks for all you continue to do for Army Aviation!

Robert L. Huffman, Clarksville, TN

September 10, 2014

Has there been any forward movement in getting full ACIP (Aviation Career Incentive Pay) for Reserve Component aviators? Since I finished flight school back in 2010, I have flown 3-4 times the number of hours as my active duty peers yet I only get a fraction of the ACIP that I am eligible for. Please help all of us in the Guard & Reserve!

Thank you,
CW2 Ernest W. Angelbeck

CW2 Angelbeck:

Thanks for your email.

AAAA National President, BG (Ret.) Howard Yellen, responded to a similar inquiry in the July issue of ARMY AVIATION concerning the establishment of a flight pay committee a number of years ago. Gen. Yellen has asked BG (Ret.) Mike Burke, the chair of that committee, to relook the potential for flight pay equality. As a reminder, the original committee assessment discovered that the inherent increased costs of equalization were more than either PERSCOM or National Guard Bureau were able to support at that time. This will once again be an area of impact on the situation and scrutiny by the committee. We will be sure to report any activity/developments from the committee as they occur.

Joe Pisano, Editor

How Military Student Transition Needs Can Be Met

By Judy Konitzer

PHOTO BY RENA ANDERSON, HUNTSVILLE CITY SCHOOLS

COL Bill Marks, the Garrison Commander at Redstone Arsenal, AL talks to local leaders and teachers at Williams Elementary School on September 14, 2014 about the Impact Aid Program. It is designed to federally help fund programs, such as supplying classrooms, hiring teachers etc. at schools serving children with connections to the federal government.

Now that children in grades K through 12 are back in school, it may be time to assess if their needs are being met. In partnership with the Army, the Military Child Education Coalition (MCEC) unveiled a new Military Student Transition Consultant (MSTC) program with early successes far exceeding their original expectations.

Currently Forts Benning and Stewart, GA; Polk, LA; Bliss, Hood, and Sam Houston, TX; Wainwright and Joint Base Lewis-McChord, AK; Barksdale Air Force Base, LA and the Huntsville, AL community are fortunate enough to have 13 consultants among them, who provide a personalized continuum of care and resources to students, parents, school personnel, community members, and installation representatives.

How MCEC Consultants Can Be of Value

One important aspect of the value of the consultant is their awareness, anticipation, and response to academic and behavior problems associated with military parents pre-deployment, deployment, reintegration, wounded warrior status, post-traumatic stress disorder (PTSD), changing living arrangements and frequent moves. They have the ability to meet regularly with community and installation representatives and other stakeholder groups to collect information about programs and activities that involve military students and provide a wide range of services for their parents.

Dealing with transitions, the consultants can facilitate transferring credits, different state to state testing requirements, differing graduation requirements, varied scheduling configurations (i.e., alternating day block vs. traditional 7 period schedule), different calendars, magnet programs, transportation guidelines, and the multitude of school policies (e.g. discipline, dress codes, attendance, immunization requirements, etc.) that students must deal with on a daily basis.

Another very important function for them is to facilitate the timely receipt of 504 and special education records along with IEPs that are required by school districts to make appropriate student placement. More detailed listings for their points of contact can be found at *www.militarychild.org*.

Sharing a Success Story

One success story involves a high school senior from a dual military family who attended eight different schools and actually thrived through five deployments. The latest move became her fourth high school and, even though she had more than enough credits to graduate at her sending school, there were additional graduation requirements at the gaining school. This put her at a genuine emotional disadvantage.

The MSTC worked collaboratively with the student's counselor and her sending school enabling her to graduate with her peers under the provisions of the Military Interstate Children's Compact Commission (MIC3) rules. Without this intervention, this situation could have had a much sadder outcome – not being able to graduate on time.

Understanding MIC3

It is exciting to note that as of August 18, New York became the 50th state to join the Compact. However, it is unfortunate that many teachers and administrators, as well as parents and students,

don't know about or understand the Compact.

The Compact is an agreement between states and is designed to ensure that military children receive uniform treatment in public schools when they transition to new school districts and states. Enrollment, placement, attendance, eligibility and being able to graduate on time are among the common issues addressed by the Compact. It covers all children of active duty military and activated Guard and Reserve, as well as those of fallen Service members, and those medically retired or discharged for one year following the service member's death, retirement, or discharge. Downloadable brochures, webinars and other resources are available thru *www.mic3.net*.

Knowledge is power, especially when it comes to availing our children of all the opportunities to which they are legally entitled.

Meeting a Transportation Need

Another success story involved a first grader being able to have bus transportation when she did not qualify because she lived within a two mile radius of the elementary school. Her father was deployed and her mom had a serious medical condition that made it strenuous to walk her to school every day. The MSTC, collaborated with the principal, the director of transportation, and the assistant superintendent to make an exception to policy, and the child now rides a school bus.

In some cases it seems like such easy fixes, but that is not always the case and having positive intervention is so important.

The stress of deployments, moving, the unknowns, and the inability to ask the right questions sometimes keep parents from making more positive assertions when helping their children adapt to changing environments and schools. MCEC's new approach with their Military Student Transition Consultant program, along with their already successful Student to Student and Parent to Parent programs are truly a step in the right direction and will prove more and more valuable as days go by.

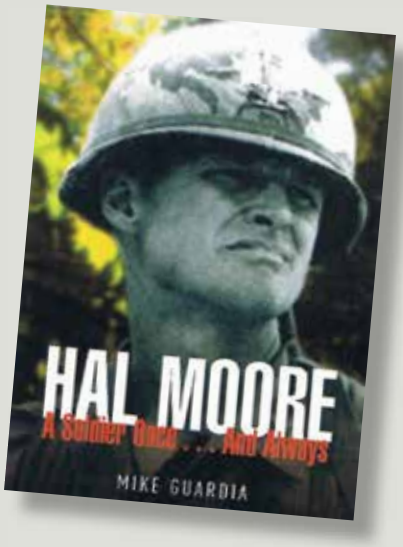
Judy Konitzer is the family forum editor for ARMY AVIATION; questions and suggestions can be directed to her at judy@quad-a.org.

BOOK REVIEW

Hal Moore – A Soldier Once... And Always

By Mike Guardia

Reviewed by
MG Benjamin L. Harrison,
U.S. Army, Retired



Hal Moore is the best known hero of the Vietnam War thanks to the superb book by LTG (Ret.) Moore and Joseph Galloway, "We Were Soldiers Once and Young," and the movie, "We Were Soldiers."

This book is, in the best sense, a real biography of a real hero. Hal Moore is quoted extensively throughout the book and has provided many, many great photos; truly fascinating stories of Hal's occupation duty in Japan 1946-48. Much humor is included, such as his wedding announcement. Hal provides very interesting accounts of his tours on the frontlines in the Korean War as a mortar company commander and S-3 Operations Officer of an infantry regiment in 1952. As a company commander guarding hundreds of Chinese POWs, Hal demonstrated his innovative leadership techniques by withholding their toilet paper supply. To meet the requirement for promotion to major, Regimental S-3 Moore was given command of a rifle company. Back as Assistant Division G-3, Hal got very busy coordinating a counterattack against the Chinese on Old Baldy. He rescued four wounded Columbians and was awarded the Bronze Star. After the battle of Pork Chop Hill, he said, "I have learned over here, you never give up ground. You always lose more men in the long run." (Motivation and determination for his valorous stand at la Drang?)

At Moore's direct request to BG Harry Kinnard, (commanding the 11th Air Assault Division (Test)), Moore was given command of an airmobile infantry battalion. In Feb 1965, President Johnson ordered deployment of the now redesignated 1st Cav Division to Vietnam. Hal Moore was now on his way back into combat in August 1965. On 9 Nov 1965, his battalion was ordered to patrol west into the la Drang Valley. This fine book gives a detailed account of the battle of LZ X-Ray. Moore is promoted to colonel and given command of a brigade for the battle of Bong Song.

As the new CG of the 7th Infantry Division, Moore took on the tough, complex problems of drug use and racial unrest and the now all volunteer Army (there were nearly 800 fragging incidents in the Army in 1970).

Moore made an interesting visit in 1989 with Soviet veterans through the Tien Shan Mountains in Uzbekistan and Kazakstan and the author provides coverage of Moore's and Galloway's visit back to Vietnam with very interesting comments by Hal Moore reference his la Drang battle and the later movie.

This is definitely an interesting and worthwhile read.

Major General (Retired) Benjamin L. Harrison is a former Deputy Commanding General of the U.S. Army Aviation Center, a past AAAA National President, and former Chairman of the Army Aviation Hall of Fame Board of Trustees.

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

Boeing Delivers First MH-47G to USASOAC

THE BOEING COMPANY PHOTO

The Boeing Co. delivered the first new-build MH-47G Chinook to U.S. Army Special Operations Aviation Command (USASOAC) during a ceremony on Sept. 29. Tail number 2901 took its first flight at Boeing's facility in Ridley Park, PA. It is the first of eight new-build MH-47Gs to be delivered to USASOAC through fiscal year 2015. The 160th Special Operations Aviation Regiment (Airborne) already has a fleet of MH-47Gs that were refurbished from older Chinook models; 2901 is the first all new version. According to COL Paul Howard, project manager at the SOCOM Technology Applications Program Office (TAPO), the cockpit is the same as the current fleet, so from a pilot and crew chief perspective it's fairly transparent. The difference is in the maintenance on it. It is a differently constructed aircraft. The G model includes improved electronic warfare capabilities, better transportability, safer airframes, in-flight refueling and is also equipped with larger fuel tanks. The MH-47G was delivered a month ahead of schedule, within budget, and will enter service in August 2015 after undergoing "strain and vibe" flight tests which will evaluate the new structure.

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

Archer Western Federal JV, Chicago, IL, was awarded a $36,998,000 contract to design and construct an attack/assault/cavalry hangar for rotary-wing aircraft at Joint Base Lewis-McChord, Washington, with an estimated completion date of March 17, 2016.

BAE Systems Information and Electronic Systems Integration Inc., Nashua, NH, was awarded an $8,005,521 modification to contract W58RGZ-12-C-0045 for limited scope services to provide additional development and testing of the current Common Infrared Countermeasure Technology Development phase system. Work will be performed in Nashua, with an estimated completion date of March 14, 2015.

The Boeing Company, Mesa, Arizona, was awarded a $234,700,000 undefinitized contract action to procure long lead items for the production and delivery of 24 AH-6I aircraft, initial spares package and ground support equipment. Work will be performed in Mesa with an estimated completion date of Dec. 31, 2016.

L-3 Communications Corporation, SFS, Madison, MS, was awarded a $15,832,848 modification to contract W58RGZ-10-C-0107 to add eight C-12s to the life cycle contractor support maintenance contract for the Army's fleet of C-12/RC-12/UC-35 aircraft. Work will be performed in Madison with an estimated completion date of Jan. 31, 2015.

Northrop Grumman Systems Corp., Rolling Meadows, IL, was awarded a $10,006,600 modification to contract W58RGZ-12-C-0046 for sole source modification for limited scope services to provide additional development and testing of the current Common Infrared Countermeasure Technology Development (CIRCM TD) phase system. Work will be performed in Rolling Meadows with an estimated completion date of March 14, 2015.

Nova Group, Inc., Underground Construction, Joint Venture, Napa, CA, was awarded a $13,407,419 firm-fixed-price contract for fuel island upgrades at Hunter Army Airfield, GA with an estimated completion date of March 15, 2016.

Robertson Fuels Systems, Tempe, AZ, was awarded a $47,916,209 indefinite-delivery/indefinite-quantity contract for auxiliary fuel systems including reduced size crashworthy external fuel systems and internal auxiliary fuel system combo packs for the Apache AH-64 helicopter for domestic and foreign military sales. Performance location and funding will be determined with each order, with an estimated completion date of May 5, 2017.

Advertisers Index

Reorganizations

Flying Tigers Change Their Stripes

U.S. ARMY PHOTO BY CPT. ALAN MOSS, 11TH TAC PAO

Two AH-64 Apache helicopters prepare to depart Godman Army Airfield at Fort Knox Kentucky for their final flight as two UH-60 Black Hawk helicopters approach on Wednesday, 27 August. The aircraft all belong to the **"Flying Tigers" of 8th Battalion, 229th Aviation Regiment of the 11th Theater Aviation Command,** the only Army Reserve (USAR) aviation command. 8-229th is the first USAR attack helicopter battalion to complete the conversion to the assault mission as a result of the Army Aviation Restructuring Initiative.

Changes of Command/ Responsibility

Witzler Changes Responsibility at USASOAC

U.S. ARMY PHOTO BY SSG. JAJUAN S. BROADNAX, USASOAC PUBLIC AFFAIRS

Chief Warrant Officer 5 Bob D. Witzler addresses attendees during his change of responsibility ceremony at John F. Kennedy auditorium at Fort Bragg, NC August 15, 2014. He relinquished the responsibilities of the United States Army Special Operations Aviation Command's (USASOAC) Command Chief Warrant Officer to Chief Warrant Officer 5 Douglas M. Englen who comes to the command from his position as the standardization officer for the 160th Special Operations Aviation Regiment (Airborne). Witzler will retire later this year.

USASOAC Says Farewell to First CSM

U.S. ARMY PHOTO BY SFC THADDEUS DAWKINS II, USASOAC PUBLIC AFFAIRS

CSM David S. Leamon passes the United States Army Special Operations Aviation Command (Airborne) colors to **BG Erik C. Peterson, USASOAC Commanding General,** during a change of responsibility ceremony at Fort Bragg's Meadow Field on August 29, 2014. Leamon, who will retire later this year, was USASOAC's first command sergeant major since its activation in 2011. He relinquished his responsibilities to CSM Gregory M. Chambers who comes to the command from the 160th Special Operations Aviation Regiment (Airborne) and with more than 17 years of SOA experience.

FY 2014 Colonel Active Component Selection Board Results

The results of the fiscal year 2014 Army Competitive Category Colonel selection board which met in May were released Aug. 28. AAAA congratulates the following 44 Aviation lieutenant colonels on their selection.

Seq # Name
0045 Anderson, Joseph S.
0066 Ansley, Steven R.
*0242 Baker, Phillip C.
0122 Barnwell, Christopher
0067 Beall, Scott T.
0229 Becker, Jeffrey A.
0197 Burke, Thomas E.
0087 Calvert, Lance K.
0183 Cunningham, Gary L.
0162 Czehowski, Shawn B.
0182 Demirjian, Michael
0088 Ells, Ronald L.
0104 Erickson, Reed G.
0198 Farris, Prescott R.
0157 Gignilliat, Andrew
*0233 Gill, Clair A.
0087 Guida, Spencer C.
0016 Hamilton, Victor S.
0109 Harvey, Michael D.
0165 Heape, Glen E.
0036 Higginbotham, Michael
0037 Hoecherl, Joseph A.
0019 Hooks, Harold D.
0159 Huber, Robert P.
0107 Hughes, Brian T.
0093 Intini, Frank P.
0191 Mettling, Daniel S.
0030 Meyer, Terry A.
0055 Mills, James C.
0078 Phillips, Bryan K.
0105 Phillips, David C.
0047 Rogers, Paul D.
0173 Ruiz, Daniel M.
0063 Rutkowski, Michael
0001 Slocum, Michael J.
0168 Snow, David C.
0065 Snyder, Mark S.
0089 Stehle, Brian C.
0174 Szczepanski, John C.
0175 Turner, Joel T.
0040 Varnadore, Marcus L.
0011 Volkin, Ronald S.
0070 Warnick, David A.
0038 Zarchin, Brian P.
Below the zone selection

FY 2014 Regular Army Nominative One- and Two-star Command Sergeant Major and Sergeant Major Key Billet Selection Board Results

Below are the names, ranks and military occupational specialties of the Regular Army aviation soldiers designated as candidates for possible assignment to nominative one- and two-star command sergeant major and sergeant major key billet positions by an August, 2014 selection board. AAAA congratulations the following 22 Aviation Soldiers on their selection.

Bailey, Scott A. 15Z CSM
Davis, Danny J. 15Z SGM
Duchatelier, Antoine Jr.15Z CSM
Felicioni, Louis C. 15Z CSM
Gage, Robert F. 15Z CSM
Green, Steven O. 15Z CSM
Hayes, William S.* 15P CSM
Johnson, James E. 15Z SGM
Newman, Joshua A. 15P SGM
Odonnell, Michael P.* 15Z CSM
Perkins, David L. 15Z CSM
Pitkus, Eric S. * 15Z CSM
Plattenberg, Harold R.*15Z CSM
Singell, Stanley D. * 15Z CSM
Snyder, James P. * 15Z CSM
Stapleton, Curtis V. * 15Z CSM
Sullivan, Richard III * 15Z CSM
Turner, Crystal L. 15P SGM
Wagley, Timothy R. 15P SGM
Walker, Tonia T. 15P SGM
Woodell, Alex L. 15Z CSM
Yeargan, William J. Jr *15Z CSM
Below the zone selection

FY 2014 Army Sergeant Major Training and Selection Board Results

The results of the FY14 Army Active Component Sergeant Major Training and Selection Board and the FY14 Army Reserve Active Guard/Reserve (AGR) Sergeant Major Selection Board were released on Aug. 8, 2014. AAAA congratulations the 20 active component Aviation Soldiers on their selection to attend the U.S. Army Sergeant Major Academy (USASMA) for the purpose of promotion and the one Army Reserve AGR Soldier on his selection for promotion.

Armstrong, Robert B. III *
Bloomberg, Brian S.
Brooks, Bernard Jr.
Bryan, Joshua M.
Calamese, Rodney E.
Carithers, Shannon M. *
Carpenter, Roger N.
Clayton, Jackie Jr. *
Coquat, James W. *
Crowley, Jayson L.
Decletlopez, Francisco J.
Griswold, Jon D. *
Hale, Thomas F. *
* Hoiser, Michael S.
Howe, Kenneth E.
Muller, Michael J.
Robbins, Johnny Jr.
Santiago, Neftali
Sturgill, Jack A.
Sweitzer, David M.
Whitman, Erik M. *
AGR

FY 2014 Army Reserve Troop Program Unit (TPU)/ Drilling Individual Mobilization Augmentee (DIMA) Command Sergeant Major Selection Board Results

The FY 2014 Army Reserve Troop Program Unit (TPU)/ Drilling Individual Mobilization Augmentee (DIMA) Command Sergeant Major Selection Board Results were released on Aug. 8, 2014. AAAA congratulations the following 3 Aviation Soldiers on their selection for appointment to command sergeant major.

Carter, Todd M.
Garcia, Joseph *
Mattingly, Paul E. II

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.

47 Officers, August 7
IERW CH-47F Track
WO1 James Dean **– DG**
LT Peter Scardina
WO1 Robert Love
CW2 Daniel Keslar
IERW OH-58D Track
WO1 Bret Sosebee **– DG**
WO1 Brant Bump
WO1 Shawn Fyfe
LT Gregory Gibbons
LT Lyle Rogers
WO1 Alex Souto
WO1 Nathan Summers
WO1 Wayne Zefeldt
IERW UH-60 Track
LT Anthony Lechanski **– DG**
WO1 Charles Quiett **– DG**
WO1 Richard Boggs **– HG**
LT Jason Barksdale
LT Nicholas Bregenzer
WO1 Aaron Brock
WO1 Clark Eliason
WO1 Anita Guderjohn
WO1 Luke Hargrove
WO1 Brandon Kerr
WO1 Stephen Kimbrough
WO1 Andrew Martin
WO1 Drew VandenDries
IERW UH-60 A/M Track
WO1 David Hovey **– DG**
LT Brittany Pearson **– DG**
WO1 Joshua Coate **– HG**
WO1 Joshua Straub **– HG**
WO1 Tailani Benton
LT Meagan Doucette
WO1 Sammy Echevarria

Transfer of Authority

159th Completes Latest "Rendezvous With Destiny"

Following nine months and countless hours flown, the 159th Combat Aviation Brigade, 101st Airborne Division (Air Assault), Fort Campbell, Kentucky, transferred authority to the 82nd Combat Aviation Brigade, 82nd Airborne Division, Fort Bragg, North Carolina during a ceremony in a clamshell tent at Bagram Airfield, Afghanistan on Sept. 21.

U.S.ARMY PHOTO BY MSG (VAPP NIM, RC-EAST PAO

COL Jimmy Blackmon, commander, 159th Combat Aviation Brigade, 101st Airborne Division (Air Assault), Fort Campbell, Ky., shakes hands with **CSM Ronald Dvorsky, Jr.,** command sergeant major for the 159th CAB after casing the colors at Bagram Air Field, Afghanistan, Sept. 21.

USRAY PHOTO BY MSG (VAP NIM, RC-EAST PAO

COL Mike Musiol, commander, 82nd Combat Aviation Brigade, 82nd Airborne Division, Fort Bragg, N.C., uncases the brigade colors during a transfer of authority ceremony, Bagram Air Field, Afghanistan, Sept. 21.

Awards

Combat Action Badge to SOAG Special Mission Wing

Nine members of the Special Operations Advisory Group Special Mission Wing (SOAG SMW) Special Operations Advisory Team (SOAT) received the Combat Action Badge from MG Edward M. Reeder and CSM Channing Bell, command team from NATO Special Operations Component Command-Afghanistan (NSOCC-A), on September 8 at Kabul International Airport, Afghanistan for their actions during an early morning attack by 20-25 insurgents on July 17, 2014.

PHOTO BY MAJ BEN TAGGART, USMC, SOAT XO

Pictured are: Front Row- (left to right) **LTC Jake Mong** (SOAT Cdr.), **LTC Roger Farris** (SOAT Dep.Cdr.), CPT Yosiah Hodge (J-4); Back Row- (left to right) **SGM Charles Beebe** (SMW Sr. Enl. Ldr.), **MAJ Derrick Peters (**J-3), **CPT Eric Ruff** (A/J-3), **SSG Teddy Thelwell** (J-1), **CSM Bell, MG Reeder** (NSOCC-A), **COL Don Fallin** (SMW Cdr.), **CW3(P) Rob Moran** (ASO), **CW4 Kevin Huggins** (Mi17 SP).

CW2 Michael Elkins
WO1 David Gay
WO1 Matthew Glasscock
WO1 Brandon Hornsby
WO1 Tressa Marquardt
LT Christopher McCurnin
LT Cierra O'Connor
WO1 John Perkins
WO1 William Rasbornick
LT Martin Shaver
WO1 Phillip Smart
WO1 Kyle Sofield
WO1 Randall Sopha
WO1 Christopher Wallace
LT Aaron Wolcott

40 Officers, August 21
IERW AH-64D Track
WO1 Aaron Jackson **– DG**
WO1 Morgen Bartolotta **– HG**
CW2 Darren Adams
WO1 Ryan Blevins
WO1 Eric Hayes
WO1 John Mason
WO1 Peter Mceachin
WO1 Jason Mojzer
WO1 Curtis Schultz
LT Jimmie Thomas
WO1 Wesley Turner
IERW CH-47F Track
WO1 Phuc Huynh
IERW UH-60 Track
LT Richard DeKeyser **– DG**
WO1 Ryan Giblin **– HG**
LT Jason Clarry
LT Frankie Williams
WO1 Brian Coleman
WO1 Michael Gaudette
WO1 Jeremy Minton
WO1 Jesse Philips
WO1 Brandon Skiba
WO1 Daniel Wadham
IERW UH-60 A/M Track
LT Patrick Ryan **– DG**
WO1 Kyle Bowley **– HG**
WO1 Travis Morrow **– HG**
WO1 Shawn Searle **– HG**
WO1 Paul Angeleo
WO1 Joshua Demers
WO1 Isreal Dominguez
WO1 James Duff
CW2 Rachel Elwell
WO1 Charles Hackett
CPT Charles Hale
LT Taylor Lattero
WO1 Vincent Marino
LT Aaron Olson
WO1 James Rogers
WO1 Michael Slaughter
WO1 Benjamin Smith
LT Remington Thompson

53 Officers, September 4
IERW AH-64D Track
WO1 John Mason
IERW CH-47D Track
WO1 William Parent **– DG**
LT Nicholas Andrews
LT Jeremy Cook
WO1 Aaron Hills
WO1 Cassidy Hollowell
WO1 Joshua Lane
IERW CH-47F Track
LT Patrick Doumont **– DG**
LT John Bradford
LT Derik Dumond
LT Terence Glommen-McCloskey
WO1 Joseph Loscheider
WO1 Adam Sniffen
IERW OH-58D Track
LT Matthew Pisano **– DG**
WO1 Neal Skees **– DG**
LT Jeffrey Evanko
LT Larry Homan
LT Andrew Nagy
LT Jared Rowden
WO1 Lance Christie
WO1 Jamie Callazo
IERW UH-60 Track
WO1 Wilson Utman **– DG**
WO1 David Silvia **– HG**
WO1 Harold Caro
LT Brad Cox
LT Ryan Felt
WO1 Jacob Gan
WO1 Laurence Irby, Jr.
WO1 Jonathan Kellogg
LT Nicholas Miller
WO1 Crystal Myers
WO1 Christopher Otero
WO1 Patrick Padilla
WO1 Teri Thomas
IERW UH-60 A/M Track
LT William Perlik **– DG**
LT Benjamin Burk **– HG**
LT Jared Joyce **– HG**
WO1 Matthew Munson **– HG**
LT Corbin Anderson
WO1 Edwin Bocanegra-Torres
WO1 James Brzezinski
WO1 Adam Candee
WO1 Richard Ford
WO1 Amy Fox
LT Hector Hernandez-Aviles
LT Thomas Brown
LT Jacob Cavender
LT Robert Daza
LT Chantelle Derick
LT Grant Fath
LT Colby Speck
LT Matthew Udermann

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.

Hunter UAS Operator Course 6 Graduates, August 15, 2014
PV2 Hedden, Kyle W. **– DHG**
PV2 Medley III,Gerald W.
PV2 Sharp, Tyler B.
PV2 Smith, Joshua C.
PFC Cashwell, Troy L.
PVT Robillard, Kyle J.

Shadow UAS Operator Course 28 Graduates, August 21, 2014
SGT Haft, Toby J. **– DHG**
SGT Bonesteel, Johnathon T.
SGT King, Samuel W.
SGT Tellezventura, Sergio M.
CPL Hallford, Cody R.
SPC Abbey, David L.
SPC Anderson, Steven A.
SPC Borders III, Norman R.
SPC Forbes, Christian H.
SPC Hasse, Cassaundra D.
SPC Holt, Jr., Vincent A.
SPC Larocco, John A.
SPC Stewart, Cody L.
SPC Wheeler, Patrick M.
PFC Hribar, Sarah M .
PFC Mosher, Brittany A.
PFC Smith, Sahouda N .
PFC Wernli, James B.
PV2 Handley, Michael J.
PV2 Nelson, Jacob B.
PV2 Taber, Aaron T.
PV2 Carey, Shydel T.
PV2 Cassens, Vanessa
PV2 McCrea, Veronica A.
PVT Hoffman, Jade C.
PVT Pitcher,Michael S.
PVT Supples, JustinT.
PVT Swanstrom, Anthony J

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 9 Graduates, July 29, 2014
PV2 Torbenson, Joshua S. **– DHG**
PV2 Lopez, Estevan **– DG**
PVT Bourque, Joseph J.
PV2 Chamberlain, Ian A .
SSG Haberland, Mark D.
PFC McElwain, Ashley R.
PV2 O'Connor, Joshua W.
PV2 Perry, Ariana R.
PFC Rowe, Andrew J.

Shadow UAS Repairer Course 11 Graduates, August 12, 2014
PV2 Booker, John A.
PV2 Campbell, Joseph A.
PV2 Canny, Ryan W.
SPC Ciserano, Andrew D.
PV2 Clark, Trammel A.
PFC Garcia-Moore, Melvin J.
PFC Kollar, Christopher J.
PV2 Hoffman, Jordan T.
PFC Isom, Anthony D.
PV2 McDonnell, Joseph D.
PV2 Muir, Michael A.

Shadow UAS Repairer Course 5 Graduates, Sept. 10, 2014
PFC Krvavac, Igor **– HG**
PF2 Goss, Kyle F.
PVT Lewis, Kenneth G.
PVT Morrison, Austin M.
PVT Walker, Jonathan C.

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

In Memoriam

BAUGH FAMILY PHOTO

Colonel Russell Eugene Baugh, Retired

We are saddened to announce the passing of COL Russell E. Baugh, Retired, on Thursday, September 11, 2014 in Hendersonville, Tennessee.

He was 91. As a Charter member of the Army Aviation Association of America, and a member of "The Originals," otherwise known as the Cub Club, Baugh served his country for more than 35 years in the Army Air Corps, Air Force and U.S. Army, with overseas tours in Korea, Vietnam and Germany. A Master Aviator, he flew both fixed wing and rotary wing throughout his career, and helped train more than 12,000 Army aviators during his time at Ft. Rucker, Alabama. He served as the Director of the Reserve Officer Training Corps (ROTC) at Vanderbilt University, Nashville, Tennessee before retiring from the Army in 1978.

Along with many other medals and commendations, he was awarded the Legion of Merit. A memorial service was held on Sep. 18 at St. Timothy Lutheran Church in Hendersonville and he will be interred at Arlington National Cemetery at a future date.

May he rest in peace.

AAAA Awards

NETWORK | RECOGNITION | VOICE | SUPPORT

New Order of St. Michael Recipients

Gold

BG Timothy J. Edens

Silver

CW4 Dorothy Anne Wiley
LTC Dallas Jones
CW5 James F. Reeves, Ret.
CSM Michael P. O'Donnell
LTC Leo N. Fanning, Jr., Ret.
CW5 Jeffrey J. Fitzgerald
LTC Roger E. Farris
CSM Chris Amagliani
LTC Tom T. Huff

Bronze

CPT Jay Berger
MAJ Clint Cody
1SG Paul Julien
1SG Rodney Calamese
MAJ Randy James
CW4 William Bumgardner
CPT Michael Flint
MAJ Robert Kazmarek
MAJ Lucas Kennedy
MAJ Mark Hayes
MAJ Keith Benoit
MAJ Cameron Johnson
CW3 Eric Hildebrandt
MAJ Jusin Avery
LTC Brian K. Orwig
LTC Justin L. Highley
MSG Eric T. Faber
LTC Evan J. Brown
MAJ (R) Gerard Gout
1SG (R) Reginald Jones
CW4 Jared E. Thompson
CW5 Brian E. Erickson
CW4 Eliodoro Martinez
CW2 Takia T. Allen

New Order of St. Michael Knight Recipients

MG Harold J. Greene
CSM Jeffrey S. Agnew
COL Roger A. Gallup

Soldier of the Month

SGT Edison F. Canizares
August 2014
Flint Hills Chapter

SPC Konrad W. Wildman
September 2014
Mid-Atlantic Chapter

SGT Jared Twigg
July 2014
Empire Chapter

SPC Nicholas Hamilton
July 2014
Empire Chapter

In Memoriam

COL Harvey E. Stewart. Ret.

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

ISIS Crisis Spurs Concerns on Capitol Hill

With the broadening crisis brought about by the Sunni jihadist led Islamic State of Iraq and Syria (ISIS), and with the President's speech to the Nation on September 10th announcing an expanded campaign of air strikes and additional advisors to support the Iraqi military, Congress began to weigh in following the August recess. Subsequent to the speech, the House and Senate authorizers decided to put off a vote on government spending so that they could have additional authorizations allocated to support the supplementary overseas contingency operations (OCO) funding to support these new operations.

Included in the resources for the new operation is an additional 475 advisors who will augment the current advisor force and expand capabilities to provide training and advice to moderate Syrian rebels. Many believe that the Syrian Rebels that are to be trained will continue to focus on removing the Assad regime rather than participating in the active removal of ISIS which could prove problematic.

Although many conservative members of congress applauded President Obama's speech as a move in the right direction after a period of pause by the administration to develop a strategy, soon many members challenged whether the president has the authority to expand operations against ISIS without Congressional Authority. The president's policy team quickly got ahead on the issue stating that the ISIS elements were tied to al Qaeda and that the authority granted following the September 11, 2001 attacks provided the necessary powers to request additional funding without debate by the full House and Senate.

On September 18th following a rousing round of debate, the Senate finally approved the bi-partisan bill 78-22 which is attached to the continuing resolution allowing the government to run until December 11, 2014 and provides $500 million to expand operations in support of the campaign against ISIS. Many in Congress carefully weighed their votes on this bill as members did not want to take on a debate for expanded military operation with the upcoming November elections looming on the horizon.

Most members looked back to 2002 when some members of congress regretted their votes on authorizing then President Bush to prosecute Operation Iraqi Freedom and they were subsequently challenged by opponents on their votes and lost in later elections.

Notable opposition to the bill included Senators Elizabeth Warren (D-MA), Ted Cruz (R-TX) and Rand Paul (R-KY) all considered as potential presidential candidates in the 2016 election. Following the November elections, it is anticipated that Congress may take up larger debate on legislation to continue operations against ISIS; however, it is likely that this deliberation will take place once the 114th Congress meets following the beginning of the New Year.

Veterans Administration Releases Investigation

The Department of Veterans Affairs inspector general released a report on August 26th that confirmed evidence that 40 veterans who were on the electronic waiting list for health care died between April 2013 and April 2014, but could not do so conclusively.

As noted previously in this report, the scandal was a result of a whistleblower bringing the allegations to the VA inspector general about senior officials at the Phoenix VA Hospital facility adjusting electronic lists to make it seem like all veterans were receiving health care in a timely manner when they were not.

Appearing before the House Committee on Veteran's Affairs on September 17th, Acting VA Inspector General Richard Griffin testified while questioned that he believed the electronic list procedures previously used before contributed to the deaths of veterans requiring health care. Although the report cites that 40 veterans died while awaiting care, Committee Chairman Jeff Miller (R-FL) stated that there were as many as 83 requiring care that passed away during the period in question. Later reports site as many as 293. Many members felt the report failed to increase transparency as was the original stated goal of new VA Secretary Bob McDonald. Two of the doctors from the original whistle blowing at the Phoenix VA Hospital believed the IG report completely missed the mark and that the report was intentionally too soft on the VA. Speaking at the Cincinnati VA Medical Center on September 27th, Secretary McDonald agreed that the agency has been plagued by veteran's waiting time exceeding standard wait periods but that the agency was on a course for improvement.

American Veterans Disabled for Life Memorial

An $80 million memorial opened in Washington D.C. on October 5th dedicated to those veterans who are disabled for life from all wars and their caregivers. The park is located at 150 Washington Ave., SW Washington, DC, with a direct view of the Capitol. Many members of the memorial committee and disabled veterans involved in the project believed that it was important that members of congress should be able to look down at the memorial from Capitol Hill just as those depicted in the memorial would be able to look back up at the Capitol.

In addition to those veterans who are honored for their disabilities the monument draws attention to those who care for them. Many of these caregivers are spouses or relatives of the disabled veteran and many have given up careers and earning potential in order to provide care. Under the current law only those caregivers providing for post-9/11 disabled veterans receive compensation and expenses for their roles as caregivers.

Both the House and Senate Committees on Veterans Affairs are considering adding legislation that would extend compensation and benefits to caregivers of all disabled war veterans. The park is handicap accessible, includes many different exhibits with stories of individuals, their trials and tribulations and those who care for them.

UPCOMING EVENTS

November 2014

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

January 2015

Jan. 1	Submission Deadline – National Awards and Top Chapter
Jan. 6	ARMY AVIATION Magazine 2014 Photo Contest Deadline
Jan. 9-10	AAAA National Awards Committee Selection Meeting, Arlington, VA
Jan. 29	AUSA ArmyAviation Hot Topics Professional Development Forum, Arlington, VA

February 2015

Feb. 3-6	Army Aviation Senior Leaders Conference, Ft. Rucker, AL

March 2015

Mar. 2-5	HAI Heli-Expo, Orlando, FL
Mar. 29-31	**AAAA Army Aviation Mission Solutions Summit, Nashville, TN**
Mar. 31-2 Apr	AUSA Global Force Symposium & Exposition, Huntsville, AL

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*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 to 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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Wright Brothers AAAA Chapter
* David M Zieff & Deborah Zieff

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

October 31, 1989

A New Branch Chief

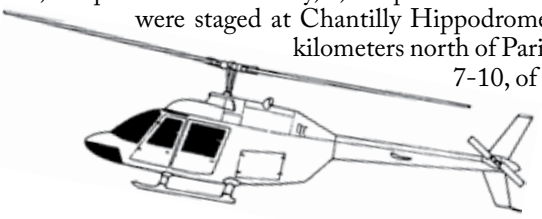
The Aviation Branch of the United States Army; CG of the U.S. Army Aviation Center and Fort Rucker; and, Commandant of the U.S. Army Aviation Logistics School are in the hands of a new chief . . . Major General Rudolf Ostovich III. General Ostovich's previous posting was as Deputy Chief of Staff for Doctrine for the Army's Training and Doctrine Command, Fort Monroe, VA.

A Farewell to the Branch Chief

Outgoing CG of the Aviation Branch, Major General Ellis D. Parker, was pleased with the strides made while he was privileged to be chief of Army Aviation. "Essential to the success we have enjoyed as a Branch is the exemplary cooperation shown by our military, civilian and industrial aviation team. There does not exist anywhere a more closely knit group with more singleness of purpose than this team. To every person who has contributed to Army Aviation during my tenure as Chief of the Branch, you have my sincere and enduring gratitude. Best wishes in all your future endeavors. Air Assault!"

U.S. Precision Helicopter Team Wins Again!

The U.S. Precision Helicopter Team won its third consecutive World Helicopter Championship. Rotary wing Yanks logged 2,373 of 2,400 possible points. The runner up Soviets, 2,202 points. Rounding out the top five: Britain, 1,746 points; France, 1,598 points and Germany, 1,581 points. The championships were staged at Chantilly Hippodrome, some forty kilometers north of Paris, September 7-10, of this year.



50 Years Ago,

Sept/Oct., 1964

Unofficial Record

On October 15, a modified YUH-1B compound helicopter pushed along at a speed of 236 mph near Bell's Fort Worth, Texas plant. Mounting auxiliary jet engines and special rotor blade tips, craft surpassed—unofficially—a world speed mark of 221 mph set by the Russians in 1961.

Aircraft Down!

These words spur the S.A.R. (Search and Rescue) team into action. Extensive training enables these volunteers to effect rescues in such environments as mountains, jungles or the sea. They can locate aircraft, secure the crash site, extract survivors and assist in the recovery of aircraft and related components. Despite the arduous training and hazards involved, a perpetual waiting list of volunteers hovers to fill slots vacated by departed team members. But all are imbued with the spirit of the S.A.R. credo: "Any time—any place—and fast!"

Guest Speaker at Fort Knox

CG of the U.S. Army Aviation Center, Major General Clifton F. von Kann (left), is shown being welcomed by Lieutenant Colonel Charles Grandelli, Aviation Officer of the U.S. Army Armor Center. General von Kann was on hand to address the Bluegrass (Fort Knox) Chapter of AAAA. Topic: "Army Aviation in the Role of Supporting the Ground Arms."

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

Major General Benjamin L. Harrison, Retired

Army Aviation Hall of Fame 1992 Induction

Major General Ben Harrison was a key player in many of the pivotal decisions which shaped Army Aviation in more than 30 years. It was his influential voice, in retirement, which made the difference in the Army's decision to create an Aviation Branch.

Earlier, in 1978, he conducted a comprehensive Review of Officer Education and Training (ROET) for the Army Chief of Staff which highlighted significant aviation personnel management problems. This early spadework provided a major part of the justification for the decision to form an Aviation Branch.

His service qualified him uniquely to provide sound guidance at key points in the history of Army Aviation. He enlisted in the Army in 1946 at age 17 and was commissioned a second lieutenant of Infantry through the Reserve Officer Training Corps in 1951. He graduated from flight school in 1958 at the top of his class, and was also first in his class at instrument school.

In Vietnam, Harrison commanded the 10th Aviation Battalion during 1966-67. The battalion's combat operations reflected his training emphasis in night operations and instrument flying. Following tours in the Office of the Secretary of Defense and the Office of the Assistant Chief of Staff for Force Development, he returned to Vietnam in 1970 as the commander of the 3rd Brigade, 101st Airborne Division, conducting operations in the Khe San and Ashau Valley areas.

He was the senior advisor to two preeminent divisions of the Vietnam Army in planning and conducting operations into Laos. His combat decorations include two Silver Stars, two Distinguished Flying Crosses, and the Soldiers Medal. He has flown over 7,000 hours, with 1,842 in combat. After the Vietnam War, Harrison directed the TRICAP testing at Fort Hood which resulted in the formation of the 6th Cavalry Brigade (Air Combat). He then served successively as deputy commandant of the Command and General Staff College and deputy commanding general of the U.S. Army Aviation Center.

An extremely effective soldier, thinker, and educator, his mark on Army Aviation is indelible.

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