

2005 CONVENTION ISSUE

ARMY AVIATION

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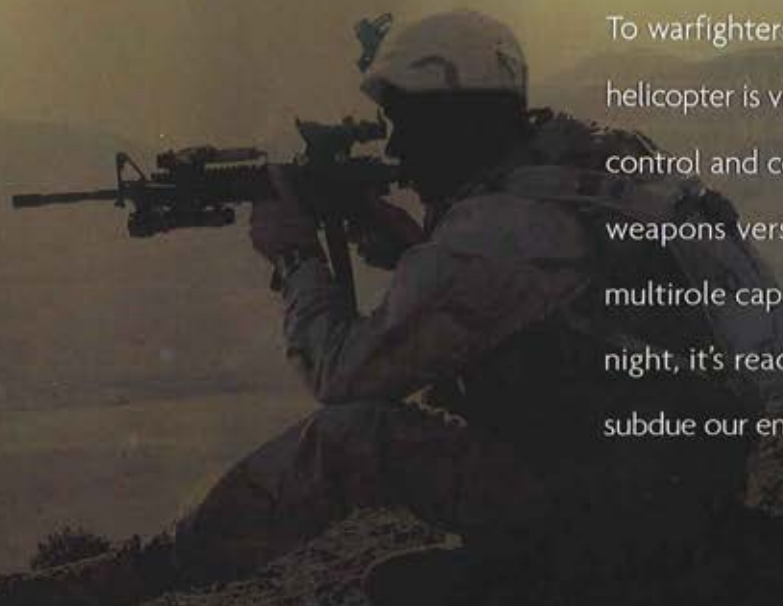


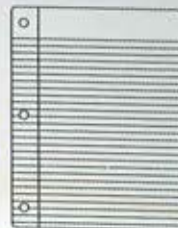
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on the cover

Paid advertisement. The U.S. Army's aviation modernization plan for the UH-60M BLACK HAWK is expected to maintain the aircraft's position as the service's primary utility helicopter for decades to come. The UH-60M builds on the successes of previous models, and ensures compatibility with the Joint Forces on the 21st century battlefield. *Caption provided by advertiser.*

New Campaign Medals Recognize OEF & OIF Service

The Defense Department announced April 7 the Afghanistan Campaign Medal and Iraq Campaign Medal for military members who directly support Operations Enduring Freedom (between Oct. 24, 2001 and a date to be determined) and Iraqi Freedom (between March 19, 2003 and some future date). The new medals were established by presidential order for troops who have been assigned, attached or mobilized to units operating in the appropriate regions and have served for 30 consecutive days or 60 non-consecutive days in the mission area.

Flight Lines Offers Limited Special

The U.S. Army Aviation Museum Foundation, Inc., a non-profit organization that works to benefit the Army Aviation Museum at Fort Rucker, Ala., is offering a limited time reduction in fees on their "Flight Lines" personal history program. Flight Lines is an interactive, web-based gallery that records the service and stories of people who have worked or served with the Army Aviation branch. The enrollment cost, which includes posting of a photograph, is now only \$25. For more information, see their ad on page 80.

2005 Blue Book Updates Coming

The August-September issue of Army Aviation will feature the annual Blue Book listings of aviation related units, offices and agencies worldwide. AAAA will mail out data sheets based on the 2004 entries for update in June. If your unit or organization is missing from the 2004 Blue Book, contact the Editor via email at editor@quad-a.org or fax your update to (334) 308-1238.

Warrior UAV Completes ERMP Fly-Off

General Atomics Aeronautical Systems, Inc., of San Diego, Calif., completed their systems capability demonstration March 11 at Fort Huachuca, Ariz. as part of phase I of the Army's extended range multi-purpose (ERMP) unmanned aerial vehicle program. The "Warrior" team completed all required flight tests to meet program objectives. One Warrior UAV flew the majority of the missions with a heavy fuel engine in order to demonstrate the maturity of the technology, and that the engine combination meets an Army requirement. Another UAV demonstrated the ability to transition from a line-of-sight data link to a satellite link for over-the-horizon control; and also automatic, as well as pilot control landings. Most missions were flown from the AAI one-system ground control station required by the Army, with one heavy-weight mission being flown with four HELLFIRE missiles installed.

CONTRACTS

Fabritech Inc., East Alton, Ill., was awarded March 22 a \$10.8M contract for CH-47 absorber assemblies. Work will be performed in East Alton and is expected to be completed by March 31, 2008.

BAE Systems Controls Inc., Fort Wayne, Ind., was awarded March 21 a \$10.6M contract for spares for the T-700 helicopter engine. Work will be performed in Fort Wayne and is expected to be completed by March 31, 2009.

Transaero Inc., Woodbury, N.Y., was awarded March 21 a delivery order of \$3.5M as part of a \$28M contract for servo cylinders for the CH-47 Chinook helicopter. Work will be performed in East Lyme, Conn., and is expected to be completed by 2010.

Rotair Industries Inc., Bridgeport, Conn., was awarded March 8 a delivery order amount of \$1.7M as part of a \$10.6M contract for the Utility Blackhawk UH-60 System. Work will be performed in Bridgeport and is expected to be completed by Oct. 2009.

McDonnell Douglas Helicopter Co., Mesa, Ariz., was awarded March 7 a \$24.8M contract for contractor logistics support depot repair. Work will be performed in Mesa and is expected to be completed by Sept. 30, 2006.

Pall Aerospace Corp., New Port Richey, Fla., was awarded Feb. 23 a \$5.6M contract for 26 engine air particle separators for the CH-47. Work will be performed in New Port Richey and is expected to be completed by Dec. 31, 2010.

The Boeing Co., Mesa, Ariz., was awarded March 4 a \$6.2M contract for center of gravity and maneuvering limits expansion tests in support of the AH-64 Apache helicopters. Work will be performed in Mesa. Completion date is May 7, 2006.

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ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title Reg[®] in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: <http://www.quad-a.org>. Subscription rates for non-AAAA members: \$30, one year; \$58, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$3.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAPI, 755 Main Street, Monroe, CT 06468-2830.

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Army Aviation's Progress Toward Transformation

By BG E.J. Sinclair



COURTESY ARMY PHOTO

With the sun rising, an AH-64 Apache flies a morning mission in Iraq

Korea, throughout Europe, and in numerous locations around the globe. Meanwhile, aviation units are resetting and transforming as the branch sets out to achieve a higher level of joint interoperability, modularity, deployability and sustainability. The nation, the Army and Army Aviation are very proud and grateful to

our great Aviation heroes. These patriots selflessly serve to uphold the principles of duty, honor, country, and remain "Above the Best."

Transformation

The Army's transformation is the most significant restructuring initiative in the past 50 years. As the Army continues through its transformation, it will become more brigade centric, more responsive, with increased rotational depth and joint and expeditionary capabilities. Specifically for Army Aviation, the Army Chief of Staff, GEN Peter J. Schoomaker, directed aviation to become "a modular, capabilities-based maneuver arm, optimized for the joint fight with a shortened logistics tail." While sustaining combat operations, we continue to provide solutions to enhance the capabilities of the current force and continue to develop the future while spiraling proven capabilities from the future force into the current force.

Restructuring the Force

The Army is developing new force structures. By 2010, two higher headquarters types will replace the existing structure of divisions, corps and echelons above corps. These headquarters are designated as Units of Employment, and are either a UEX (primarily major operations and warfighting) or UEy (theater operational land force and joint support).

The accomplishments of the Aviation branch, from its Soldiers to our partners in industry, over the past year have been truly astounding.

Army Aviation is at the tip of the spear in the global war on terrorism. Meanwhile the branch is moving aggressively to Preset and Reset, and transform across the entire doctrine, organization, training, materiel, leadership, personnel and facilities (DOTML-PF) spectrum simultaneously. This epic effort and sacrifice has not gone unnoticed or unappreciated.

The Army's global commitments currently include over 286,000 Soldiers in more than 120 countries, with Army aviation represented in almost every one. As of February 28, our aviators fighting the GWOT have flown in excess of 584,363 hours, while maintaining mission capable rates in excess of 85 percent. Army aviation destroyed over three Iraqi divisions in combat and continues to conduct the full spectrum of combat operations, including daily stability and support operations in Iraq and Afghanistan. These incredible accomplishments are made possible through the Herculean efforts of dedicated aircraft maintainers, III/V platoons, air traffic services Soldiers, and the entire range of operational and support troops all around the world. In addition to OEF and OIF, aviation Soldiers and units are distinguishing themselves in South



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While the tendency is to think of these echelons as linear improvements to the division and corps, they are not. Both higher echelons are complementary, modular entities designed to employ tailored forces within integrated joint campaigns. We are in the stages of transforming units starting with the 3rd Infantry Division, 101st Airborne Div., 4th Inf. Div. and the 10th Mountain Div.

Aviation organizations will restructure into modular, multifunctional aviation brigades (MFAB). The majority of aviation combat power moves from the present corps to division level. These brigades standardize into heavy, medium and light structures. MFABs are based on company-sized modular building blocks that provide increased combat power. Additionally, MFABs will integrate a medical evacuation company, a CH-47 company, a signal company, air traffic services company, an aviation support battalion and unmanned aerial vehicle (UAVS) units into each aviation brigade. The resultant brigades are more lethal and agile, increasing the abilities to task organize for diverse contingencies. A key component is the sustainability with the introduction of a modular maintenance package.

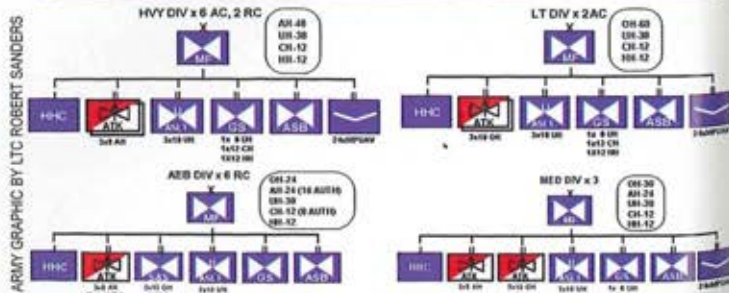
A recognized requirement is the need for enhanced air-ground synchronization. To achieve this requirement the brigade aviation element (BAE) is organic to each ground maneuver brigade combat team and provides aviation subject matter expertise on aviation operations and airspace command and control. Mobile training teams from the U.S. Army Aviation Center conducted training with the 3rd Inf. Div., 101st Abn. Div., 4th Inf. Div. and most recently with the 10th Mountain Div.

Doctrinal Changes

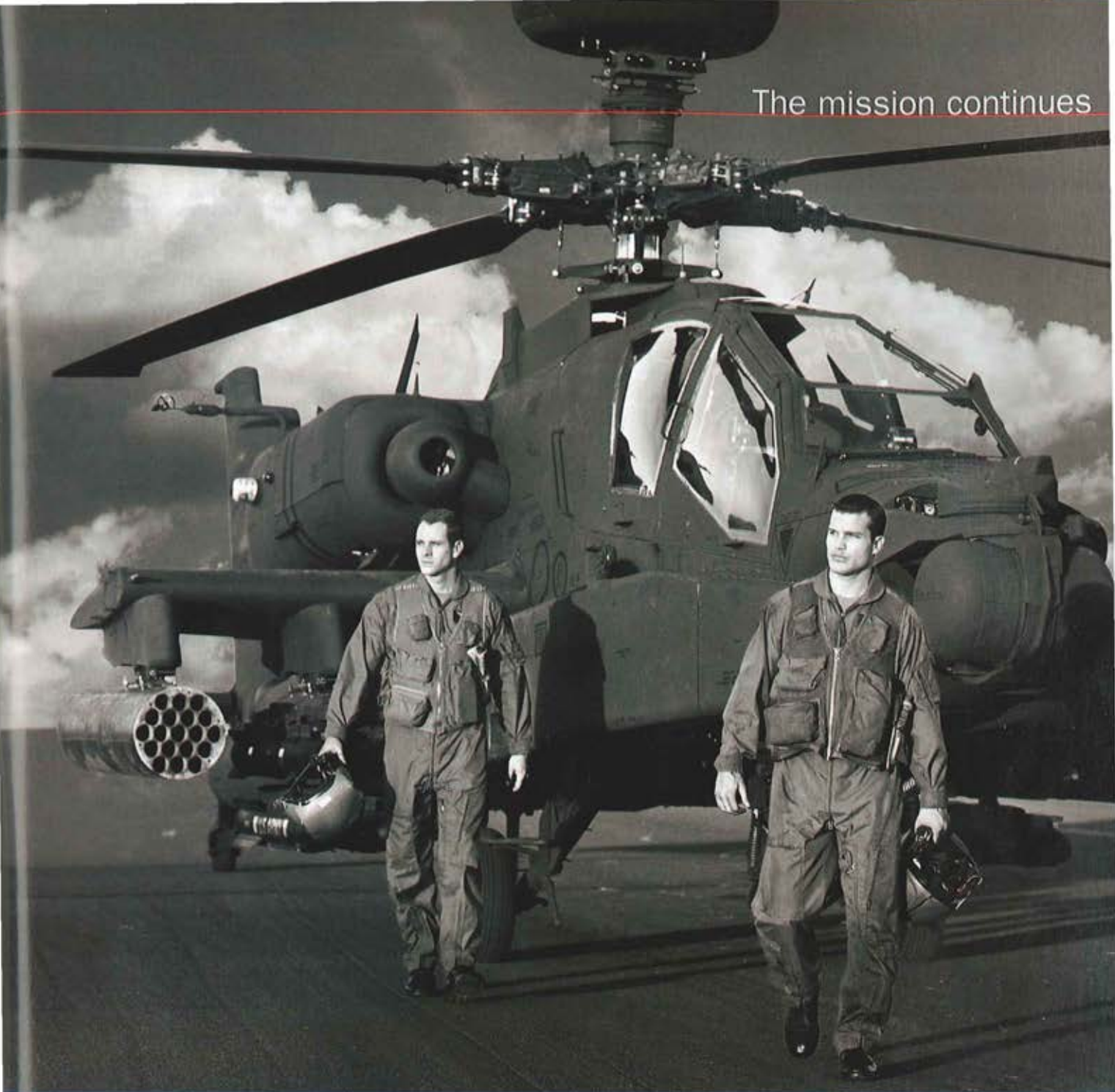
To address changes in aviation doctrine and keep field commanders informed on future doctrinal developments and organizational changes, the Aviation Center released coordinating drafts of aviation specific field manuals (FM) on the Aviation Brigade, the Attack-Reconnaissance Battalion, the Assault Helicopter Battalion, the General Support Aviation Battalion, the Aviation Support Battalion and Air Traffic Services. These doctrinal manuals were written and released in record time and sent to the field within a six-month period to ensure units had the most current doctrine prior to and during deployment. To complement the effort, updated mission training plans (MTP) were released

Multi-Functional Aviation Brigades

- Multi-functional Aviation Brigades optimized to support up to five BCT's
- No organic aviation at the BCT
- Standardized Heavy, Light and Medium structure



The multifunctional aviation brigades will be structured into standardized heavy, medium and light organizations.



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for review. MTPs provide the aviation units specific tasks for training and evaluation. There is also increased focus on the role of close combat attack (CCA) in aviation operations, joint close air support (JCAS), and the Aviation Combined Arms Training Strategy (ACATS). CCA is doctrine based and the Maneuvering Flight Handbook is in final edit. Working in concert with other UAV users, USAAVNC is on an aggressive timeline to publish the Army's first doctrinal UAVS operations manual by this October.

Transforming Logistics

The Aviation Logistics (AVLOG) Transformation Plan seeks to properly organize, man, train and equip the Army's MFAB to sustain the aviation force with modularity. The long-term goal of AVLOG transformation is to resource key capabilities that enable Aviation to transition from the current fault-based and reactive maintenance, to a proactive and predictive condition based maintenance (CBM). With the integration of aviation support battalions in the MFAB, AVLOG will transition to a two-level aviation maintenance force structure, which

ARMY GRAPHIC BY LTC ROBERT SANDERS

ATK	ASL	GS	HVY	MEDEVAC
 8 10	 10	 8	 12	 12
Missions: • Close Combat • Mobile Strike • Recon • Security	Missions: • Assault • Lift	Missions: • General Support • A2C2S • ASB	Missions: • Heavy Lift • General Support	Missions: • MEDEVAC
Capabilities: • Scout & Attack • 2 Act 12-Hr Opns for 72-Hrs • Destroy 1-Mounted BN	Capabilities: • IN Co Assit element (128) in 1-Lift (Seats out ACL of 16)	Capabilities: • A2C2S for 4 UAs • 1Plt: GS (ASB)	Capabilities: • FA BA in 1-Lift • 2 Act 24-Hrs Opns for 72-hrs	Capabilities: • 3 Act Medical Spt for 4 UAs

Aviation companies will be of a standardized modular structure.

eliminates multiple echelons of pass-back aviation intermediate maintenance. Aviation maintenance will meet the demands on its system 24-7 and have the agility and flexibility to plug and unplug into a dedicated logistics data network. Aviation will also replace the unit level logistics system-Aviation hardware and software (known as ULLS-A) and field a

new Enhanced Logbook Automation System which allows commanders to see the logistics demands and set conditions for success.

Aircraft Advancements

Army Aviation is working several materiel and changes to its current and future aviation platforms. Among these improvements are upgrades to the AH-64D Apache Longbow Block III, the UH-60M Black Hawk and the CH-47F Chinook. The Army has approved the conversion of AH-64A to AH-64D models, and to build new UH-60M aircraft. New start aircraft programs include light utility helicopter (LUH), armed reconnaissance helicopter (ARH), and the future cargo aircraft (FCA). LUH has been approved by the Army Requirements Oversight Committee and has progressed to joint staffing. ARH has completed the Joint Capabilities Integration and Development System process and is currently in source selection, with user testing to begin within a year. The UAV strategy continues to evolve to include organizational designs and material solutions.

Improving Training

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will also complete survival, evasion, resistance and escape (level C) and dunker training prior to graduation from FSXXI. Leaders must be proficient across the full spectrum of aviation, regardless of type airframe.

A review of personnel requirements necessary for the modular force and of needed military occupational specialties and aviation skill level identifiers is underway. Inclusive in this effort is the alignment of UAV operators, master gunners and tactical operations officers for each battalion; and updated career projection models for our officers, warrant officers and non-commissioned officers. In coordination with the Combined Arms Center and the Center for Army Leadership, the entire professional military education system is being revised to include early integration of "shared training opportunities" between officer, warrant officer and NCO courses. Another new initiative is the opportunity and encouragement for aviation officers to attend the Ranger training at Fort Benning, Ga. on a case-by-case basis.

COURTESY ARMY PHOTO



An OH-58D Kiowa Warrior from 3rd Sdqn., 4th Cav. Regt. on patrol in Afghanistan.

Soldier Focused

In summary, while fighting aggressively in the GWOT, Aviation is undergoing one of the most significant self-analysis and implementation of restructure initiatives in history. It is an extremely exciting time for Army Aviation as we transform the branch. Numerous challenges exist, but the capabilities of Aviation personnel will overcome any obstacles. As transformation continues, so will Aviation's self assessment, across all of the DOTML-PF areas, in order to

determine the best mix of resources to support joint forces and Soldiers in the field. Our focus is the Soldier, the centerpiece of our Army. Aviation branch will continually work to provide our Soldiers at all levels with great leadership, the right equipment and the best training. Leveraging technological improvements in

current and future systems will allow aviation forces to respond rapidly with modular units that are more responsive, sustainable and effective, thus allowing commanders throughout the spectrum of operations to better adapt to the ever evolving global threats.

"Above the Best!"



BG E.J. Sinclair is the Army Aviation Branch Chief and commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala.

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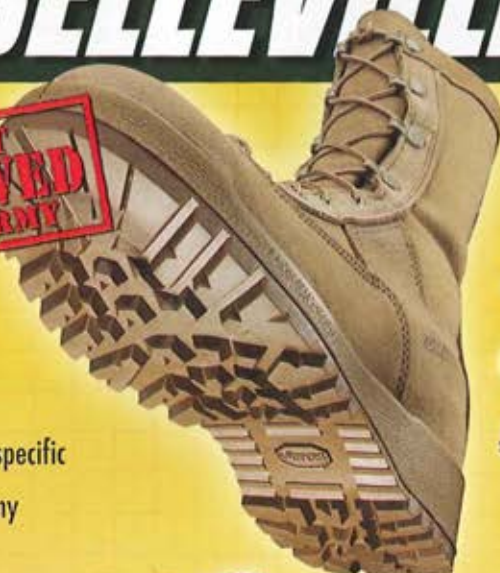
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Aviation Relevant and Ready, Preparing for the Future

By CW5 Brent Driggers

PHOTOS BY JAMES BULLINGER / AAPI



Lessons learned in Afghanistan and Iraq are being incorporated into the Aviation warrant officer advanced course and other programs of instruction at Fort Rucker and other training centers.

What an exciting four months since assuming duties as the Chief Warrant Officer of Aviation Branch. I am enthused with the exuberance displayed by all aviation warriors I have met around the world. "Above the Best" is an understatement of the caliber of warriors in Army Aviation today. I am honored to serve among the warriors of our time.

After assuming my duties, I began my worldwide marathon. In late October, I attended the Association of the United States Army conference in Washington, D.C. and saw much of what the future holds for our branch. Incredible efforts are underway to get our warriors the latest technological advances available by industry. As with all new products we must work through initial problems that were unforeseen during development.

In a recent visit with units in Germany, I had the honor of attending the last flight and retirement ceremony of CW5 Robert "Bobby" McNeal of the 11th Avn. Helicopter Regt. Thirty-seven years of selfless service to our nation, what an accomplishment. Thanks for your mentorship Bobby and your service to our branch, our Army, and our great nation.

During a visit to Korea, I was in awe of the tremendous efforts of units preparing to launch to support the tsunami relief efforts. Units were ready on a moment's notice to help victims of this disaster.

On The Horizon

What does the future hold for the Aviation warrant officer during this important time of transformation to multi-functional aviation brigades (MFAB)? There are rumors that we will become extinct because of our transformation last July to wearing the Aviation branch insignia. Let me lay those rumors to rest. We are and will remain relevant and ready to fight and win the nation's battles. We will remain the subject matter experts. The Chief of Staff of the Army has made that point clear to the leadership of our branch.

As I move about units and talk with many of you, I find that quality of life and education, as well as compensation, continue to remain as your concerns for your future. Last August our Branch Chief BG E.J. Sinclair sent a request to the Army's G1 requesting a targeted base-pay raise for warrant officers to reverse the pay compression of the past. To date, we are awaiting action on this issue.

Warrant Officer Education System (WOES)

Our vision remains to provide our aviation force with highly motivated warrant officers with a warrior ethos, equipped with modern systems and trained to warrior proficiency, capable of strategic responsiveness and the ability to dominate across the full spectrum of combat operations. We are working hard to ensure that we are delivering the right training at the right time and sending our Aviation Warrant Officers back to our units better skilled to perform their duties. The Army Training and Leader



Surveys and feedback from the field is helping to reshape the warrant officer education system.



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Development Panel (ATLDP) warrant officer study concluded that the WOES required a significant overhaul.

A major recommendation of the study was to conduct a systematic review to determine the training and education requirements for warrant officers by branch, specialty and grade. On January 28 the Aviation Warfighting Center's Directorate of Training and Doctrine sent a survey to the field to our CW2 and CW3 population for feedback on ways to transform WOES. As of March, over 1,975 replies have been received, and we're working the data analysis. We have accomplished the following improvements to our Aviation WOES:

- Inclusion of OEF and OIF lessons learned into the existing WOES.
- Incorporation of OEF and OIF lessons learned into the warrant officer basic course (WOBC) and Aviation warrant officer advanced course (AWOAC) program of instruction (POI).
- Identified 15 tasks that are the same between WOBC and the Aviation officer professional development (AOPD) critical task list (CTL). Examples of shared opportunities and similar training events between WOBC and the AOPD CTL include: Dunker and HEEDS training; survival, escape, resistance and evasion (SERE) training; and convoy operations training.

The bottom line is we will overhaul our complete Aviation WOES to ensure we develop highly trained aviators for the field to fight this Global War on Terrorism. You have a voice in your future, so please complete those surveys and return them!

Working WO Issues

The Senior Warrant Officer Advisory Council (SWOAC) will meet this month to discuss warrant officer retention and other issues. I know civil education is a concern for many. We have education goals and they are just that — goals. Promotion boards will consider that we are a nation at war and many may not be able to achieve the education goals for the foreseeable future. The council will discuss options for civil education and other initiatives and make recommendations to the Army Vice Chief of Staff's Tiger Team on warrant officer retention issues. Please continue to send me your ideas.

As we transform our tactical brigades, so are we transforming our brigades at Fort Rucker, Ala. The 1st Avn. Bde. and the 110th Avn. Bde. (formerly the Avn. Tng. Bde.), as well as other units, continue to listen to what warfighters need and work diligently to deliver the most lethal and ready to fight aviators to our units. Many of our POI's have changed to meet the needs of the field. Examples include: maneuvering flight, external load operations and formation flights integrated into Flight School XXI (FSXXI) training. In 2005 we will graduate over 65 percent of our aviators in the FSXXI program and in FY06 100 percent of our graduates will be FSXXI trained. We have heard the field and are adapting to provide the best Soldiers for the future.

As most of you know and as part of our transformation, we are assigning tactical operations (TACOPS) officers to the



The new brigade aviation elements (BAE) will have a need for tactically and technically proficient TACOPS officers, which offer warrant officers new opportunities to excel.

brigade aviation element (BAE) located in ground maneuver units of action. This is an excellent opportunity to assist ground commanders with employment of aviation assets

and airspace management, minimizing the airspace conflicts for our aviation forces and integrating air into ground maneuver. These are very important positions and I need your help to fill them with tactically and technically proficient professionals. CW5 Greg Fuchs and staff have done an exemplary job reorganizing the course to meet the need of our warriors.

Now the questions that many ask, no matter where I go are: "What will the armed reconnaissance helicopter (ARH) and the light utility helicopter (LUH) be?" Program managers are working to determine what aircraft will be selected for those missions. Also, "When will we get MTADS?" The modernized target designator acquisition sight will begin fielding this spring.

Risk Mitigation

As I write this article, I ask every warrior to assess the dangers associated with every mission, be it a ground convoy, maintenance or aviation mission. Crew coordination appears to be at the root of each of these accidents. Positive communication and situational awareness are paramount while conducting ground and air operations. Seconds matter in every operation we perform, from training to combat operations. Non-combat related losses are on the rise and we must take action. Complete the risk management process and identify your most vulnerable areas on every mission, and conduct rehearsals to increase situational awareness to counter the risk associated with the high-risk portion of the mission. Remember, flying the aircraft to the ground, that's vital, and the life you save may be your own!

Summary

Our future is bright, but the way ahead is tough for everyone. I ask each of you to remember those who have paid the ultimate price, and think of their families as you continue to conduct combat operations internationally to protect our great nation. Thanks to all of you for your willingness to serve and your patience as we transform our branch. Also, thanks to all family members for your love and support of your Aviation warriors, you are "Above the Best." I could not be prouder of our Aviation Soldiers that are "relevant and ready" to conduct the campaign against terrorism around the world. Always place the mission first, never accept defeat, never quit, and never leave a fallen comrade.

"Our Mission is Warfighting!"



CW5 Brent Driggers is the Chief Warrant Officer of the Aviation Branch assigned at the U.S. Army Aviation Center, Fort Rucker, Ala. He can be reached at: brent.driggers@rucker.army.mil.

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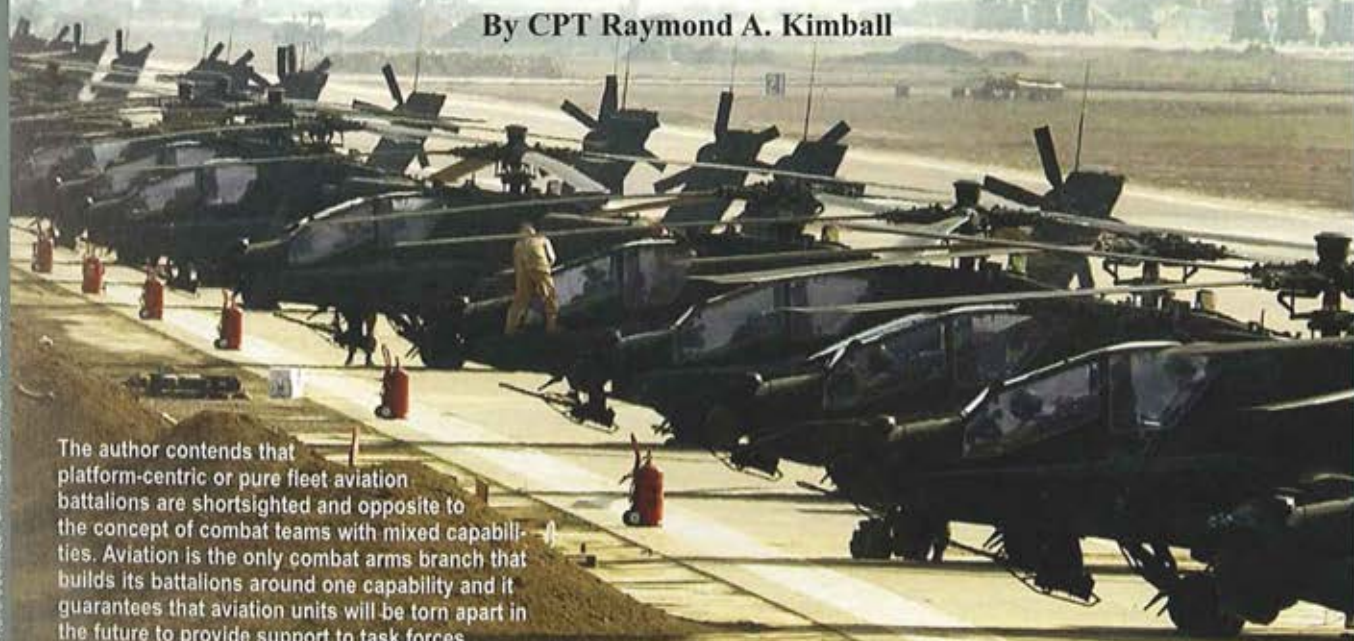


The current UA structure will make it progressively more difficult for ground maneuver units to actively integrate aviation into their training plans. The reality is that some BCTs will likely be stationed at posts with no aviation assets. How are these units supposed to integrate aviation into comprehensive training that builds confidence and trust between leaders?

Time For An Azimuth Check

The Future(s) of Army Aviation

By CPT Raymond A. Kimball



The author contends that platform-centric or pure fleet aviation battalions are shortsighted and opposite to the concept of combat teams with mixed capabilities. Aviation is the only combat arms branch that builds its battalions around one capability and it guarantees that aviation units will be torn apart in the future to provide support to task forces.

The creation of the Aviation Unit of Action (UA) is only the latest in a long history of organizational changes designed to make aviation units more efficient and lethal. In fact, over the last ten years, aviation can arguably make the claim for being the most organizationally fluid branch in the Army. We started with the Aviation Restructuring Initiative, designed to create "pure" squadrons and battalions and put our most advanced aircraft forward. We flirted briefly with the multi-functional battalion, which would have standardized the task force organization being used so frequently for operational missions. In 2001-2002, the community was abuzz about aviation transformation, designed to cascade more advanced aircraft into the reserve component and take advantage of the increased capabilities of the AH-64D Apache Longbow. While the Aviation UA structure has some promise, it is completely opposite from the direction of the rest of the Army and highlights the largest weakness of Aviation as a separate branch. If we fail to seriously examine our organization and how we integrate into the larger force, we risk becoming irrelevant to the current and coming fights.

The Problem: Platform-Centrism and Pure Fleets

Simply put, Aviation is the only branch in the force that still insists on identifying itself by its platforms instead of its capabilities. If the rest of the Army were organized like we are, Armor would own everyone who went to war in an M113 or M577, the Signal Corps would be responsible for everyone with a radio, and the Transportation Corps would direct the activities of everyone in a truck. Absurd? Yes, but is it really more absurd than one branch incorporating the missions of everything that takes place "Above the Best?" It is time for our branch to recognize and affirm that we possess three separate and distinct capabilities within the force:

- Attack, Strike and Armed Security
- Reconnaissance and Surveillance
- Air Assault, Movement and Transport

The traditional argument for aggregating all of these capabilities under one branch has been the unique technical and operational requirements of aviation systems. With the rest of the force digitizing and networking to an unprecedented extent, the gap between ground and air complexities is rapidly shrinking.

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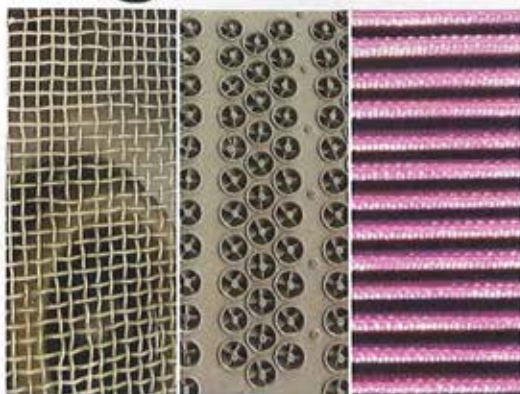
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In addition to a shortsighted focus on platforms, Army Aviation is failing to learn the lessons of today's battlefields about air-ground integration and the power of combined arms. With the advent of the Aviation UA, there is no longer any organic manned aviation at the maneuver battalion level anywhere in the Army for the first time in the history of our branch. Ground commanders who want to train routinely at the platoon and company level with aviation assets must content themselves with Unmanned Aerial Vehicles (UAVs). Additionally, we are the only combat arms branch who builds its battalions around one capability. Every maneuver task force (TF) within the new brigade combat teams (BCT) has a mix of armor, artillery, engineer and infantry assets available to the TF commander. The Aviation UA is completely the opposite; we maintain pure fleets of aircraft under battalion headquarters, virtually guaranteeing that we will tear those units apart in the future to provide task forces in support of ground BCTs. Under the current UA structure, there is simply no way of routinely integrating aviation assets at the maneuver task force level or below.

The BAE: Close, But No Cigar

Some critics of this statement will point to the Brigade Aviation Element (BAE) as a means of achieving integration of aviation assets into the ground maneuver plan. While I agree that the BAE is a giant leap forward from our previously under-resourced and over-tasked aviation liaison officers, I believe it represents a valiant effort to fight the last war. In today's fluid and unpredictable operational environment, aviation is most effective when it is planned for at the battalion level and integrated at the company or platoon level. The BAE simply will not be able to cover down on the needs of the maneuver TFs while still providing planning support to the BCT commander. Thus, the responsibility of integrating aviation into the close fight will fall on the same assistant S3 operation officer (Air) in the maneuver TF who doesn't understand air's capabilities and limitations, and puts it on the back burner to deal with more pressing concerns. This plan also ignores the reality that some BCTs will likely be stationed at posts with no aviation at all¹; how are these units supposed to integrate aviation assets into the kind of comprehensive training that builds confidence and trust between leaders?

I do believe we stand at a crossroads for our young branch, and that the decisions made by Aviation leaders in the next five years will have a decisive impact on our future. Below are three possible futures for our force; I leave it to you to decide which one you prefer.

Future I: The Army Air Corps

The current UA structure will make it progressively more difficult for ground maneuver units to actively integrate aviation units into their training plans. The proliferation of smaller, more frequent training exercises designed to train leaders in high-OPTEMPO small unit operations will exceed the capabilities of the BAE and other staff officers to forecast and integrate air efficiently. As a result, air will only be integrated into unit training during training center and other large-scale training rotations. Ground commanders, frustrated by the difficulty of integrating air, will

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increasingly rely on their organic UAVs and transport capabilities. Over time, ground commanders will become far more effective at integrating UAVs into the fight for reconnaissance, security and direct fire engagements, and will use their forward support companies (FSCs) to meet their transport and movement needs. Aviation, with few opportunities to integrate into the close fight, will begin to focus exclusively on deep and shaping operations away from friendly forces. The result will be two divergent forces with no understanding of how to integrate and little to nothing in common.

Future 2: More of the Same

In this future, the Aviation UA remains the same, but proactive leaders on both sides recognize the need to push air-ground integration. Under training guidance and priorities established by the higher headquarters, aviation units will participate to the greatest extent possible in BCT and maneuver exercises. Among the difficulties faced will be the deconfliction of maneuver TF airspace between UAVs and manned aircraft, and the need for repeated unit deployments to

cover down on BCTs stationed at posts without aviation UAs. Air-ground integration will be better, but will lack the sustained habitual relationships needed to make it second nature. The end result will be infrequent integration and a failure to fully integrate aviation assets into the combined arms team.

Future 3: A Branch No More

The major change in this future is a divergence of the branch into component skill sets. The attack and strike-capable proficient units will become integrated into a combat arms direct fire branch responsible for closing with and destroying the enemy². The reconnaissance and surveillance assets will be integrated into the recce formations at the TF and BCT level, where they will integrate with ground and space platforms to form a seamless vision of the battlefield. The air assault, air movement, and transport platforms will become valued assets in the sustainment UAs, where the sustaining commander will be able to choose from a variety of assets to move troops, materiel, and other assets to any point on the battlefield. The end state of these actions

will be combined air-ground teams that are far more capable than the sum of their parts.

Army Transformation has given us the ability to decide our future. Which one will it be?

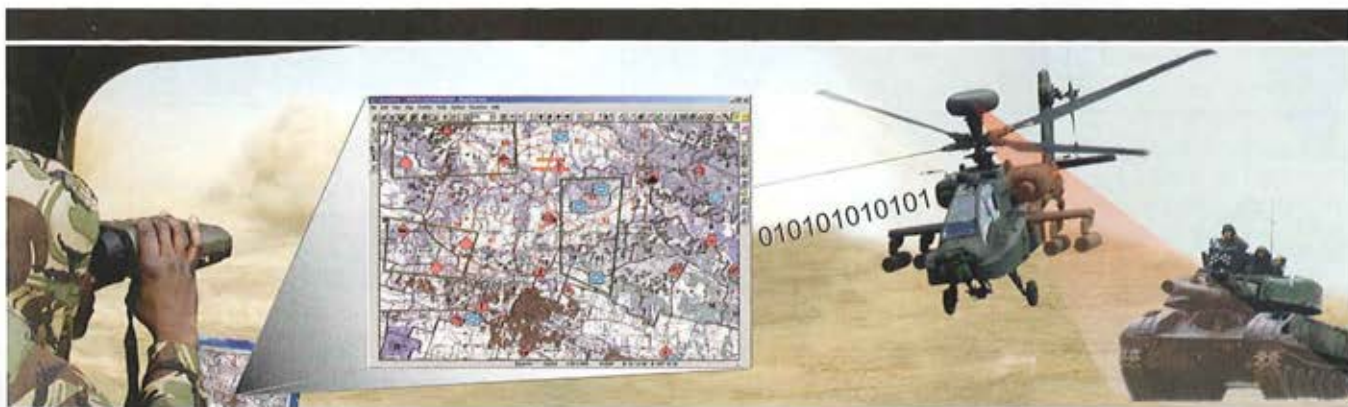
Endnotes:

1. Currently, Forts Polk, Benning and Riley share this problem. Other potential UA locations without planned aviation assets include Yuma Proving Ground, and Forts Irwin and Hunter-Liggett in California. See "The Coming Brigade Shuffle" by Sean Naylor, *Army Times*, Jan. 31, 2005.

2. For an example of a "collapsed branch" model, see "Transformation: A Commander's Perspective" by LTC Jeffrey Sanderson, *Armor Magazine*, Jan.-Feb. 2005.



CPT Raymond A. Kimball is an aviation officer and a graduate student at Stanford University in Calif. He will assume duties this summer as an associate professor of History at the United States Military Academy, West Point, N.Y.



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Life-Cycle

Management Transformation Underway at Redstone Arsenal

By MG James H. Pillsbury

"Transforming to Meet the Warfighter's Needs," the theme for this year's Army Aviation Association of America annual convention, gives me an opportunity to tell our entire Aviation community about how the U.S. Army Aviation and Missile Command is transforming to serve our Soldiers better. Change is underway within the Army's acquisition and sustainment missions, and I am honored to tell you that AMCOM is leading the way.

The Honorable Claude Bolton, Assistant Secretary of the Army for Acquisition, Logistics and Technology and GEN Paul Kern, then Commander of the Army Materiel Command, signed an implementation directive Oct. 5, 2004, establishing at Redstone Arsenal, Ala. the Army's first Life-Cycle Management Command (LCMC).

The Aviation and Missile LCMC is now comprised of all elements of the current Aviation and Missile Command and the Program Executive Office, Aviation. The Program Executive Office, Tactical Missiles and the Program Executive Office, Air, Space and Missile Defense merged into a single PEO Missiles and Space

this January. Effective June 1, 2005, PEO Missiles and Space will be included as part of the Aviation and Missile LCMC.

I have assumed command of the LCMC, and Paul Bogosian, PEO Aviation, has an additional duty as the LCMC deputy to the Commander for Aviation Systems. When the newly merged Missile and Space PEO joins the LCMC in June, BG Mike Cannon will assume additional duties as the center's Deputy Commanding General, Missiles and Space. And just so no one in the community gets too confused, we will continue to use the name AMCOM.

The intent of the LCMC concept is to better integrate Army acquisition, logistics and technology efforts through closer alignment of AMC's major subordinate commands with their regionally associated PEOs under a single commander who will be the focal point and have primary responsibility for the life-cycle of the entire groupings of systems assigned to the LCMC. Prior to LCMC, system development and acquisition responsibilities resided in the PEOs and sustainment fell to the AMC MSCs. Under LCMC, the PEOs remain the single point of accountability for accomplishing program objectives through the integration of total life-cycle systems management, but their deputy commander duties allow them to engage more actively in the sustainment part of the business.

The LCMC will involve all Command and PEO elements in a more integrated environment that will influence near-term readiness, future



ARMY PHOTO BY SFC CHARLES JOSEPH

Initiatives by AMCOM are helping Weapons System teams to better support systems such as the UH-60 Black Hawk helicopter, here flying a mission in Iraq, maintain higher operational rates with less down time.

modernization and sustainment. PEOs will have closer ties to the sustainment community, assuring the smoother flow of better products to the field, while retaining direct links to the Army Acquisition Executive (AAE), in full compliance with the provisions of the 1986 Goldwater-Nichols Act. The PEOs will be able to work as an integral part of the AMC MSCs, while continuing to report directly to the AAE. AMCOM elements will have enhanced input into acquisition processes to influence future sustainment and readiness.

Consolidating Skills and Talent

The AMCOM staff will initially form the nucleus of the LCMC coordinating staff. PEO staffs will remain unchanged initially, but an in-depth review of AMCOM and PEO staff functions is planned to identify candidates for consolidation. Consolidated staff functions may reside at the command level or in the PEO staffs, as determined in our bottom-up review. Following this review, a general officer steering committee comprised of AMCOM and PEO senior leaders will make the final determination on which functions, if any, are consolidated. The intent is to develop the LCMC and PEO staff structures that provide maximum support to the PEOs and Weapon System teams as they manage the life-cycle of weapon systems.

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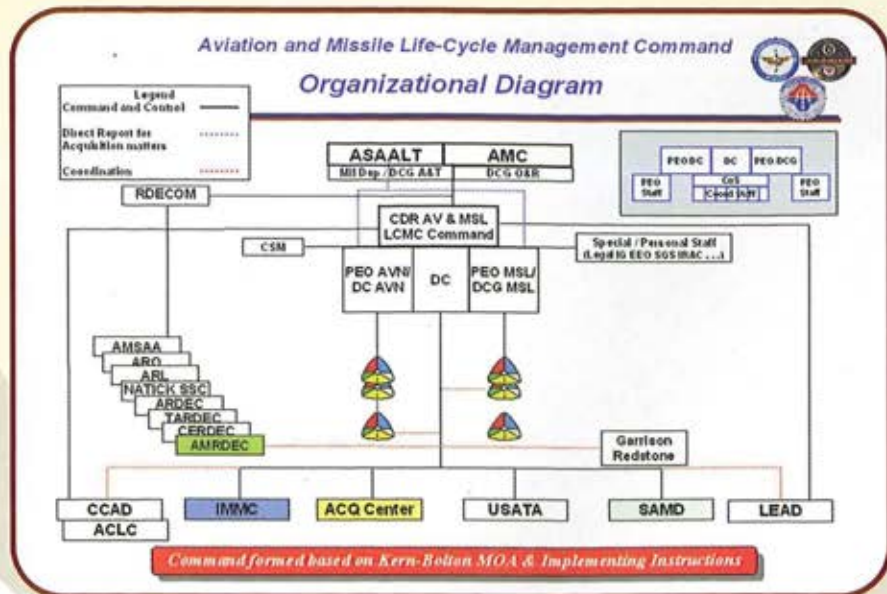
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Aviation and Missile Life-Cycle Management Command

Organizational Diagram



ARMY GRAPHIC

The Aviation and Missile Research, Development and Engineering Center (AMRDEC) will continue to provide life-cycle engineering and technology transition to the LCMC through integrated support to weapon system teams. The AMC Research, Development and Engineering Command (RDECOM)

will coordinate the support provided to the Aviation and Missile LCMC from other RDECs, the Army Research Laboratory and the Army Materiel Systems Analysis Activity (AMSAA). The matrix support concept, which provides functional specialists to the PMs from AMCOM and the AMRDEC, will

continue as the preferred method of configuring the support elements required by the PMs in performing their total life-cycle management responsibilities.

The LCMC provides the organizational structure to support integrated weapon system teams. The first of these teams, initiated by the Cargo Helicopter Project Manager in 2002, is named Soldier Focused Life-Cycle Management (SFL), and will become the model for future SFL teams that will be developed over time and tailored to meet the unique needs and requirements of each PM and the weapons systems supported. The end-state envisions SFL teams being established for all PMs within the command, covering every aspect of life-cycle management for supported systems.

What is SFL?

SFL is an organizational and management transformation for weapon systems management that focuses on integrating AMCOM, related PEOs, and supporting functions at the operational level, to make significant improvements in Readiness and the go-to-war capability for each weapon system.

Under SFL, the project manager will provide the day-to-day operational direction for the decision making processes that affect the weapon system, including supporting activities from AMCOM — such as the Integrated Materiel Management Center (IMMC), the Acquisition Center, the Security Assistance Management Directorate (SAMD) — and the AMRDEC. Matrixed personnel will maintain a strong and clear relationship with their owning organization. The initiative is based on robust actionable information flow about equipment status, beginning at the weapon system and flowing back to a combined PM/AMCOM team. SFL enablers are being designed to provide the PM with the necessary information and inputs with which to make decisions that will maximize system performance and minimize the sustainment burden for the Soldier.

Why are we doing this?

The purpose of SFL is to maximize both the service provided to the Soldier and the go-to-war capability of the weapon system. In the field, the Soldier cares little about how the acquisition and sustainment communities are orga-

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nized or managed. What is important to the Soldier is having a functional weapon system (reliable and effective), having a single point of contact when help is needed, and having all the folks back home do everything possible to minimize the Soldier's burden. The AMCOM logistics assistance representative (LAR) and the AMRDEC Aviation Engineering Directorate liaison engineers (LE) are the Soldier's direct interface in the field for support from the acquisition and sustaining bases. The SFL team will improve system readiness by giving the LAR and LE a direct conduit to the total support structure for the system. SFL teams will improve the go-to-war capability of the system by improving communication, decision-making, system optimization and response times to the Soldiers' needs.

The SFL concept solves many coordination and optimization problems that have resulted from the separation between the weapons system acquisition and sustainment communities. The concept provides for a single person to be accountable for and in control of the readiness of a weapon system, while also conforming to all of the organizational requirements of the Goldwater-Nichols Act.

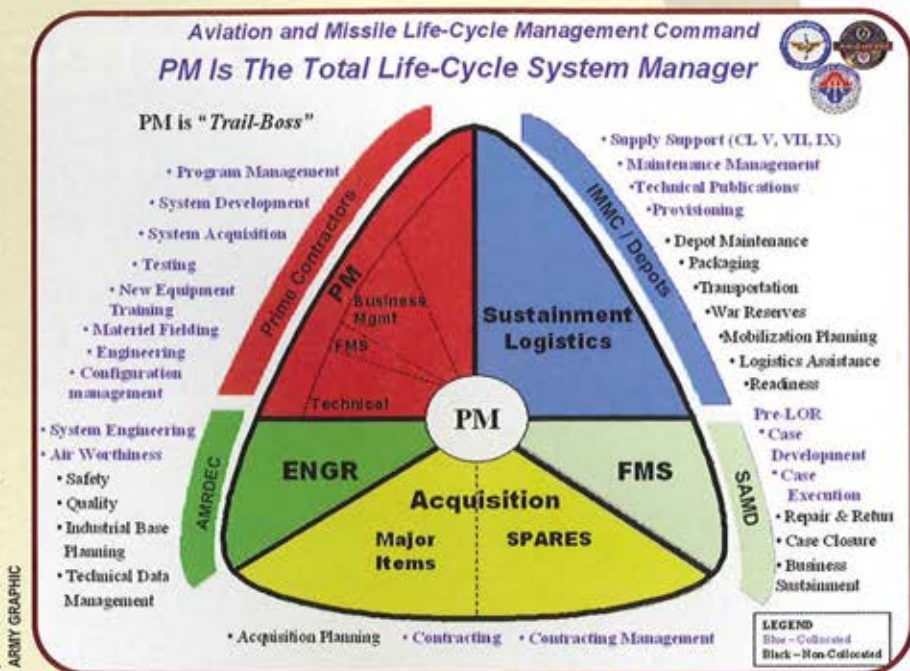
How will this work?

The activities necessary to support the life-cycle of a weapon system have previously been divided between two Army elements, and within those elements, multiple organizations and directorates. Part of the SFL concept is to integrate each of the activities necessary for the support of the weapon system life-cycle into a single team under the day-to-day management of the PM. These weapon system teams will be comprised of elements from the PM, Acquisition Center, IMMC, SAMD, and the AMRDEC, with a majority of personnel physically collocated with the PM.

However, SFL is much more than collocation. Collocation only sets the stage for efficient and effective management and coordination. "Integration" is the desired state and is attained by collocating supporting personnel with a single weapon system authority, establishing common metrics and process improvement tools, such as: robust information flow from the field, readiness modeling capability, and manufac-

ture 'Lean' and 'Six Sigma' processes. This integration is expected to produce significant improvements in weapon system support to the warfighter and equally significant improvements in life-cycle management effectiveness and efficiency.

the metrics used to measure the weapon system are being correlated to the three primary vectors: reduction in down time rates, reduction in demand rates, and reduction in total cost of ownership. By managing and improving the activities that most significant-



When will it happen?

The plan is to incorporate the SFL Weapon System Management concept in each of the Aviation and Missile weapon systems in the next 18 to 24 months. An ideal situation would be one where lessons learned from the CH-47 pilot program could be used to develop a "model" for SFL implementation that could be used for each weapon system. The reality, however, is that not all SFL implementations will look alike. Differences in weapon systems life-cycles will affect the form of the SFL teams and differences in the matrix structures of the missile and aviation teams may result in different SFL team structures. However, the general principles of consolidating the activities of a weapon system life-cycle and giving control and authority to execute the life-cycle management mission to the PM will remain the same.

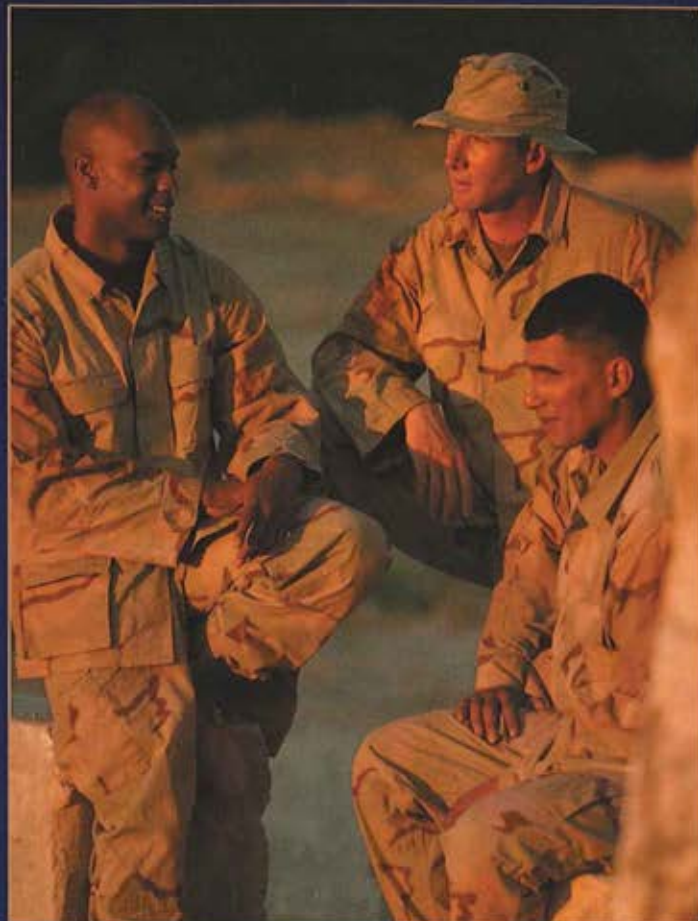
Is it working?

For the CH-47 SFL team, the best measure of our ability to meet the Soldier's need is the readiness of the system as measured by its go-to-war capability. For the CH-47 pilot, all of

ly improve these three areas, the CH-47 SFL teams will reduce the maintenance burden on the Soldier in the field and improve the go-to-war capability (and thus the readiness) of the system. A cross-functional integrated process team (PEO-A, PMs, AMCOM and AMRDEC) has been established to develop the system of measurements that will be used to assess the effectiveness of SFL pilot.

SFL implementation is providing unparalleled weapon system support that reduces the burden on the Soldier, meets the Army transformation goals, and affords the project managers an unprecedented capability to manage their combat systems and accurately predict a true "go-to-war" capability. The focus of this effort is improved system availability and readiness, continuous performance improvement, reduced operational and support costs, and truly integrated life-cycle management. The three top priorities of this transformation are borrowed from COL Crosby and his CH-47 SFL team:

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- ♦ Reduce the burden on the Soldier
- ♦ Reduce the burden on the Soldier



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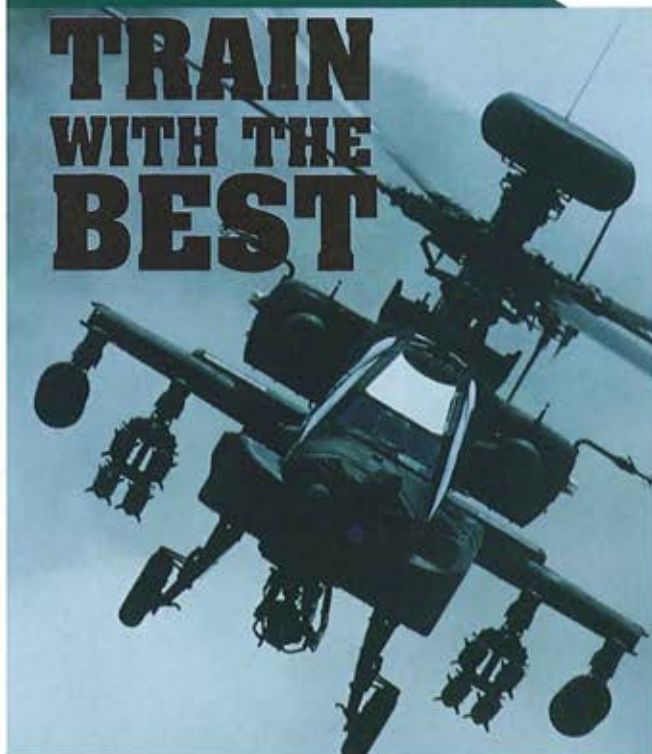
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Condition Based Maintenance

Another way we will reduce the burden on the Soldier is through condition based maintenance (CBM). CBM is being developed initially with the aviation fleet and relies on a systems approach using embedded sensors and other sources of data such as maintenance management and decision support systems to monitor the actual "health" of the components. Over time, with good data management, CBM will offer predictions on remaining component life. CBM has the potential to significantly reduce the amount of maintenance workload Soldiers perform on aviation platforms, as well as increase the operational readiness for the commander by reducing unscheduled or unplanned maintenance.

Technology has and continues to become available that will allow maintainers to collect data and engineers to analyze that data to determine the health of components. Embedded sensors can monitor for vibration, temperature, pressure and other variables that describe the actual state or usage of the aircraft. This data, when fused with other sources, will provide situational awareness down to the weapon system level.

CBM will fundamentally change how we do business. Today we perform maintenance inspections based on time, e.g., how many flying hours are on the component. We inspect based on these time intervals and then we service the aircraft. With CBM, Soldiers will be able to perform maintenance based on the condition of the component, and that in turn will reduce the amount of maintenance or inspections our Soldiers have to perform. CBM will transform aviation maintenance from the industrial age to the information age.

I have charged a team of logisticians, engineers and other specialists from the AMCOM, PEO-A and the AMRDEC to conduct a CBM proof-of-principle effort.

This will demonstrate the potential CBM has to significantly increase the operational readiness of our aircraft.

After the proof-of-principle concludes and the team presents its findings later this year, the long-term goal is to become doctrinally sound and transform Army Aviation to CBM. Implementation should begin by 2011 and end by 2015.

CBM will have a dramatic, positive effect in two critical areas: it will reduce the overall maintenance burden on the Soldier; and it will increase readiness to the warfighting commander. It is the most important initiative we can undertake after our continuing support to the warfighter. Our Soldiers, especially those serving in harm's way, deserve the very best equipment and support AMCOM can provide. I am dedicated to making sure they get it.



The Honorable Claude M. Bolton Jr., the Assistant Secretary of the Army for Acquisition, Logistics and Technology, signed the implementation directive Oct. 5 establishing the Life-Cycle Management Command at Redstone Arsenal, Ala.

MG James H. Pillsbury is the commanding general of the U.S. Army Aviation and Missile Command, Redstone Arsenal, Ala.



Goodrich Fuel & Utility Systems has been selected to provide the IVHMS for the Sikorsky UH-60M aircraft.

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Modernizing the Fleet While Sustaining

The CH-47 Chinook has been a workhorse in combat spanning five decades.

COMBAT

By Paul Bogosian

From a programmatic and materiel developer standpoint, many positive actions will be taken in the near term to execute Army aviation programs with the investment arising as a result of the RAH-66 Comanche helicopter termination. For quite some time the Army has been faced with a funding "bow wave" for Aviation that could not be satisfied within Army resources. In fact, as the Army Aviation Task Force studied this problem, it was evident that during fiscal years 2004 to 2011, roughly \$14.6 billion would be spent on Comanche to complete its development work and then to procure 121 aircraft, along with further development work for Comanche subsequent block upgrades.

In the balance however, the Army elected to redirect those funds to resource those requirements that had been only partially funded or without funding for years, which include:

- Accelerate aircraft survivability equipment (advanced threat infrared countermeasures and the common missile warning system).
- Fund Apache Block III.
- Procure 368 armed reconnaissance helicopters.
- Procure 20 new additional CH-47s and accelerate

19 rebuilds.

- Procure an additional 80 new Black Hawks.
- Procure the light utility helicopter for homeland defense and other stateside missions.
- Procure 25 new fixed-wing cargo aircraft.
- Finish development and procure a new cockpit for the Chinook and Black Hawk fleets that is common with the special operations aircraft fleet.
- Invest in aviation munitions programs.
- Initiate a joint multi-role helicopter effort that can meet the vertical lift requirements of the Future Combat Systems.
- Increase resources for unmanned aerial vehicle programs, both existing and new.

Consequently, the decision was made to terminate Comanche and go forward with the efforts mentioned above.

Comanche Cancelled

The Comanche termination caused some internal issues, which have been dealt with brilliantly by the Comanche team. First and foremost is the Army terminated the Comanche contract and we continue to recoup funds and

settle all the bills. Second, the people (government civilians, military, support contractors and industry) were reassigned, while a small necessary cadre of key experts remained in place to conclude the termination activities. In the government project office, the majority of the people have been reassigned to the four new stand-up efforts of: Apache Block III, the armed reconnaissance helicopter, the fixed-wing cargo aircraft and the light utility helicopter.

Finally there is a set of Comanche technologies that the Army intends to migrate to other platforms. These include the image intensification (I2) television from Comanche to Apache, the radar electronics unit (a downsized version of the older programmable signal processor and high power radar frequency box on Apache) to Apache. The fly-by-wire flight control system technology from Comanche to the Black Hawk and Apache, the radar warning receiver to Apache, the integrated communication, navigation and identification avionics (ICNIA) technology, along with its associated down-sized antennas to the entire fleet as applicable. The intent here is to carry these technologies forward and migrate them with their funding streams to their recipient platforms in fiscal year 2005 and beyond.

The cost to advance these efforts with other programs amounts to roughly \$517 million from termination through FY09. One aspect of the Comanche cancellation was the trade of termination liability for technology maturation in that the government negotiated a phase down of the contract with the ICNIA developer through Sept. 30 using the \$40 million of negotiated termination costs, instead of terminating the contract outright. The advantage to the government was an opportunity to further mature the ICNIA technology and arrange a technology transfer to an appropriate government organization for subsequent evaluation or implementation. As part of this contract, the Comanche-based ICNIA design was redirected to address the space, weight and power (SWaP) issues associated with the Cluster 1 rotary wing joint tactical radio set.

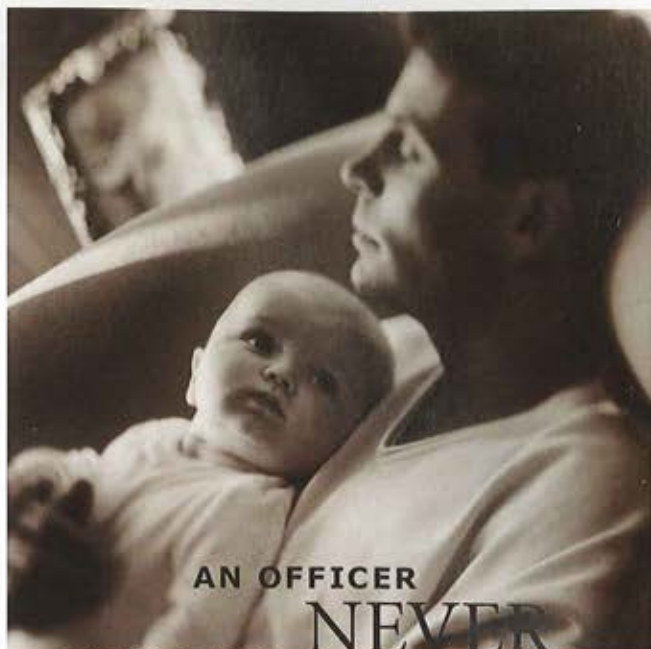
The Army has worked with the prime contractors Boeing and Sikorsky to reduce termination costs and to de-obligate funds from the contract and make them available to the Army. Approximately \$70 million has been de-obligated to date and if the Army is able to secure additional funds, we intend to direct them to aviation program lines, particularly the new starts associated with this termination in order to accelerate and reduce risk at the front end of those programs.

ARH Program

The Armed Reconnaissance Helicopter (ARH) Program continues to press forward. The TRADOC System Manager-Recon/Attack and the Program Manager's Office are in lock step, working through issues as they develop. Currently, the program is in competitive proposal evaluation and is working towards the Milestone B, Defense Acquisition Board (DAB), in late June. The DAB decision will set the conditions for contract award and the initiation of the program.

New UH-60M

Army Aviation's modernization strategy achieved a major milestone on March 15 when the DAB approved our



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The Chinook cargo helicopter continues to excel in all aspects of its mission, both in combat and peacetime.

initiative to begin the low-rate-initial-production of the UH-60M Black Hawk. The board also approved initial research, development, technology and engineering (RDT&E) investments toward the insertion of technology upgrades to the UH-60M. These include the fly-by-wire systems, the common avionics architecture system (CAAS) cockpit, the fully automated digital engine control (FADEC), and the composite tail cone. The UH-60M is the centerpiece of our long-term effort to modernize America's medium-lift helicopter fleet, and provides the Soldier with more performance, enhanced information dominance and increased durability at a reduced operating cost. Our next step will be passing the full-rate-production decision, now scheduled in early FY 2007.

Future LUH

The Army will bring the light utility helicopter (LUH) product line before Congress this spring. Our recommendation will be to bring 322 LUHs into service over the next few years. The Army plans to provide these airframes to the National Guard and Reserve force for training and mission support. We will also provide these airframes for other non-combat domestic missions.

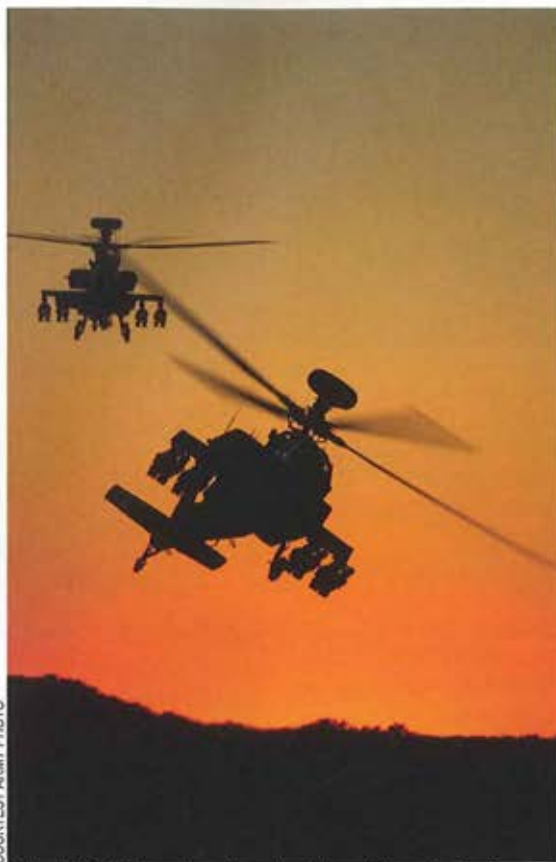
FCA System

The next step in the transformation of the Army fixed wing fleet is the acquisition of the Future Cargo Aircraft (FCA). FCA will fill the current capability gap in joint aerial delivery systems by transporting time-sensitive or critical parts and personnel to short unimproved landing surfaces. Providing direct aerial focused logistics support to brigade combat teams will minimize the need for high-risk ground convoys. These aircraft will augment the joint force air component coverage to remote and austere locations currently supported by rotary wing and C-23 Sherpa assets. The scheduled selection of the FCA is in FY06, with contract award in early FY07.

AH-64 Update

The Apache is in the process of extending its role in the network centric future force and the ongoing efforts are significant under the Block III modernization program. First off, the program is coming to the end of the second

multi-year for delivery of 501 Longbow Apaches with two units in the unit fielding training program (UFTP) with the 21st Cavalry Brigade at Fort Hood, Texas. When we field these two units we will have 14 of 18 combat ready units. All active units are or will be fielded and deployed with the Longbow Apache. Even though Longbow Apache multi-year II is ending in June 2006, we have efforts ongoing that will help us to fill the production gap between Block II and Block III. There are foreign military sales (FMS) and direct commercial sales (DCS), and we're anticipating the procurement of 13 additional new Longbows to replace aircraft attritions, plus we are planning to remanufacture an additional 96 AH-64A models to the latest Longbow configuration, termed Extended Block II. This will effectively leave 117 A models in the reserve component and get us closer to the reality of a single fleet configuration.



COURTESY ARMY PHOTO

The AH-64D Longbow Apache will continue to develop as the most advanced attack helicopter in the world.

CH-47F Model

The Chinook cargo helicopter continues to excel in all aspects of its mission, both in combat and peacetime. Thanks to exemplary work of aircrew and maintenance personnel, the Chinook has successfully served the Army for more than four decades. The Chinook will continue as a primary component of the Army's future force structure. The Cargo Project Management Office has mapped out an extraordinary acquisition approach for the CH-47F Program. Our plan not only allows the Army to upgrade the entire Chinook fleet with new

avionics, digital flight control systems and many other system improvements, but also allows us to replace the old airframe components with completely new monolithic machined airframe components thru the service life extension program. The plan also provides for the manufacturing of 55 new CH-47F aircraft.

UAVS

We are using Army UAV systems every day in Iraq, Afghanistan, Korea, Alaska and the continental United States (CONUS) in combat operations, training, readiness and system development. They are used from platoon through corps levels, operated by our Soldiers, and embedded in the continuous land warfare operations.

The UAV missions are as diverse as convoy operations, area security, force protection, fire support, communications relay, manned-unmanned teaming, and the traditional intelligence, surveillance and reconnaissance missions (ISR). We recognize that success in operating, maintaining and sustaining UAV systems requires logistics, training skills both individual and collective, and battle command integration. Because of the continuous, fluid and dynamic nature of land warfare, commanders will use their UAV systems to weight the main effort and achieve a mismatch of combat power at the decisive point and time.

We have used UAVs, such as Shadow and Raven, as a means to identify and target mortar and rocket positions, track the insurgents back to their assembly areas, and request USAF joint direct attack munition (JDAM) bombs to eliminate the targets. Furthermore we have used our Hunter UAV system in several operations with the Marines for ISR, targeting and battle damage assessment. Hunter crews, working with Apache



ARMY PHOTO BY SSG RAYMOND PIPER

An intelligence analyst from the 3rd Infantry Division assembles the Raven unmanned aerial vehicle in preparation for a launch.

and AC-130 gun-ships, have jointly destroyed ambush positions. The I-GNAT augments the Hunter units in Iraq, providing much needed imagery and other intelligence products.

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TTThe Honorable Michael Wynn, Under Secretary of Defense for Acquisition, Technology and Logistics, receives a HUMS briefing from Keith Roberson, PEO Aviation.

isolation. Untold man-hours and unit budgets are expended in finding and fixing maintenance problems. Unfortunately, we often expend our efforts working on what turn out to be perfectly good parts and/or subassemblies. These actions are a subset of what GEN Richard Cody calls "exploratory maintenance."

We at the Program Executive Office, Aviation have initiated a new life cycle management approach to this and even larger logistical problems. In concert with the 159th

Aviation Brigade of the 101st Airborne Division (Air Assault), we have attacked these issues through the use of an emerging technology demonstration. This technology is aimed at providing our Army a condition based maintenance tool and involves the use of an on-board suite of sensors and diagnostic systems combined with an automated maintenance management/data collection system.

We use the system to define the platform maintenance environment (PME), which includes an on-platform component Health And Usage Management System (HUMS). PME will interface with current and future Standard Army Management Information System (STAMIS) systems.

The Utility Helicopters Project Management office, under the leadership of COL Cory Mahanna has fielded 30 sets of HUMS to COL William "Will" Harrison's 159th Avn. Bde. These systems were tested under actual wartime conditions in Iraq and the outcomes are quite encouraging. For example, the 159th was able to reduce 1,920 maintenance man-hours per year on their UH-60 fleet on vibration checks alone. When given the requirement to turn in a battalion set of his aircraft, COL Harrison elected to retain all his HUMS aircraft. This fact is revealing.



Paul Bogosian is the Program Executive Officer for Aviation at Redstone Arsenal, Ala.



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Thursday, May 5, 2005

ALL DAY Enjoy Walt Disney World® Theme Parks

Friday, May 6, 2005

ALL DAY Enjoy Walt Disney World® Theme Parks

Saturday, May 7, 2005

ALL DAY Enjoy Walt Disney World® Theme Parks

1300-1800 AAAA Central Florida Chapter Golf Tournament **ChampionsGate Golf Club**

1300-1700 AAAA Registration Center Open
Coronado Foyer

Sunday, May 8, 2005

ALL DAY Enjoy Walt Disney World® Theme Parks

0830-1900 AAAA Registration Cntr, Open **Coronado Foyer**

1300-1400 National Board Luncheon **Monterrey 2&3**

1300-1800 Press Room Open (Sponsored by GE Aircraft)
Sierra 1&2

1400-1630 National Board Meeting **Monterrey 1**

1630-1730 Awardees Briefing **Yucatan 3**

1800-2000 Early Bird Reception & Opening of Exhibits
Coronado & Veracruz Exhibit Halls

Monday, May 9, 2005

0700-1400 AAAA Registration Cntr, Open **Coronado Foyer**

0700-0800 Eye Opener Coffee Break **Fiesta Foyer**

0700-0800 Breakfast Concessions Open **Fiesta Foyer**

0700-0800 Speakers Breakfast **Fiesta 10**

0730-1500 Press Room Open (Sponsored by GE Aircraft)
Sierra 1&2

0800-1015 Professional Sessions **Fiesta Ballroom 5&6**

0800-0810 MG Andy Andreson, Ret., AAAA President
AAAA President's Welcome

0810-0830 BG E. J. Sinclair, Aviation Branch Chief
0830-0945 GEN Bryan D. Brown, Commander, USSOCOM
Keynote Address and Individual Awards
Presentation

0945-1015 GEN Benjamin S. Griffin, CG AMC

1000-1400 Exhibits Open **Coronado & Veracruz Ex. Halls**

1000-1400 PM BRIEFINGS

Coronado Exhibit Hall Booth 2120

1020-1040 ARH Armed Reconnaissance Helicopter
COL Mark W. Hayes/LTC L. Neil Thurgood

1040-1100 Utility Helicopters
Col Cory Mahanna

1100-1120 Aviation Systems
COL Michelle F. Yarborough

1120-1140 CATT Combined Arms Tactical Trainer
COL Kevin S. Noonan/LTC David W. Riggins

1140-1200 AATD Aviation Applied Tech Directorate
COL William M. Gavora

1200-1220 Scout/Attack Kiowa Warrior
Mr. John S. Guenther

1220-1240 Air Warrior
LTC Michael D. Willis

1240-1300 Cargo Helicopters
COL William T. Crosby

1300-1320 Apache Attack Helicopters
COL Ralph G. Pallotta

1320-1340 UAV Unmanned Aerial Vehicle Systems
COL John D. Burke

1000-1400 US Army HRC Career Guidance
Coronado Foyer Booth C

1130-1330 Lunch Concessions Open in Exhibit Halls
1500-1700 Scholarship Board Meeting **Monterrey 1**

2100-0100 AAAA Chapters Reception **Fiesta Ballroom**

Tuesday, May 10, 2005

0700-1400 AAAA Registration Cntr, Open **Coronado Foyer**

0700-0800 Eye Opener Coffee Break **Fiesta Foyer**

0700-0800 Breakfast Concessions Open **Fiesta Foyer**

0700-0800 Speakers Breakfast **Fiesta 10**

0730-1500 Press Room Open (Sponsored by GE Aircraft)
Sierra 1&2

0800-1040 Professional Sessions **Fiesta Ballroom 5&6**

0800-0840 LTG Roger C. Schultz, Director, Army Nat. Guard

Opening Address and Unit Award Presentations
0840-0920 SMA Kenneth O. Preston, Sergeant Major of the Army
0920-0940 Hon. Valerie Lynn Baldwin, Asst. Secretary of the
Army for Financial Management and Comptroller

0940-1000 MG James Pillsbury, CG, AMCOM

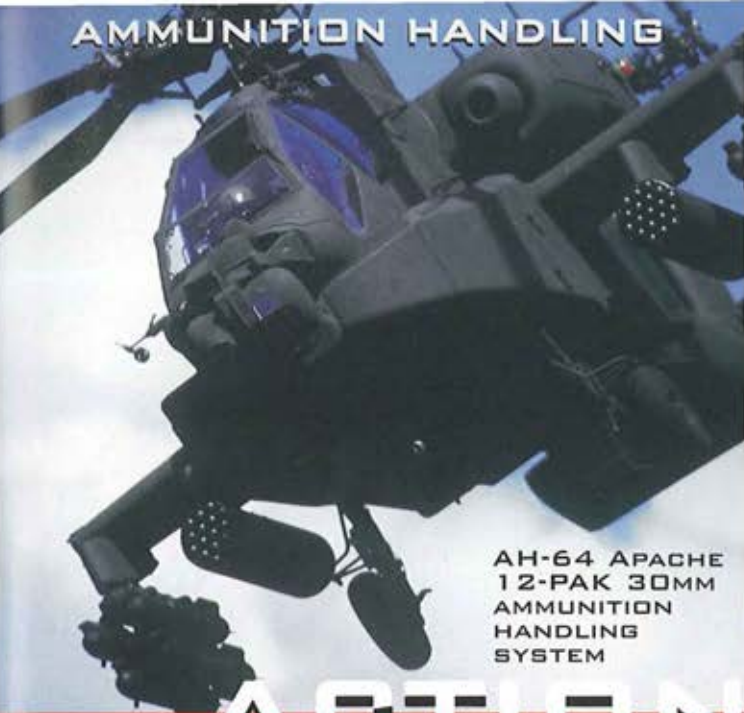
1000-1020 BG(P) Jeff Schloesser, Director, Aviation Task Force

1020-1040 MG Virgil L. (Duz) Packett II, DCG XVIII
Airborne Corps

1000-1400 Exhibits Open **Coronado & Veracruz Ex. Halls**

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- 1000-1400 PM BRIEFINGS**
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- 1020-1040 Utility Helicopters**
Mr. Eric F. Edwards
 - 1040-1100 Air Warrior**
LTC Michael D. Willis
 - 1100-1120 Scout/Attack Kiowa Warrior**
Mr. John S. Guenther
 - 1120-1140 ARH Armed Reconnaissance Helicopter**
COL Mark W. Hayes/LTC L. Neil Thurgood
 - 1140-1200 AATD Aviation Applied Tech Directorate**
COL William M. Gavora
 - 1200-1220 Apache Attack Helicopters**
COL Ralph R. Pallotta
 - 1220-1240 UAV Unmanned Aerial Vehicle Systems**
COL John D. Burke
 - 1240-1300 Aviation Systems**
COL Michelle F. Yarborough
 - 1300-1320 Cargo Helicopters**
COL William T. Crosby
 - 1320-1340 CATT Combined Arms Tactical Trainer**
COL Kevin S. Noonan/LTC David W. Riggins
 - 1340-1400 ACS Aerial Common Sensor**
LTC Steven G. Drake

- 1000-1400 US Army HRC Career Guidance**
Coronado Foyer Booth C
- 1130-1330 Lunch Concessions Open in Exhibit Halls**
- 1300-1400 Aviation Warrant Officer Update**
CW5 Brent C. Driggers **Yucatan 1**

- 1300-1400 Enlisted and NCO Update**
CSM Buford Thomas Jr. **Yucatan 2**
- 1400-1500 Chapter Presidents Session** **Monterrey 1**
- 1600-1800 Cub Club Reception** **Suite #1487**
- 1745-1830 Reception - Annual AAAA Meeting & Dinner**
Fiesta Ballroom
- 1830-2100 Annual AAAA Meeting & Dinner**
Fiesta Ballroom
Guest Speaker: GEN Barry R. McCaffrey, (USA Ret)
"The Global War on Terrorism"
AAAA President's Annual Report, National Elections, and presentation of AAAA Membership Awards.
- 2100 Downtown Disney® Pleasure Island**
- 2100-0200 Buses depart** **Coronado Porte Cochere**

Wednesday, May 11, 2005

- 0730-1600 AAAA Registration Cntr, Open** **Coronado Foyer**
- 0730-0900 Eye Opener Coffee Break** **Fiesta Foyer**
- 0730-0900 Breakfast Concessions Open** **Fiesta Foyer**

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2005 AAAA Annual Convention Schedule

- 0745-0900 **First Light Breakfast (By Invitation Only)**
Durango 1&2
 Speaker: Hon. Claude Bolton, Asst. Secretary of the Army for Acquisition, Logistics, and Technology
- 0730-1500 **Press Room Open (Sponsored by GE Aircraft)**
Sierra 1&2
- 0900-1100 **Professional Sessions**
Fiesta Ballroom 5&6
- 0900-1000 **Panel #1: Warfighting**
 Chairman: BG E. J. Sinclair, CG, USAAVNC;
 COL Crutchfield, 10th Avn Bde, 10th MD
 COL Davis, CW5 Dohmer, 25th Avn Bde, 25th ID
 COL Golden, CW5 Witter, 4th Bde, 1st ID
 COL Harris, CW4 Patterson, 4th Avn Bde, 1st AD
 COL Keeling, CW5 Dares, 204th ATS Group
 COL McConville, CW5 Geisler, 4th Bde, 1st CD
 COL Milani, 160th SOAR(A)
- 1000-1100 **Panel #2: Future of Army Aviation**
 Chairman: Mr. Paul Bogosian, PEO-Aviation
 LTC L. Neil Thurgood, PM, Armed Recon
 Helicopter
 COL John D. Burke, PM, Unmanned Vehicle Syst.
 COL William T. Crosby, PM, Cargo Helicopters
 COL Cory W. Mahanna, PM, Utility Helicopters
 COL Ralph G. Pallotta, PM, Apache Attack
 Helicopter
 COL Michelle F. Yarborough, PM, Aviation Syst.
- 1100 **Transfer of Gavel to New AAAA President and Retirement of the Colors**

- 1100-1600 **Exhibits Open** **Coronado & Veracruz Ex. Halls**
- 1100-1600 **PM BRIEFINGS**
Coronado Exhibit Hall Booth 2120
- 1140-1200 **Utility Helicopters**
 COL Theresa L. Barton
- 1200-1220 **Scout/Attack Kiowa Warrior**
 Mr. John S. Guenther
- 1220-1240 **ARH Armed Reconnaissance Helicopter**
 COL Mark W. Hayes/LTC L. Neil Thurgood
- 1240-1300 **Cargo Helicopters**
 COL William T. Crosby
- 1300-1320 **Air Warrior**
 LTC Michael D. Willis
- 1320-1340 **Apache Attack Helicopters**
 COL Ralph G. Pallotta
- 1340-1400 **UAV Unmanned Aerial Vehicle Systems**
 COL John D. Burke
- 1400-1420 **CATT Combined Arms Tactical Trainer**
 COL Kevin S. Noonan/LTC David W. Riggins
- 1420-1440 **Aviation Systems**
 COL Michelle F. Yarborough
- 1440-1500 **AATD Aviation Applied Tech Directorate**
 COL William M. Gavora
- 1100-1600 **US Army HRC Career Guidance**
Coronado Foyer Booth C
- 1130-1330 **Lunch Concessions Open in Exhibit Halls**
- 1600 **2005 Convention Adjourns**

See you next year in Nashville, April 9-12, 2006

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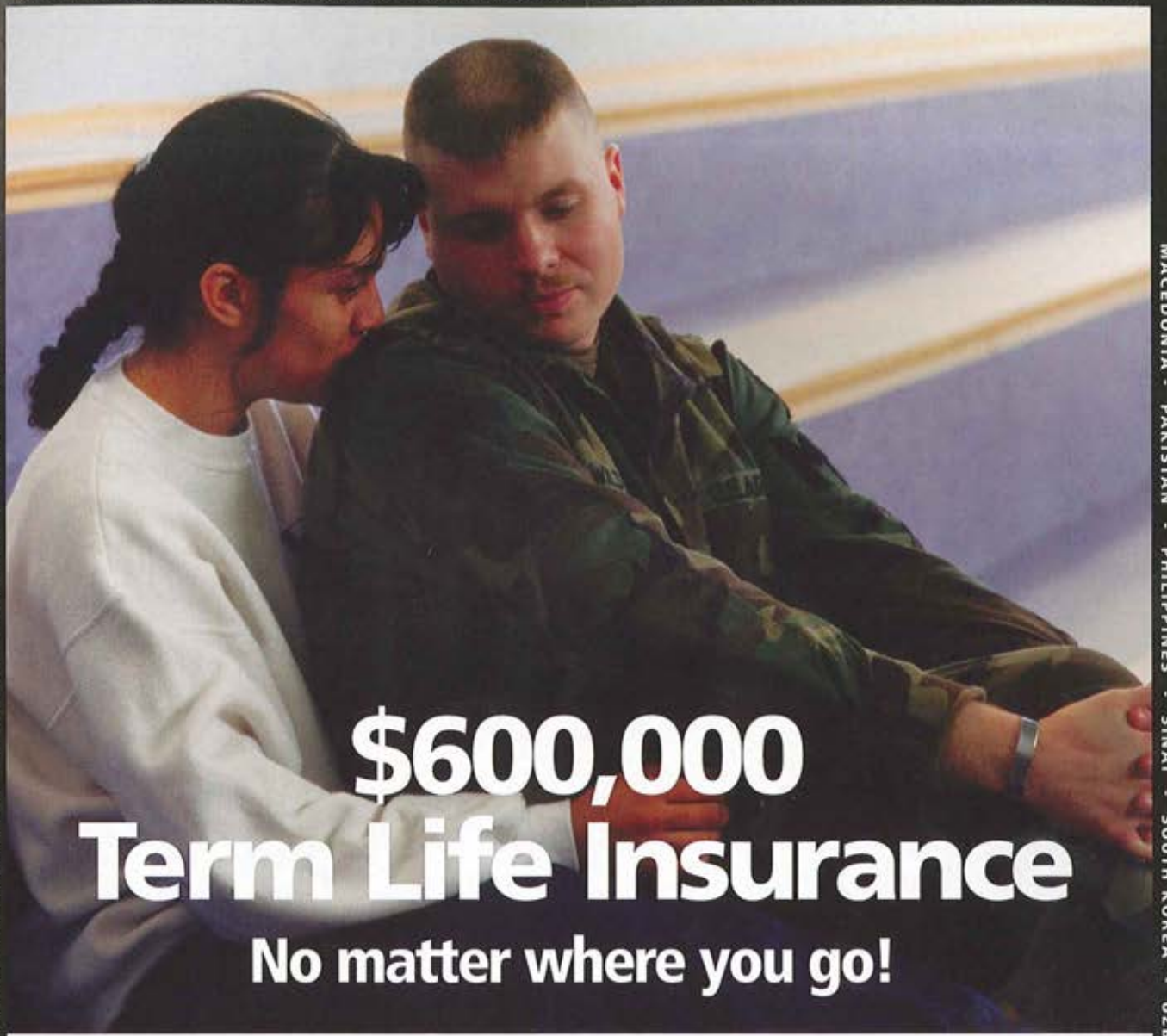
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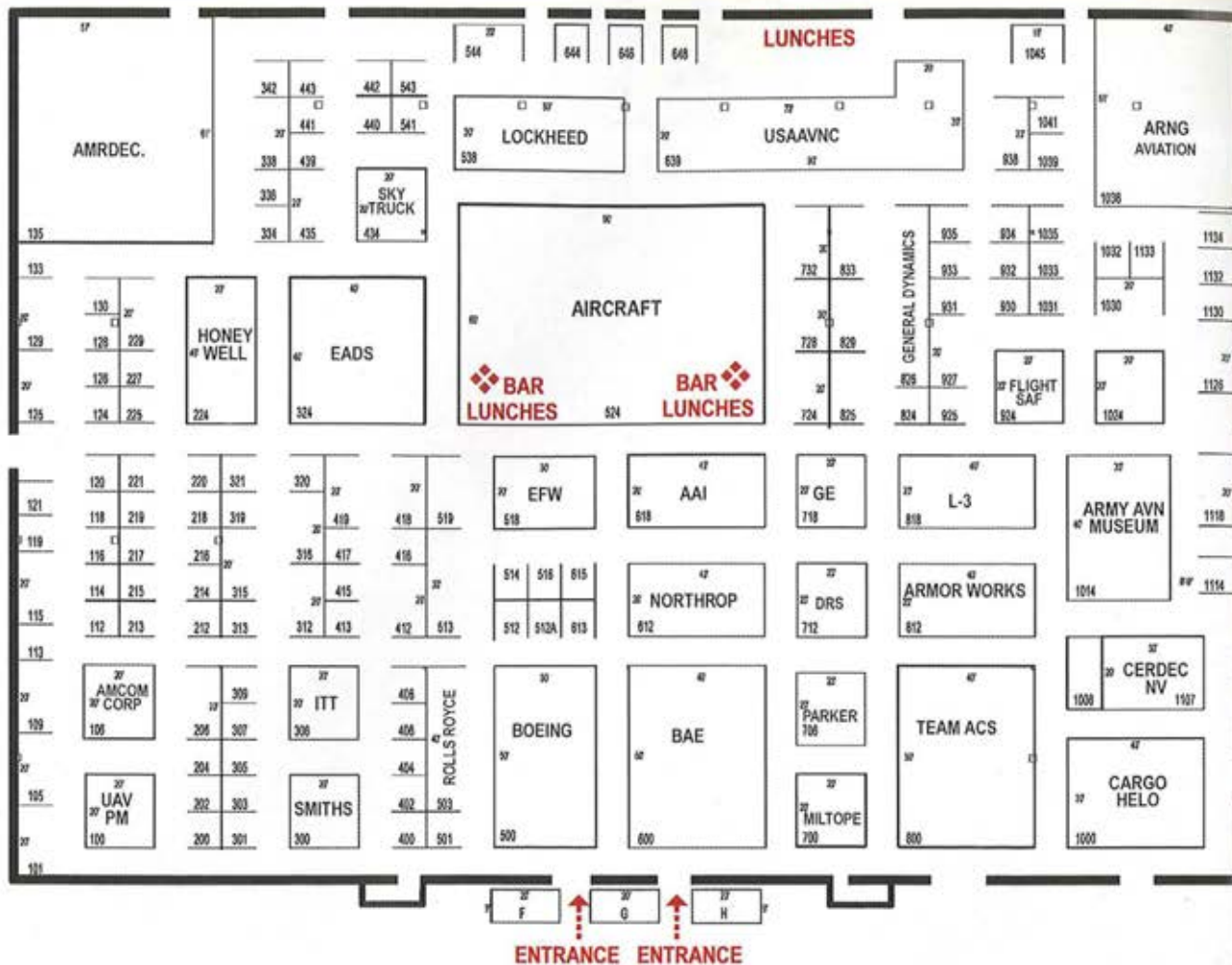
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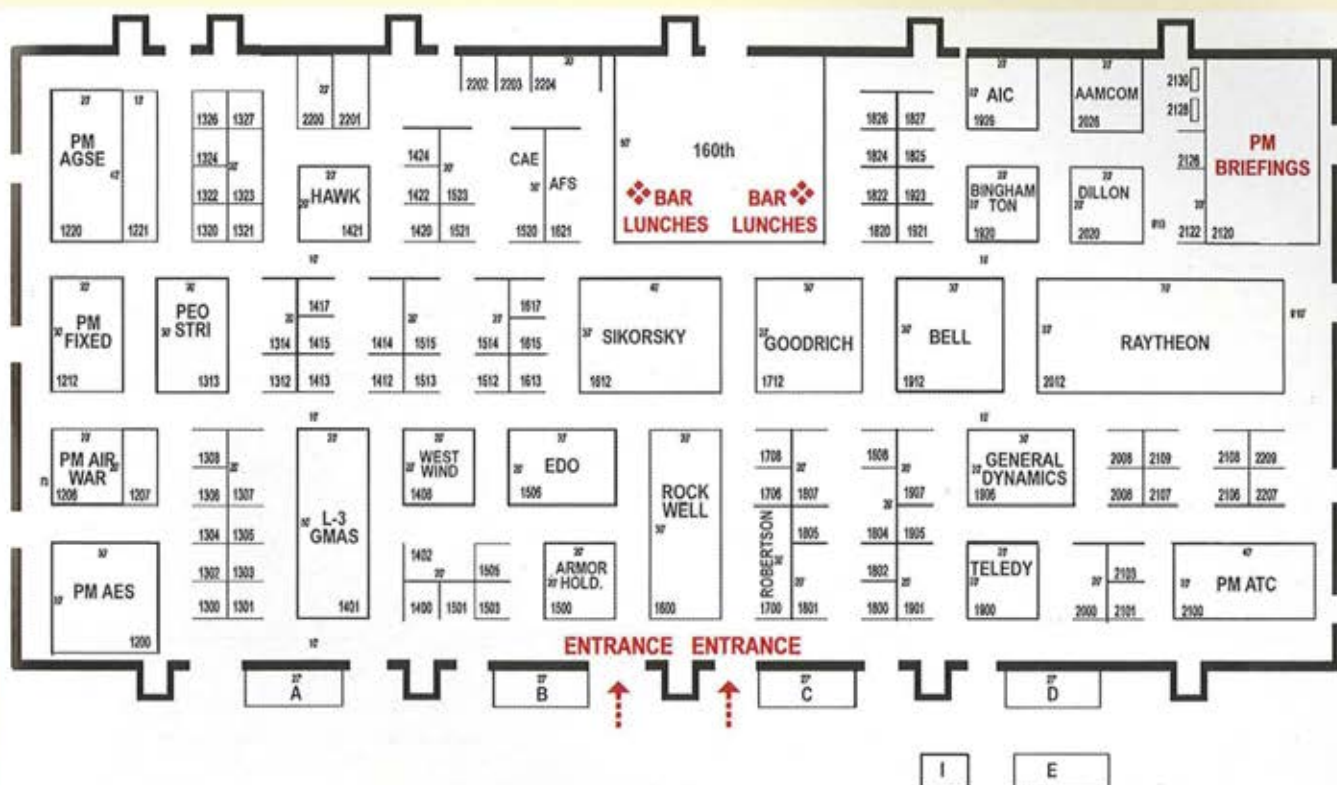
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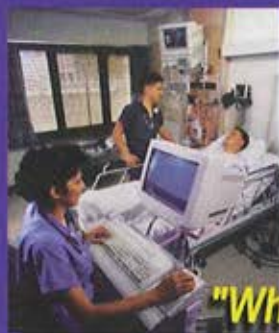


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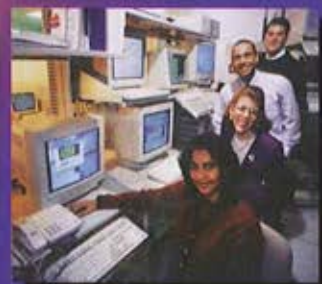
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SPECIFICATIONS:

NOMENCLATURE: KIT, MAIN ROTOR BLADE FOLD, AH-64A/D

WEIGHT:	ON AIRCRAFT TAIL:	127 LBS
	ON ROTOR MAST:	107 LBS
	GROUND SUPPORT EQUIPMENT:	105 LBS
	MIL SPEC TRANSPORT CASES:	292 LBS
	TOTAL:	631 LBS

OVERALL KIT DIMENSIONS: 93 Cubic Feet

FOLD/UNFOLD TIME: APPROXIMATELY 25 MIN

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AMSRD-AMR-AE-D

3 March 2005

MEMORANDUM FOR Apache Attack Helicopter Project Manager's Office
(SFAE-AV-AAH-SA, Jeff Wright)

SUBJECT: US Army Research, Development and Engineering Command (USA RDECOM)
Aviation Engineering Directorate (AED) Authorization to use Davis Aircraft Products Apache
Main Rotor Blade Fold Kit (MRBFK), Part Number FDC-6700-6, Cage Code 98313 (TTS
14567)

1. Davis Aircraft Products designed, built and tested the Apache Main Rotor Blade Fold Kit (MRBFK) to provide a safe and effective apparatus to fold and store the main rotor blades on the Apache helicopter. Use of the MRBFK gives the US Army the capability to fold the main rotor blades rather than removing the rotor blades when air transporting the Apache. The MRBFK greatly reduces the maintenance man-hours required to prepare the Apache helicopter for air transport aboard USAF cargo aircraft, as well as reducing the assembly time at the helicopter's destination.

2. AED has reviewed and approved all contractual deliverables provided by the Apache Project Manager's Office. All of the documented deliverables and engineering data supporting the Davis Main Rotor Blade Fold Kit have been reviewed from a structural and airworthiness perspective and are approved. The implementation and use of the Davis MRBFK is authorized for use.

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COL McConville



CSM Sanders

Outstanding Aviation Unit (Active) of the Year

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4th Brigade Combat Team, 1st Cavalry Division, Fort Hood, Texas

The relentless determination, adaptive tactics and heroic performance of the 4th Brigade Combat Team during 2004 distinguished it among all other outstanding units in support of the Global War on Terrorism and made significant contributions in every major combat action during Operation Iraqi Freedom II. Specifically, the 2,100-plus air cavalry troopers of the Warrior Brigade flew over 70,000 hours in less than 12 months. This figure exceeds six times the home station average and represents the most hours overall, per month, and by airframe type per month, of any unit that served in either OIF I or II. Aviators averaged over 600 combat flight hours each, with several logging over 1,000 hours. This required 70 phase maintenance inspections, over 650 progressive phase maintenance inspections, requisition and management of nearly 11,000 parts, over 560,000 maintenance man-hours, the distribution of over 3 million gallons of JP-8 fuel, and regular re-supply convoys that drove over 385,000 miles.

The Warriors also demonstrated their mettle in combat and courage under fire in tens of thousands of missions throughout Baghdad, in SADR City, in Northern Babil and support of Coalition forces in An Najaf and in Fallujah where they were authorized to wear 1st Marine Division Combat Patch. The Warrior Brigade earned the motto "when we fly, soldiers don't die" and helped enable the first democratic elections in the region in fifty years.



LTC Stearman



CSM Robinson

Outstanding Aviation Unit (ARNG) of the Year

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Task Force Pirate, 1st Battalion, 211th Aviation Regt., Utah ARNG

Task Force Pirate, led by the 1st Bn., 211th Avn. Regt., Utah ARNG epitomized the Army's transformation to units of action in which modular "plug and play" formations are combined to form deployable, lethal, capable and sustainable forces.

Integrating Active Component, Army National Guard and U.S. Army Reserve elements are combined to form deployable, lethal, capable and sustainable forces. TF Pirate was a multifunctional aviation task force consisting of the battalion staff, Headquarters and HQs Company, two AH-64 Apache companies, and an AH-64 aviation unit maintenance (AVUM) company (minus) from the 1-211th Avn.; and with two UH-60 companies, a CH-47 company, a UH-60 AVUM company (minus) and an aviation intermediate maintain company (minus) from the 25th Avn. Bde., 25th Inf. Div. (Light) from Hawaii. In addition, a North Dakota ARNG C-12 detachment and an Army Reserve UC-35 detachment from Georgia provided fixed wing support.

Deployed to Operation Enduring Freedom in Bagram, Afghanistan in 2004, TF Pirate out-performed all other aviation task forces, past and present, supporting OEF. TF Pirate flew in excess of 17,300 hours between May 1 to Dec. 28, executing 1,756 aerial missions, resulting in the transport of 42,757 people and over 5,113,000 pounds of cargo.

Despite an operational flying tempo four times higher than their normal garrison rate, the Soldiers of TF Pirate excelled in keeping aircraft fully mission capable, with rates averaging 80 to 90 percent. TF Pirate has now returned and demobilized.



LTC Campfield



CSM Tirapelle

Outstanding Aviation Unit (USAR) of the Year

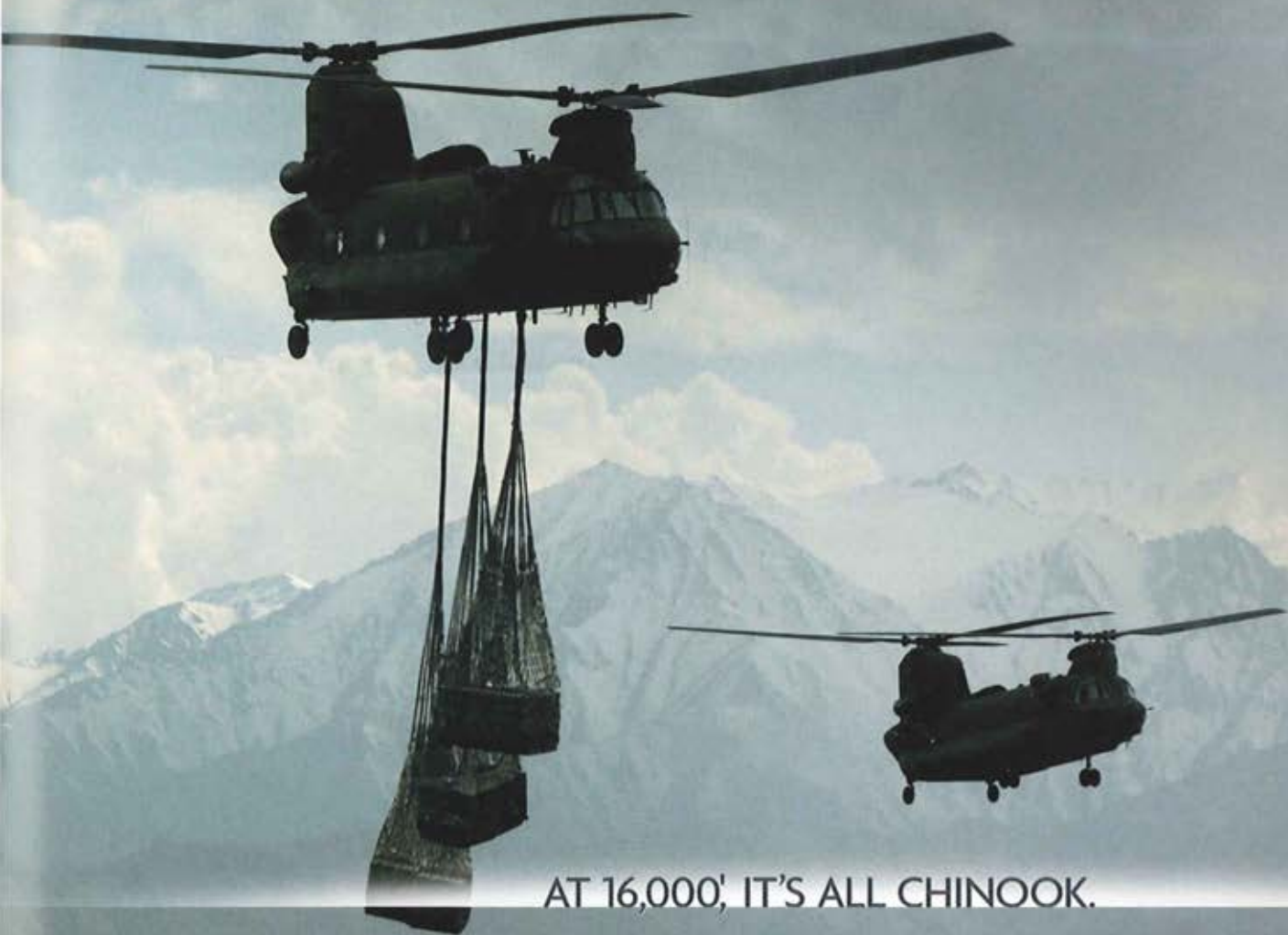
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6th Battalion, 52nd Aviation Regiment, Los Alamitos, Calif.

The "Flying Dragons" of the 6th Bn., 52nd Aviation Regiment, headquartered at the Joint Forces Training Base in Los Alamitos, Calif., with units at Los Alamitos; Fort Hood, Texas; Fort McCoy, Wis., and Fort Knox, Ky., distinguished themselves by flying thousands of hours accident and incident free, in and out of combat zones during 2004.

More than half of the 6th Bn. mobilized for a yearlong deployment to Iraq. The battalion staff, Headquarters and HQs Company, Company C, and some members of Company B rallied to the nation's call. The "Dragons" self-deployed their C-12R, C-23 and UC-35B fixed-wing aircraft more than 10,000 nautical miles without incident from their prep site in Washington state, over the Atlantic Ocean, across Europe, down to Kuwait, and then up to Balad, Iraq. While deployed, their actions helped rewrite Army Fixed wing doctrine to defeat the enemy threat and provide vital air movement to thousands of passengers and millions of pounds of cargo, which eliminated the need for many dangerous ground-based vehicle convoys.

Despite the geographical displacement and distances between the headquarters and its companies and platoons, the "Dragons" overcame all challenges. They successfully flew in excess of 8,880 hours, accounting for 109.9 percent of their flying hour program, and garnered more than 20 flying-hour-milestone safety awards while accomplishing their critical mission in a highly efficient and professional manner.



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MG Thurman

Robert M. Leich Award

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 MG James D. Thurman, Commander, Aviation Task Force

In late 2003, the Army Chief of Staff, GEN Schoomaker stated that Army aviation needed to be fixed. To achieve this goal, the CSA appointed MG Thurman, an Army aviator with broad combat arms experience and a former commanding general of the National Training Center, to stand up the Aviation Task Force. His mission was to make Aviation more combined arms capable with a shortened logistics tail and to optimize it for the joint fight. Thurman

quickly assembled a team of experts representing Army aviation across the active, Guard and Reserve components. After two intense months of detailed work, the Aviation TF addressed all aspects of aviation functionality across the total Army force. The end product was the Aviation Transformation Restructure Initiatives, which recommended sweeping changes within the Branch and across the force.

GEN Schoomaker approved the most significant changes to the Aviation force structure, which reorganized 11 active component multi-functional aviation brigades (MFAB), and eight reserve component MFABs to support full spectrum operations and homeland security. In addition, as a result of the TF's recommendations, the Comanche Program was terminated, which caused the reprogramming of 13 billion dollars back into Army Aviation to procure over 900 new armed reconnaissance, light utility, cargo, Black Hawk helicopters, and Fixed Wing aircraft. Thurman's exceptional management of the Aviation Task Force and recommended solutions continue to correct decades of neglect. Now commanding the 4th Infantry Division, Thurman's efforts will have a monumental and lasting impact on the future of Army Aviation.



Mr. Thompson

Joseph P. Cribbins Dept. of the Army Civilian of the Year Award

Sponsored by The Boeing Company

Mr. James E. Thompson, Program Integrator for Apache Modernization and Recapitalization, PEO Aviation, Redstone Arsenal, Alabama

Mr. James "Snuff" Thompson is recognized for his outstanding leadership, management and direction of modernization, modification, sustainment and reset efforts of the Apache aircraft fleet.

Mr. Thompson deployed to combat areas in Afghanistan and Iraq to coordinate, organize and direct support for Apache field operations. His efforts made an immediate, direct and positive impact on aircraft safety and readiness, and near immediate increases in unit combat power. He was instrumental in leading the Apache Reset Team and established a priority system to reset all 222 Apaches used during the initial OEF and OIF operations. Of these, 23 aircraft had severe combat damage and needed extensive depot level repairs. Mr. Thompson's synchronization of the Reset and Recapitalization programs yielded cost savings and diminished the burden on the Army supply system. Each aircraft undergoing concurrent Reset/Recap saved a potential \$1 million in parts that might have otherwise had an adverse impact on an already taxed supply system. The results of Mr. Thompson's streamlining of the Reset program reduced the initial Reset times from an average of over 150 days, down to an average of 72 days.

Mr. Thompson also assisted in the transfer of six AH-64D Longbows from Fort Rucker, Ala. to Fort Hood, and on to Iraq. He completed all required coordination and paperwork, including pre-deployment modifications for movement by C-5 Globe master, all within 45 days of receiving the aircraft delivery order. His performance leaves no doubt that Mr. Thompson is an outstanding role model for today's Department of the Army Civilians.



CW5 Haas

James H. McClellan Aviation Safety Award

Sponsored by GE Aircraft Engines

CW5 Willis J. Haas, 4th Brigade, 1st Infantry Division, Germany

Chief Warrant Officer 5 Willis J. Haas is recognized for his incredible accomplishments as the safety officer of the 4th Bde. (Aviation) while deployed to the Al Sahra Airfield at Forward Operating Base Speicher, Tikrit, Iraq.

Upon arriving at FOB Speicher, CW5 Haas found an extraordinary number of safety issues that affected all areas of air and ground operations. He quickly established an airfield safety council, identified known and potential hazards and prioritized work orders to eliminate them. As the Airfield Safety Officer, Haas actively participated in the Mayor's Cell and long range planning meetings to work actions and improvements to facilities and infrastructure to correct safety issues and implement preventive measures. He worked hundreds of problems to resolution, to include: safer living accommodations for all Soldiers, repairs and upgrades to the shelled-out air traffic control tower, landing pads for helicopters, and repairs and improvements to the 10,000-foot long runways. He was instrumental in producing and publishing the Al Sahra Airfield standard operating procedures. He conducted staff assistance visits, briefed incoming unit leaders, and mentored numerous units including UAV units to help them sustain their safety programs. Largely due to his efforts, the Al Sahra airbase is today capable of supporting C-17 Globe Master and heavy transport aircraft and has established an Airfield Departure and Arrival Control Group.

As a result of CW5 Haas's hard work and actions, his brigade has flown over 24,500 combat hours during OIF II with no Class A accidents and only one Class B aviation accident.



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CW3 Wilson

Army Aviator of the Year Award

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CW3 Christopher P. Wilson, Company A, 1st Bn, 25th Avn Regt, Wheeler AAF, HI

Chief Warrant Officer 3 Christopher P. Wilson's sense of duty, professionalism and mission focus personifies all of the attributes expected of an Army Aviator. His proven leadership in combat truly sets him apart.

An OH-58D instructor pilot with Co. A, 1st Bn. (Attack), 25th Avn. Regt., CW3 Wilson was deployed to OIF II from January 2004 to February 2005. He safely flew an unprecedented 1,270 combat flight hours, the most hours flown in a 12-month period since the Vietnam War, supporting over 350 reconnaissance, security and close combat attack missions. His superb ability as a scout and air mission commander enabled him to locate and maneuver ground forces to seize over 15 enemy caches of arms and ammunition. Wilson also led his team and ground forces during numerous direct fire engagements, resulting in the destruction of enemy vehicles and combatants, and the detention of numerous insurgents throughout the Baghdad area.

In June 2004, Wilson's wingman suffered engine failure. Without regard for his own safety, Wilson immediately maneuvered to the badly damaged aircraft lying in a swamp, located in an area of previous heavy enemy activity. He and his co-pilot landed to provide security and medical aid to his injured platoon leader and the company's standardization pilot, both pinned in the aircraft. Wilson calmly took charge of the situation and supervised the site security, positioning of ground forces, and the MEDEVAC extraction of his fellow leaders.

CW3 Wilson then went on to assume the duties of the injured officers he saved, serving as the platoon leader and company SIP. Under Wilson's leadership and mentoring, his company continued to succeed, flying an impressive 9,000 combat hours in 12 months.



SFC Howard

Aviation Non-Commissioned Officer of the Year Award

Sponsored by Lockheed Martin Corp.

SFC William G. Howard, Company D, 1st Battalion, 1st Aviation Regt, Germany

Sergeant First Class William G. Howard is a true professional whose performance was absolutely critical to the 1st Battalion's success in combat and execution of over 1,480 air missions and flying more than 11,000 hours in support of ground forces across the entire breadth of Iraq.

His mission focus, knowledge and supervision during maintenance operations resulted in the completion of 38 phases, fifty five 125-hour and seven 250-hour inspections in fewer than 12 months under combat conditions and a 98 percent mission launch rate during a year of 24-hour operations. In addition, seven of his unit's aircraft were transferred to him after having already completed a 15-month tour of duty in the harsh Iraqi environment with only a combat phase for their last inspection. These war-weary aircraft were nursed back to health as a result of SFC Howard's meticulous supervision of his crew and attention to detail.

SFC Howard's management was also key in the execution of ten successful downed aircraft recovery team missions. His planning and organization ensured that the DART team always deployed in less than 60 minutes from notification.

His from-the-front leadership also inspired and ensured the survival of his Soldiers. When his convoy was ambushed during its initial march north to Baghdad, Howard quickly directed the counter-fire of his section to repel the enemy assault and inflict maximum casualties on the attackers. His courage under fire was critical in the convoy's successful breaking of contact with the enemy.

SFC Howard is the ultimate Soldier and Aviation non-commissioned officer, always there leading and mentoring his troops.



SPC Hedgpeth

Aviation Soldier of the Year Award

Sponsored by Bell Helicopter Textron

SPC Michael R. Hedgpeth, Company C, 2nd Bn, 10th Avn Regt, Fort Drum, NY.

AAAA's Aviation Soldier of the Year for 2004 is Specialist Michael R. Hedgpeth, a UH-60L Black Hawk helicopter crew chief with Co. C, 2nd Bn., 10th Avn. Regt., Fort Drum, N.Y.

Assigned in June 2003 as a UH-60L Black Hawk helicopter mechanic, SPC Hedgpeth quickly distinguished himself as an outstanding Soldier, a hard worker, and one who is eager to accomplish every task presented to him.

In Iraq, as a result of his demonstrated organizational and management skills, Hedgpeth was often assigned as a shift leader, supervising the day-to-day maintenance of 10 UH-60L helicopters. These aircraft sustained on average an astonishing 600 flying hours per month. Hedgpeth's diligent support of Co. A, 2nd Bn., 10th Avn. Regt. contributed to the unit's ability to fly over 7,000 combat hours and maintain a 98 percent operational readiness during their deployment to Iraq.

A notable leader, SPC Hedgpeth constantly took the initiative to complete tasks that were not required of him and volunteered for the most difficult, challenging and dangerous missions. He participated as a vehicle crew-served weapons gunner on numerous resupply missions. On July 1, 2004, while serving as a weapons gunner on the back of a two-seat Humvee, SPC Hedgpeth's vehicle was destroyed by a land mine, killing the vehicle commander and seriously injuring him and the driver. After recovering from his wounds, which earned him the Purple Heart, he returned to Fort Drum to continue to support his unit.

His can-do attitude and professionalism leaves no doubt that SPC Hedgpeth is a credit to Army Aviation, his unit, and the Army.

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 Simmons Army Airfield, Ft. Bragg, N.C.

Air Traffic Maintenance Technician of the Year
SGT Curt P. Krenning
 Co. A, 3rd Bn., 58th Avn. Regt., Germany

Air Traffic Controller of the Year
SGT Terry M. Horner
 Co. B, 3rd Bn., 58th Avn. Regt., Germany

Air Traffic Control Manager of the Year
SFC William A. Wrancher
 Co. B, 1st Bn., 58th Avn. Regt., Fort Bragg, N.C.

Aviation Trainer of the Year
CW3 David A. Fallon
 Co. A, 2nd Bn., 160th Special Operations Avn. Regt., Ft. Campbell, Ky.
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Army Aviation Medicine Award
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Company I, 185th Avn. Regt.
 Mississippi Army National Guard, Gulfport, Miss.
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Company D., 1st Bn., 227th Avn. Regt.
 4th Brigade, 1st Cavalry Division, Fort Hood, Texas

Contributions by an Individual Member of Industry
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 with CAS, Inc. of Huntsville, Ala.

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Reserve Component Work Group Addresses Aviation Readiness and Mobilization Challenges

By COL Daniel T. Leslie and COL Michael Courts

The U.S. Army Aviation Center (USAAVNC) at Fort Rucker, Ala. hosted the first-ever Aviation Reserve Components Readiness and Mobilization Working Group (ARCR&MWG) from February 23-24. BG William Jacobs, the deputy commanding general, chaired the work group of 88 individuals from various organizations across our Army.

The working group addressed the readiness and mobilization challenges facing aviation reserve components deploying in support of the global war on terrorism (GWOT). Significant recommendations were made for making the current mobilization process more efficient.

The focus was on the development of a rotational readiness model (RRM) to be resourced through the Army budgeting process. (See Figure 1) The model designates three cycles to a rotation: the reconstitution, the train-up and the ready cycle. The RRM's purpose is to improve RC pre-mobilization readiness levels. They determined that the RRM could be executed if provided adequate resources and as part of



COL Dan Leslie (left) watches as BG William Jacobs (right) presents coins of excellence to MAJ Troy Harrison, Reserve Component Liaison to USAAVNC, and to David McDonald with the Futures and Integration Synchronization Team, for their outstanding efforts organizing and executing the two-day work group.

a total Army program. The group recommended that USAAVNC and the Aviation Task Force office, continue to study and develop an RRM for implementation in fiscal year 2008.

The group concentrated on improving the current mobilization process for the

next two rotations to Operations Iraqi Freedom and Enduring Freedom (OIF/OEF). They focused on four areas:

1. Mobilization Site Requirements. The optimal number of sites would be two primary and two alternate sites per U.S. Army (CONUSA) resourced to support the unique requirements of aviation units. The ideal site would be to train at the same location as the supported ground maneuver element.

2. Lessons Learned. Five lessons were highlighted for action during the work group.

LL1. Aviation units did not have sufficient alert time to meet mobilization resourcing timelines and training requirements. Recommend alerting units 12 months out.

LL2. Many mobilizing aviation units did not have a single Aviation advocate or senior mentor (colonel equivalent)

Proposed Aviation Rotational Readiness Model

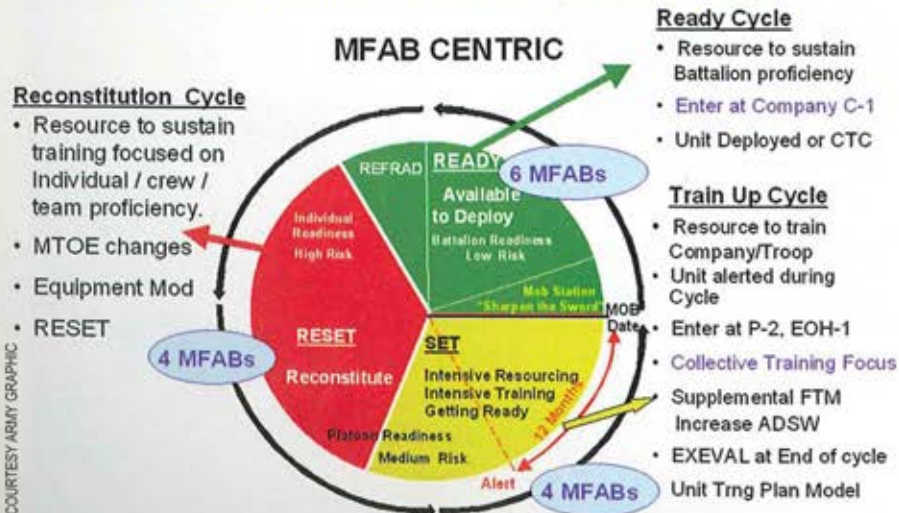


Figure 1: The Aviation rotational readiness model includes the three cycles of: the Reconstitution, the Train-up and Ready.

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to de-conflict unit resourcing and training issues at the mobilization site.

LL3. Aviation sites did not have logistical systems in place to adequately feed stockage list and load list maintenance and supply items.

LL4. Installations did not have adequate aircraft support equipment to continue to support after unit load-outs.

LL5. There are no fixed-wing doctrine or subject matter experts, other than returning units, to provide assistance to deploying fixed-wing units.

3. OIF/OEF Aviation Training Guidance. The group agreed that theater specific training guidance needs to be tailored for aviation units. The tasks that aviation units seldom, if ever perform should be deleted and a mandatory aviation training exercise (ATX) should be added for battalion and above formations.

4. Mobilization, Training and Deployment Timelines. The work group developed a list of critical and mandatory tasks to be performed once mobilized, and recommended the sequence and timeline for that training. The model is modular and has flexibility based upon resources available at the mob site. The group found that units might require 12 months of

Recommended Reserve Component Aviation Mobilization, Training & Deployment Timeline

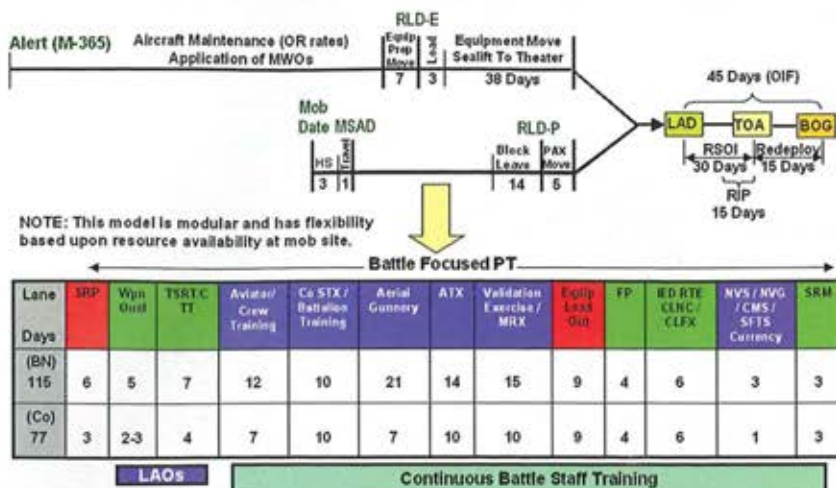


Figure 2: The work group developed a list of critical and mandatory tasks to be performed by units once mobilized, and recommended the sequence and timeline for that training.

alert time to be able to sufficiently meet mobilization resourcing timelines and training requirements. (See Figure 2) A similar timeline was developed to meet the specific needs of air traffic service (ATS) units. Most ATS controllers require between 90 to 120 days of fixed-base training prior to deployment. Fort Rucker may be

best suited as an ATS mob-site having the infrastructure, trainers and air movements to facilitate the training.

The plan for the ARCR&MWG originated late last year after Vice Chief of Staff of the Army GEN Richard Cody tasked the USAAVNC to confront concerns about reserve aviation forces. The ARCR&MWG's findings and recommendations were presented to the Aviation Task Force held March 7-11 at Fort Rucker. The next work group conference is planned for 2006 after the mobilization of the first ARNG multi-functional aviation brigade (MFAB), to further refine and define the mobilization process and improve the readiness of our reserve component Aviation units.

At the end of the two-day work group, BG Jacobs declared the contributions of all made the working group's efforts truly a success and well worth the expended resources.

Training Support: Essential to the Mobilization of RC Aviation Units

Within the Forces Command (FORSCOM) organization, there exists a little known structure that provides training support (TS) to ARNG and USAR organizations. Within the two CONUSA exist five training support divisions (TSD) further broken down into training support brigades (TSB) and training support battalions (TSBn). Unique within the Army, these training support organizations are manned by a combination of active duty component

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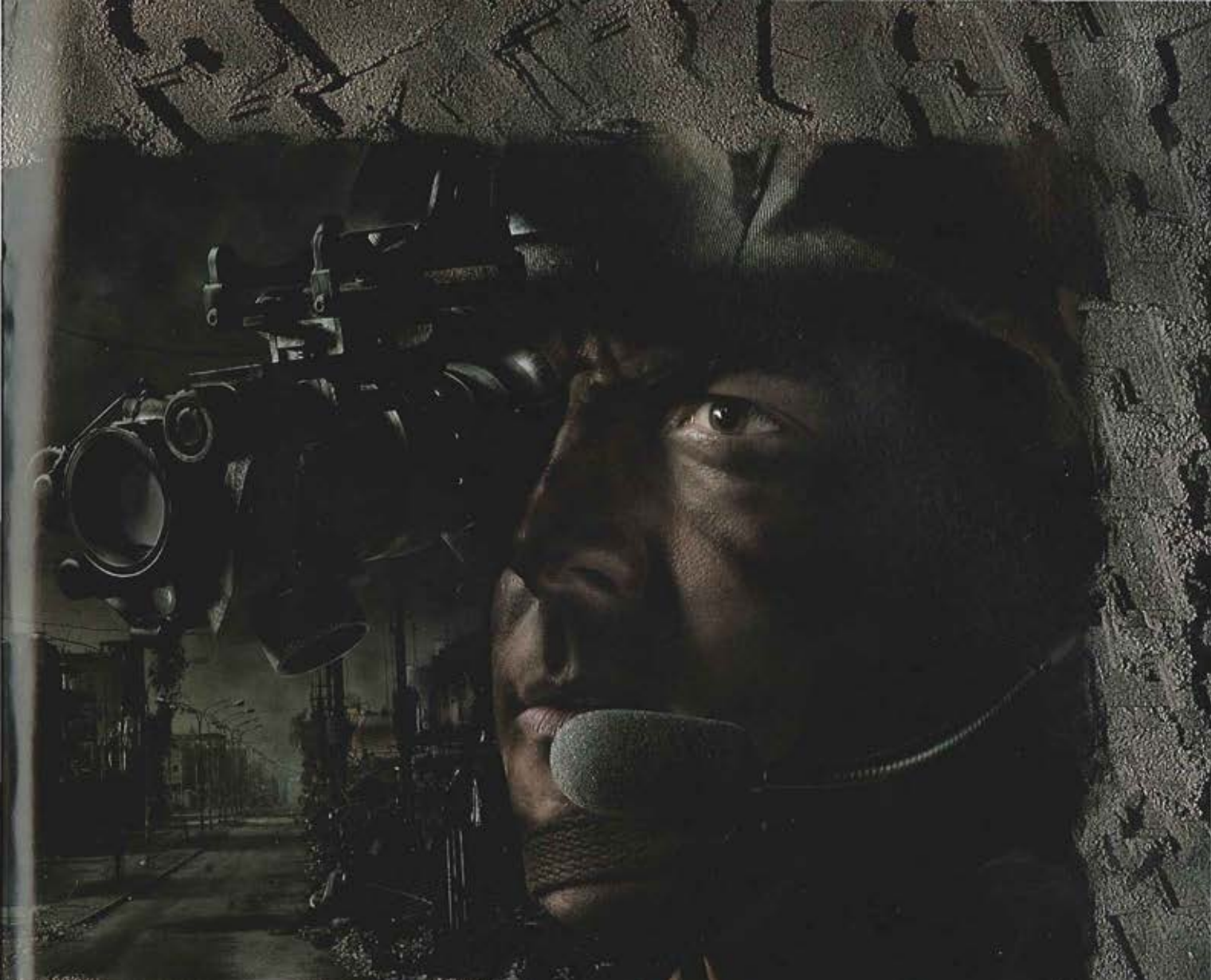
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(AC), and active National Guard and Reserve (AGR) Soldiers. The TSDs are commanded by USAR major generals, the TSBs are commanded by centrally selected AC colonels, and the TSBns are commanded by either AC or USAR lieutenant colonels.

Under the Defense Authorization Act of 1993, the Army was required to establish a 5,000-man support structure now known as AC/RC Title 11. The intent was to provide ongoing training support and mobilization support during periods of crisis. FORSCOM through the two CONUSAs (1st and 5th Army) provides the directed support principally through the mechanism of TSBs and TSBns. In general the TSBs are organized with a branch or functional specialty, and generic combat support or combat service support capability.

Today there are four aviation TSBns between the two CONUSAs and one aviation TSB in 5th Army. Each CONUSA has opted to employ its aviation TS structure and capability in a slightly different manner. The 1st Army has two TSBns: the 1st Bn., 337th Avn. Regt. at Fort Knox, Ky., and the 1st Bn., 351st Avn. Regt. at Fort Stewart, Ga. These two TSBns each cover a TSD's area for all aviation mobilization and training. Each is multi-functional by design.

In 5th Army there's one aviation TSB and two TSBns. The TSB is the 3rd Bde., 75th Div. (TS) and the subordinate TSBn, the 2nd Bn. (Assault), 291st Avn. Regt., are both based at Fort Riley, Kan. The other TSBn is the 1st Bn. (Attack), 291st Avn. Regt. based at Fort Hood, Texas. The two TSBns cover 21 states of 5th Army's area with their specific area of expertise. The 3rd Bde. (TSB) has the ability to task organize its two TSBns for mission specific situations.

For the past two years, the TS organizations have been continuously engaged in supporting mobilizations and deployments of RC aviation units to operations with SFOR and KFOR in the Balkans, Operation Noble Eagle in CONUS, and to OEF and OIF in the Middle East. They have trained and mobilized everything from Aviation Classification Repair Activity Depots (AVCRADs), to ATS companies, to fixed-wing and MEDEVAC units, and to separate battalions and aviation brigades. Planning is under way currently for the 1-291st Avn. TSBn to execute a unit fielding training plan on an AH-64A unit, augmenting the traditional 21st Cav. Bde. mission, to be immediately followed by participation in mobilizing, training and deploying the first ARNG MFAB. These four small TSBns, manned at about 150 personnel, provide the training and mobilization support that enables 47 percent of our branch to make their significant contributions to the ongoing GWOT. As the RC continues to participate at an ever-higher OPTEMPO, these TSBns will remain an integral enabler to make that contribution possible.

If you are an AC brigade commander being augmented with an RC unit to your formation, contact the supporting TSB or TSBn to insure training is tailored to support your requirements. If you are an aviation Soldier deployed or returning from rotation and are looking for an exciting mission to support the war, ask your assignment manager about an opportunity to serve with a training support battalion.



COL Daniel Leslie is the Deputy Assistant Commandant-National Guard at the U.S. Army Aviation Center, Fort Rucker, Ala. COL Michael Courts is the commander of the 3rd Brigade, 75th Division (Training Support), Fort Riley, Kan.

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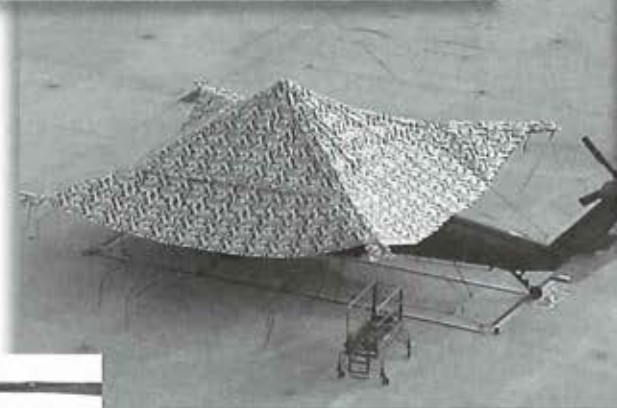
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standpoint of the Soldier, composite risk asks, "What's going to kill me and my buddies?" This simple, results-oriented-view depicts a transformed mindset that realizes the enemy and tactical operations are not the sole concern, but there is also potential for fatal mishaps due to the environment, systems issues, and human error. CRM, then, combines such sources into a holistic assessment of exposure (Figure 1).

How important is it to view tactical and accidental risks together? Consider that for fiscal years 2003 and 2004, the Army suffered 1,155 fatalities, with 46 percent (530) due to accidents. Historically, the data are even worse: During all conflicts since the Spanish-American War, about 55 percent of Army deaths were due to accidents. Hence, losses from mishaps have degraded combat power on par with losses from enemy action. Statistically, we clearly see the whole problem and can acknowledge the need for CRM. Yet many Soldiers still suffer from tunnel vision, focusing on one source of risk and discounting others. The recent true story below illustrates the point.

Learning From Life's Lessons

Company-level leaders were planning a convoy operation in Iraq. Their primary decision revolved around which route to take, and their main data gathering consisted of color-coded route alternatives that assessed the enemy threats. With a quick analysis, they chose a "green" route for the mission—that is, one with no enemy threat. Having mitigated the tactical, threat-based risk they gave only cursory planning to the hazard-based risks that also were embedded in the mission:

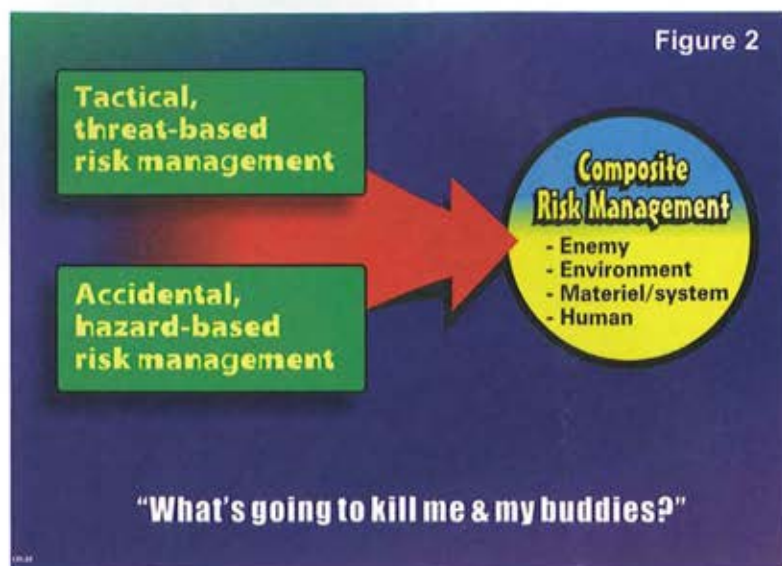
- The green route's distance vs. distances for unselected routes
- Road width, bridges and bridge width, climbs and descents
- Road condition, type of shoulder, drop-offs or embankments
- Sharp curves, intersections, limited sight areas, surrounding terrain
- Traffic, speed, following distances
- Fatigue and rest stops, check-points, communications
- Number of vehicles, types of vehicles, loading, handling characteristics
- Drivers' skill levels, crew pairing
- Personal protective equipment (vests, helmets, seatbelts)
- Emergency procedures and breakdowns

To be sure, no one wants to be killed by the enemy. However, it is noteworthy that each of the factors above was also responsible for FY04 fatalities in theater, but these hazards did not seem to faze the junior leaders. "The mission, the enemy... HOOAH! Let's saddle up and charge!" This is a narrow and often fatal view.

Seeing the Big Picture

CRM supplements the focus on the main operation with consideration of other hazards to give a complete picture of exposure. There is no separation of tactical or acciden-

tal, deployed or garrison, on duty or off duty—it is risk management 24-7, because Soldiers are vital Army assets whether engaging the enemy, re-cocking back home, or on leave. This holistic view says, "Based off everything we know, what hazards will we face and how can we mitigate the risk?" (See Figure 2.) The enemy, materiel, the environment and human factors—during a mission or outside of it—interact to pose composite risk to the Soldier.



Consider that for fiscal years 2003 and 2004, the Army suffered 1,155 fatalities, with 46 percent (530) due to accidents.

CRM does not paralyze through fear of all that can go wrong; it does not foster risk aversion. Rather, by mitigating the known hazards to acceptable levels, the approach emboldens Soldiers to act confidently. It does not guarantee no harm will come, but it lessens the probability significantly. Such knowledge bolsters courage and increases unit effectiveness.

And what of safety? Up to this point no mention has been made of the term, on purpose. As part of the cultural change, the concept of CRM includes safety but supersedes the term and transcends the practice. In many circles, safety is seen as a hindrance to mission accomplishment, a litany of "cannot do" and caveats. Others, particularly young Soldiers, scoff at the term "safety" because it does not relate well to why they joined the Army. Safety has become

a four-letter word and is shackled by a negative connotation.

On the other hand, CRM deals with preserving combat readiness and protecting combat power. The approach says that we value our people, so we control risk wherever and whenever it exists to keep our Soldiers in the fight. We teach our Soldiers what they CAN do to stay ready, willing and able. CRM, therefore, is more comprehensive and positive.

Of course, the notion of CRM is much easier to grasp than it is to execute. The real cultural change occurs not by espousing the new idea but in practicing it. To that end,

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we must overcome several obstacles if we are to successfully transition to this new approach.

As alluded to above, there is currently a general bias toward tactical, threat-based risk management. This stems in part from the natural tendency to be more concerned over things that are deemed to be largely out of one's control (like the enemy) as compared to things supposedly in one's control (like driving, piloting or cleaning a weapon). Part of the cultural change means conveying that human error is real, it is powerful, and no one is immune. Your own mistakes or those of others can be deadly. Soldiers must know this, believe it, and *feel* it.

Leaders Leading, Soldiers Thinking

Related to the tactical bias is the tendency to focus on the big operation and limit risk management to the main effort. Traditionally left unattended are activities in the periphery, to include mundane missions, transiting between locations, and off-duty activity. The latter is especially elusive to supervisors, because the prevailing opinion of leaders toward Soldiers is, "What you do on your own time isn't my concern. Besides, I can't control your off-duty behavior, nor do I have the authority to do so even if I wanted to." This hands-off attitude by leaders has proved to be deadly, as the majority of fatalities away from theater have occurred in off-duty situations. In contrast, the transformed leader thinks, "My Soldiers are assets for combat power 24-7. If I lose one Soldier on duty or off duty, the result is the same—the unit suffers. It's my responsibility to know my Soldiers and manage risk."

This type of leader knows who drives what, who is

mature and who is undisciplined, who is experienced and who is a novice, personalities, hobbies, hot buttons and more. He then uses such knowledge to mitigate accidental risks (especially those off duty) as solidly as he manages tactical risks. This is not intrusive, but involved. It is not big brother, but band of brothers.

Sadly, we know leaders traditionally have left many accidental hazards unchecked, and the results have been tragic. Of those 1,155 Soldiers lost to accidents over the last two years, *nearly half were preventable*. Before us lies the challenge to develop fully engaged leaders who understand that it is a basic responsibility to their Soldiers, unit, and Army to preserve combat readiness and protect combat power by managing composite risk. Before us also is the need to develop an understanding in Soldiers that their life matters to others, and the enemy is not the only threat to it. Such is the stuff of cultural change.

Summary

Composite risk management holds great promise for dramatically reducing our losses, because the approach brings accidental hazards to the forefront and compels leaders to deal with them as seriously as they do tactical issues. It is a results-oriented approach that values our troops around the clock, around the world.



Dr. Bruce Jaeger is a senior technical advisor with the U.S. Army Combat Readiness Center, Fort Rucker, Ala.

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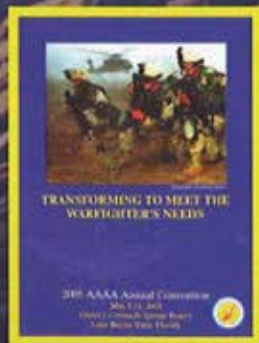
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One of CALL's collection and analysis teams during an OEF and OIF information collection visit to Baghdad, Iraq in November 2003. Left to right: CPT Scott Humphrey, MAJ Victoriano Garcia, Jr., MAJ Al Stiller, 1SG Michael Ragsdale and MAJ Marc Axelberg.

The Center for Army Lessons Learned

Supporting the Warfighter, Transformation and the Aviation Community

By MAJ Albert H. Stiller

Are you deploying and need to find deployment training requirements and links for required tasks? Need current observations, insights, lessons, or tactics, techniques and procedures (TTPs) from Operations Enduring Freedom and Iraqi Freedom? Want to implement the contemporary operational environment (COE) into training? Need OIF *Smart Cards* or convoy operations handbooks for your Soldiers? Then CALL us.

In COL Michael Dixon's November Army Aviation article "The Transformation of Aviation Training and Doctrine," he stated "BG E.J. Sinclair, commanding general of the Army's Aviation Center and branch chief, has provided clear guidance that his

team's first priority is to support the warfighter, followed closely by shaping the Aviation branch and Fort Rucker to meet the needs of a transforming Army...we are improving training now with lessons learned from operations in Afghanistan and Iraq."

BG Sinclair's guidance parallels the mission of the Center of Army Lessons Learned, known as CALL. CALL collects and disseminates valuable observations, insights and lessons rapidly to proponents, combat training centers (CTC), units in theater, future rotational units and to the Army. We are a multi-media based operation with its website serving as the central repository for emerging insights, observations and lessons to

improve the warfighting capabilities (lethal and non-lethal) of the total force. CALL provides critical information to units preparing to deploy to a CTC, or to a mission rehearsal exercise, a contingency operation or to a combat zone. CALL has web links for all required pre-deployment training and certification for the U.S. Central Command area of operations.

Sharing Information

CALL maintains both non-secure (NIPR) and secure (SIPR) websites with information on how to contact the Center or download information. If you do not find what you are looking for online, submit a request for information (RFI) to CALL and we'll research and provide you with what we have available.

CALL conducts indirect and direct collection efforts. Indirect collections are from external sources submitting observations, insights, lessons learned and/or TTPs to share with the rest of the Army. Direct collection efforts are from volunteers deployed on Collection and Analysis Teams (CAAT) and from our embedded liaison (LNO) program. A CAAT is usually comprised of nine people with various skills, which deploy to capture observations and lessons on a specific topic or a variety of issues. The LNO program provides volunteers to be embedded with either an OEF or OIF combined joint headquarters, or at a division, and send observations and lessons back to CALL. The information is analyzed and refined, then posted to our websites and disseminated to over 900 subscribers, organizations and force enablers. CALL also maintains detachment cells at the CTCs, and LNO analysts at five divisions, focusing on Army transformation and modularity issues.

Real Lessons

The following vignette captured by an embedded LNO shows the importance of command and control, and close combat attacks (CCA) during aviation operations. This vignette is from operations in northern Iraq this past November. An Iraqi National Guard (ING) unit with American advisors was ambushed by anti-Iraqi forces (AIF) during a dismounted training patrol in a built up urban

continued on next page

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People on the Move

Editor's Note: Army Aviation is seeking good-news announcements of aviation-related professionals who are on the move. If you or your organization have an upcoming change of leadership (at the battalion or squadron level, or higher for MTOE and TDA units), please forward the information to James Bullinger, e-mail: editor@quad-a.org.

Secretary of Defense Donald H. Rumsfeld announced April 5 the President's nomination of **MG Dell L. Dailey** for appointment to the grade of lieutenant general and assignment as director, Center for Special Operations, U.S. Special Operations Command, MacDill Air Force Base, Fla. He is currently serving as Director, Center for Operations, Plans and Policy at USSOCOM. The nomination is pending Senate confirmation.

The Army Chief of Staff announced April 4 the assignment of **MG James A. Kelley**, chief of staff, Army Reserve Command, Fort McPherson, Ga., to deputy commanding general, Third U.S. Army with duty as deputy commanding general, Coalition Forces Land Component Command, Camp Arifjan, Kuwait.

COL Robert Felderman departed command Feb. 14 after two years leading 105th Troop Command, Iowa Army National Guard. Felderman, a master aviator with over 2200 hours, is now a director with the Joint Operations Center, U.S. Northern Command, Peterson AFB, Colo.

BG Rickey L. Rife, was promoted effective March 1 and is currently the Director of Materiel, Office of the Deputy Chief of Staff, G-8, Army Staff, Washington, DC. Rife has been selected as of March 28 for assignment as the assistant division commander of the 101st Airborne Div. (Air Assault), Fort Campbell, Ky.

The Senate confirmed the nomination of **COL James O. Barclay, III** for promotion to brigadier general March 17. In addition, the Army Chief of Staff announced April 4 that Barclay, who is the assistant division commander (ADC)(maneuver) with the 42d Infantry Division serving in Iraq, will move to ADC, 1st Inf. Div., U.S. Army Europe & Seventh Army, Germany.

The Army Chief of Staff announced Feb. 25 the assignment of **BG Stephen D. Mundt**, assistant division commander (Support), 1st Infantry Div., in Germany to Deputy Director of Force Developments, Office of the Deputy Chief of Staff, G-8, Army Staff, Washington, DC. Date of reassignment is to be announced.

FY06 Colonel, Active competitive Command Selection list released March 17. Congratulations to the following 7 Aviation branch officers.

COMBAT ARMS DIVISION (CA) C1F- AVIATION TACTICAL

LTC Ball, Daniel L.*
LTC Buss, John C.*
COL Richardson, James M.*

C1FR- AVN TRAINING AND STRATEGIC SUPPORT

LTC Egbert, Jerry L.*
LTC Marye, James M.*

C1X- GENERALIST INSTITUTIONAL

COL Crowell, Cynthia A.
LTC Schiller, Stephen M.*

* = AAAA Member + = Life Member

Fiscal year 2005 Captain Reserve component Promotion Board results released March 1. Congratulations to the following 27 Aviation branch officers.

Aguirre, Luis I. Jr
Bartelsmeyer, David A.*
Bradley, Shane M.
Cockrell, Paul A.
Fields, Darin T.
Frederick, Christopher
Genz, Thomas R.
Gregory, Thomas J.
Hoelscher, Douglas M.*
Huble, Peter E.
Keller, Frederick G.
Le, Dzanh K.
Lonchiadis, James J.
Maccari, Joseph J.

Mariotti, Robert Jr
Musick, Brian L.
Orms, Michael D. II
Owens, Lani J.
Patruno, Jonas*
Reed, James B.
Regina, Kirk E.
Smith, Ricky N.
Szebrat, Xavier P.
Veronko, Jay B.*
Wade, Laura L.*
Wietrick, John P.
Wright, Travis W.

Center for Army Lessons Learned

continued from previous page

area. The ING immediately took cover in a three-story building across the street from the ambush and returned fire. Soon they began to run low on ammunition and requested close air support to defeat the AIF. The advisors contacted the brigade tactical operations center (TOC) with a ten-digit grid coordinate for CCA support. The brigade re-directed its unmanned-aerial vehicle (UAV) and positioned it to provide target acquisition and surveillance for OH-58D Kiowa Warrior helicopters.

Unfortunately at the grid location there were two tan three-story buildings across the street from each other. The TOC contacted the advisors and

requested additional information to verify which of the two buildings needed to be destroyed. The UAV feed then allowed the TOC to differentiate the buildings and the OH-58Ds engaged the AIF occupying the building and eliminated the force. The UAV was then used to guide a relief element to the beleaguered ING patrol. Several lessons were captured during this mission and are available with CALL for official use only.

Expanding on Other Lessons

CALL's focus has been at the tactical level, but we are expanding to also include the operational and strategic levels of war, and also the joint, inter-

agency and multi-national (JIM) levels as well. CALL's joint operations integration branch (JOIB) is also organizing joint CAATs to work with the U.S. Air Force on lessons learned and to expand and collect on airspace management and de-confliction issues from OEF and OIF.

Summary

CALL's mission is focused at resourcing the warfighter with emerging observations and lessons. Visit CALL websites at: NIPR: <http://call.army.mil>; or SIPR: <http://call.army.smil.mil>



MAJ Albert H. Stiller is an operations officer at the Center for Army Lessons Learned, Fort Leavenworth, Kan.

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Aviation Branch Farewells and Welcomes Top NCO

By James Bullinger



Against the backdrop of the annual 2004 Aviation Senior Leaders Synchronization Conference being held at Fort Rucker, Ala., more than 500 people gathered January 24 on Howze Field to witness the transfer of responsibility between the retiring and incoming Command Sergeant Major for the Aviation branch and the U.S. Army Aviation Center and Fort Rucker.

BG E.J. Sinclair, commanding general of the USAAVNC, hosted the combined change of responsibility and retirement ceremony.

"We honor two great Soldiers as we bid farewell to CSM Walter Beckman and welcome CSM Buford Thomas, Jr.," Sinclair said.

Beckman, who enlisted in the Army in 1975, has served as the thirteenth Aviation branch CSM since Nov. 2002. The incoming Thomas previously served as the CSM of the 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, Ky.

"The Army and the Aviation branch loses a great soldier with a tremendous amount of talent and expertise with the departure of CSM Beckman. Today marks the end of 30 years as a member of the world's most noble profession - that of a Soldier," Sinclair said.

"CSM Beckman's professional attitude and confident manner, serve as an example for all the young non-commissioned officers and Soldiers. He has been key as we transform Army aviation and develop new and improved ways to train our Soldiers.

"Walt, thank you for your time and your service to this great nation. It is Soldiers and NCOs like you that have made this Army what it is today," he said.

Sinclair also thanked Mrs. Sue Beckman for her service to Aviation Soldiers and their families and contributions at Fort Rucker to the Red



PHOTOS BY JAMES BULLINGER / AAFI

Cross, the NCO and Enlisted Spouses Club, the Community Foundation and the Thrift shop. But more importantly, he thanked her for the sacrifices made over the past 30 years and all she did to take care of military families.

"Walt and Sue, I speak for all Army aviation Soldiers as I say thank you for your service to our branch, to our Army, and to our country," Sinclair said.

During Beckman's farewell remarks he thanked his wife Sue for helping him get to the 30-year point in the Army. He also thanked LTG John M. Curran for selecting him to serve as the branch CSM, and Sinclair for allowing him to continue to serve.

Then Beckman expressed special thanks to four people who were of tremendous help to him in his duties: Ms. Jeannie Stancil, his secretary; and SFC Donald Delahunt, SFC Ernest Gunter and SSG Shane Barone, who served as his administrative assistant over the years. "Truly some of the finest NCOs I have ever worked with," Beckman declared.

He also had a message for all Aviation branch Soldiers.

"There are tough times ahead as we continue to transform Army aviation while we continue to fight the global war on terrorism. You must remain dedicated to being both tactically and technically proficient in the years

Top left: CSM Buford Thomas addresses the Soldiers and attendees to the Jan. 24 change of responsibility and retirement ceremony.

Top right: The passing of the Aviation branch colors marks the transfer of responsibility. Sinclair receives the colors from Beckman to consign to Thomas, the 14th branch CSM.

Bottom: CSM Walter and Sue Beckman pose for a picture with BG E.J. Sinclair following presentation of awards on the occasion of Beckman's retirement.

ahead. Keep in mind that you are Soldiers first; aviation maintainers, operations and air traffic controllers second," Beckman said.

Sinclair welcomed the Thomas family to the Army aviation team.

"We welcome a great leader and warrior who is more than up to the task to lead our branch in the future. CSM Thomas is a seasoned combat veteran and leader; we are blessed to have him.

"He is a leader with impeccable standards and with his recent experiences in combat will lead our Soldiers and our branch to greater heights.

"Buford and Judy, I want to personally thank you for accepting the call to be the branch CSM during this crucial time and we all look forward to working with you as we transform our branch," Sinclair said.

In Thomas' remarks, he thanked the command for the opportunity to serve and pledged to take care of all branch Soldiers.

"My pledge to you is to give 120 percent to ensure that our warriors are properly manned, equipped and trained to close in on and destroy our nation's enemies - anyplace, anytime and anywhere - while taking care of our Soldiers and their families," Thomas said.

Beckman was awarded the Legion of Merit for his service to the nation. He and Sue reside in Enterprise, Ala. ❖

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In Response to MEDEVAC on Track

Dear Army Aviation Magazine:

There is not enough room in this magazine for me to say all that came to mind when I read COL Bill Forrester's letter (MEDEVAC on Track) in the January issue. But if what he wrote represents the current mindset of the Army leadership, MEDEVAC, or Dust Off, is not on track. My experience with Dust Off began with MAJ Charles Kelly in Vietnam and the challenges he faced to keep Dust Off under medical control and dedicated to patient needs. It sounds as if Dust Off is facing the same challenge today. In Vietnam Kelly prevailed, but it cost him his life. But his death, and his dying words of "When I have your wounded," saved the greatest lifesaver in the history of warfare. It may be argued that Dust Off was the most efficient and effective battlefield operating system of that war. And I would gladly debate anyone who says today's battlefields are more challenging for the Dust Off mission – or any helicopter mission, than Vietnam. I fully realize that Kelly's struggle and death probably occurred before COL Forrester and today's crop of aviators reached the age of reason, but many Vietnam veterans will argue the reasonableness of

what I say. I wonder if the Dust Off experience in Vietnam was inputted to what is happening to Dust Off today?

In two years of flying well over 2000 combat missions and lifting over 5000 patients, I don't ever recall "blindly launching in haste." Nor do I understand what it means. Sadly, it may represent the frame of mind of some in Aviation leadership today. Haste, in its positive definition – rapidity or swiftness of action – is the essence of Dust Off life saving. COL Forrester clearly meant haste in its negative definition – rash action. The most serious "rash action" that can occur during patient evacuation is when anything or anyone interferes with the patients' needs and the swiftness of evacuation. In his entire dissertation of bureaucratic changes COL Forrester does not mention patient needs once. And that is the question that should be at the foundation of any changes to the proven method of Dust Off since Vietnam until now.

COL Forrester opines that the Aviation battalion is the answer to Dust Off missions, mission understanding, maintenance and operational awareness. I never met a non Dust Off aviator who understood my mission better than I did. But more importantly, what does assigning Dust Off to the Aviation Battalion do for patients needs? I would bet that it will not add to the swiftness of launch, essential in life saving.

It may be that Aviation, based on "lessons learned," needs to transform to meet current and future fights. But what were the lessons learned about Dust Off? Is Dust Off not performing? Have patient needs changed?

COL Forrester disparages past performance as a herald to future performance and says that to do so is "rife with danger to our Soldiers." The greater danger is to ignore past performance and add unnecessary layers between the patient and his needs. Such actions are rife with danger to our patients. From the beginning, Aviation has coveted Dust Off. Initially Dust Off had a great champion in Kelly. I don't know who their champion is today, but if COL Forrester represents current attitude, I sense the beginning of the end of Dust Off and I fear the patient will be the worse for it.

Sincerely,
MG Pat Brady
U.S. Army, Retired
Cibola, Texas

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Author Seeks Help

Thomas McKenna is writing a book about the Battle of Kontum from the spring of 1972 in the Republic of Vietnam. He is seeking anyone who participated in this operation that was involved with flying Army aircraft in the Central Highlands during this battle or dropping bombs from B-52s. Please contact him about an interview or a lead at email: tpmckenna@verizon.net, or by mail at: 203 Bliss Road, Montpelier, VT 05602.

2005 Blue Book

The August-September issue of Army Aviation will feature the annual Blue Book listings of aviation related units, offices and agencies worldwide. AAAA will mail out data sheets based on the 2004 entries for update in June. If your unit or organization is missing from the 2004 Blue Book, contact the Editor via email at editor@quad-a.org or fax your update to (334) 308-1238.

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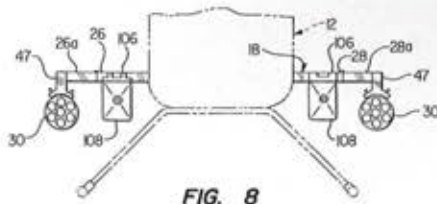


FIG. 8

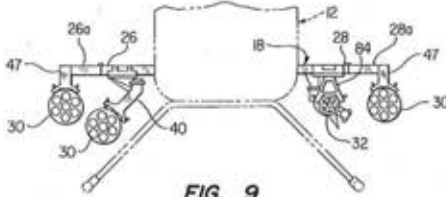


FIG. 9

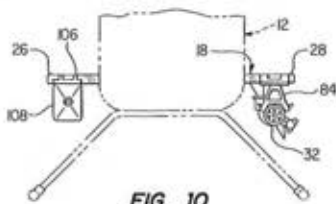


FIG. 10

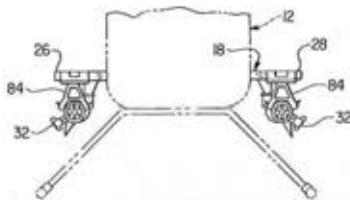
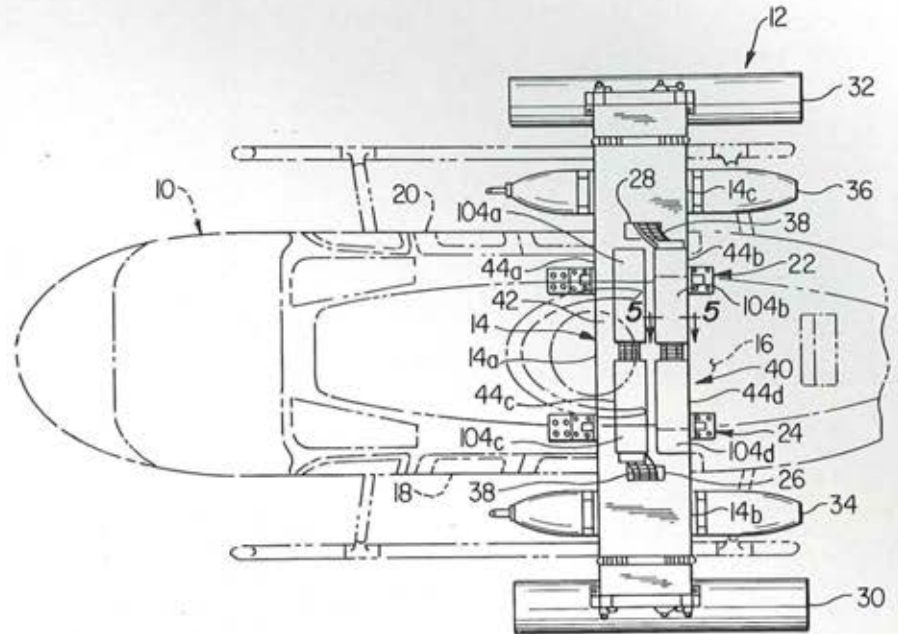


FIG. 11



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Army Aviation Center

Two Bronze awards of the Order of St. Michael were presented March 24 during the quarterly meeting of the Army Aviation Center Chapter at Fort Rucker, Ala. Chapter President COL Steven Semmens presented Department of the Army Civilian Clark E. Sando (left) and CPT Michael P. Allard the OSM for their combined 70 years of Aviation service. Sando, a retired Major with 21 years of service, retires after 24 years of civil service, serving last as the chief of the Graduate Branch, 110th Aviation Brigade (formerly the Avn. Training Bde.). Clark and his wife plan to move and build a new home in Montgomery, Ala. to be near family. Allard, who has served in Aviation for 25 years as an enlisted man, warrant and commissioned officer, leaves command of Company C, 1st Bn., 13th Avn. Regt. in April. Allard departs to serve as the executive officer of the aviation company with the Multinational Observer Force in the Sinai.

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Phantom Corps:

CPT Arlin R. Wilsher III,
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MAJ Michael P. Schaefer, Senior
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L. Johnke, VP, Membership; CDT
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LTC Nickolas Macchiarella, Ret.,
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Outstanding Aviation Soldiers
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February 2005

(Keystone Chapter)

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March 2005

(Oregon Trail Chapter)

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Distinguished Instructors on a
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GS-09 Lavone M. Chambers
January-March 2005
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*The following members have been
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up five new members each.*

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Ann S. Stahl
Jerry L. Stahl

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COL Wayne A. Sauer
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COL(R) Peter W. Bradley
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BG Stephen D. Mundt

(Bronze)

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DAC Clark E. Sando
LTC (R) John S. Bolton
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2004 AAAA Aviation Logistics Support and Materiel Readiness Awards

Article and photos by James Bullinger

The 2004 AAAA National Awards for the Outstanding Aviation Logistics Support Unit and the Army Aviation Materiel Readiness Awards were presented February 24 during the Joseph P. Cribbins Aviation Product Symposium in Huntsville, Ala. The Tennessee Valley Chapter sponsored the planning and execution of the 31st annual symposium and awards dinner.

The *Outstanding Aviation Logistics Support Unit of the Year* is Co. D., 1st Bn., 227th Aviation Regiment, 4th Brigade, 1st Cavalry Division, Fort Hood, Texas. The senior leaders are CPT Marc L. Herdegen, commander; and SGM Jeffery M. Davis, then the first sergeant. The "Bone Crushers" provided their combat-tested aviation task force the means to succeed on many levels and to fly over 1,700 hours per month, surpassing any other Longbow Apache unit in combat. They maintained a 90 percent operational readiness rate while their battalion was in training in Kuwait, and then went on to support the unit to fly over 10,000 combat hours. They distinguished themselves while providing unequalled aviation maintenance support under harsh, combat conditions. SGM Jeffery M. Davis accepted the award on behalf of the unit.

Davis

The Army Aviation Materiel Readiness Awards are presented in four categories for contributions by: an Individual Member of Industry, a Major Contractor; an Industry Team, Group or Unit; and by a Small Business Organization.

The winner for *Contributions by an Individual Member of Industry* is Dr. George C. Prueitt, Ph.D., with CAS, Inc. of Huntsville, Ala. Dr. Prueitt made significant and lasting contributions to Army Aviation by moving industry's best material solutions to the unmanned aerial vehicle, armed reconnaissance and the light utility helicopters, future cargo aircraft and other programs. He helped digitize the branch and bring situational awareness, championed composite structures and satellite methods to track components and parts from factories to the flight line. He provided rapid technical solutions, reduced production timelines and avoided duplicative costs.

Prueitt

The award for *Contribution by a Major Contractor* was presented to the *Contract Field Team of L-3 Communications' Vertex Aerospace, LLC*, of Oklahoma City, Okla. Mr. Daniel A. Grafton is the president of L-3 Vertex Aerospace. Employees of

Vertex provided back up aviation maintenance at the unit, intermediate and depot levels and accomplished other mission related tasks for in excess of 380 coalition aircraft deployed to Southwest Asia. They maintained a mission capable rate in the mid to upper 80 percentile range. They expended over 2 million man-hours, completed in excess of 12,000 work orders, more than 450 preventive maintenance service inspections, and completed 30,000 supply actions. The L-3 Vertex Contract Field Team set a higher level and a new standard of commitment for other contractors to emulate. Mr. David Carothers, vice president of Contract Field Services accepted the award.

Carothers

The winner of *Contribution by an Industry Team, Group or Special Unit* category is the *DynCorp Team* supporting the 1st Bn., 52nd Avn. Regt., at Seoul Air Base (K-16), Republic of South Korea. Mr. Jackson Bass is the crew leader of the team and accepted the award. The DynCorp team significantly contributed to the battalion's ability to execute its mission. They provided maintenance to the unit's 32 UH-60A Black Hawks, allowing them to fly over 9,500 hours with a fully mission capable rate of 87 percent, and maintaining between 105 to 110 percent bank time for the year. In addition, the team's support to the unit's non-standard equipment was critical to mission accomplish. This is a repeat win for the DynCorp team, which also won in 2003.

Bass

The winner of the *Contribution by a Small Business Organization* award is *Robertson Aviation, LLC*, of Tempe, Ariz. Dr. S. Harry Robertson, founder and chief executive officer of the company, accepted the award. Robertson Aviation is the small company most responsible for extending the attack arm of Army Aviation into the heart of the battle. The internal auxiliary fuel system (IAFS) gave the AH-64/D Apache aircraft the ability to fly further into combat and remain on station longer to engage hostile forces, as witnessed in Operations Enduring Freedom and Iraqi Freedom. At its own expense, Robertson Aviation developed the crashworthy, extended range IAFS for the Army. It also provided support at no cost to the government to the field with help on training, modified work order installation and maintenance. This dedication is indicative of what can be achieved in a cooperative environment by a small business.

Robertson

The AAAA National Headquarters sponsors all of these awards. ❖

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VETERAN ORGANIZATIONS AND ASSOCIATIONS MEET WITH HOUSE MINORITY LEADERS & COMMITTEE STAFFS

February was "meeting month" on the hill, as legislators and their staffers and your TMC and AAAA association representatives worked to compare and prioritize legislative goals in preparation for hearings and development of draft authorization bills.

House Minority Leader Nancy Pelosi (D-CA) invited VADM Norb Ryan, Jr. (USN-Ret) and other military and veterans association leaders to meet with her and the senior democrats from the Armed Services, Budget, Veterans Affairs and Appropriations Committees to outline her "21st Century Veterans Bill of Rights." Initiatives that she and others endorse in this package include: full, mandatory funding for VA health care, full concurrent receipt of military retired pay and VA disability compensation, repeal of the Survivor Benefit Plan (SBP) and Dependency and Indemnity Compensation (DIC) offset, and a permanent increase in Army end strength to ease operational stresses on troops and families.

The Associations highlighted the need for continued bipartisan co-sponsorship for these and other issues such as expanded health coverage for the Selected Reserve.

Lobbyists from TMC met with the House Military Personnel Subcommittee staffers to discuss a long list of initiatives needed to assist returning wounded members and their families, and survivors of members killed on active duty. Initiatives discussed included survivor benefit upgrades, special needs for wounded Guard/Reserve members, continuation of combat pays during hospitalization for combat wounds, and improved casualty assistance for survivors and families of the severely wounded.

BIPARTISAN GROUP ANNOUNCES BILLS

In January a bipartisan group of Senators and House members announced bills to expand TRICARE coverage for Guard and Reserve families and lower the reserve retirement age. The Senate and the House spoke to the need to extend access to TRICARE to all members of the National Guard and Reserve forces to ensure the readiness and retention of these forces and their families and introduced S. 337, "The Guard and Reserve Readiness and Retention Act of 2005," which would allow Guard and Reserve members to enroll in TRICARE, the military's health care system, for an annual premium without regard to their status of activation. Rep. Tom Latham (R-IA) announced introduction of his companion bill, H.R. 558. The bills also would reduce the age at which a Guard or Reserve service member could retire under an age - service formula. Reservists with 34 years service could retire at age 53, rising to age 60 for those with 20 years service.

SENATE PANELS EXAMINE SURVIVOR BENEFITS

The Senate Armed Services Committee (SASC) and Senate Veterans Affairs Committee



LEGISLATIVE REPORT

Col. Sylvester C. Berdux, Jr. (Ret.),
AAAA Representative to The Military Coalition (TMC)

(SVAC) each held hearings in January to explore what more should be done for survivors of members killed on active duty. The SASC heard testimony from the Vice Chiefs of Staff, specifically concerning the provisions of Sen. Jeff Sessions' (R-AL) S. 77, which would raise the death gratuity from the current \$12,420 to \$100,000 for service members killed in combat and increase the maximum SGLI coverage to \$400,000 (currently \$250,000). Sessions' bill would have the government automatically pay the premium on \$150,000 of SGLI for members assigned in a combat zone. It would make the changes retroactive to Oct. 7, 2001 - the official start date of the war on terrorism. (Note: The government already provided substantial payments to survivors of all people killed in the 9/11 attacks, including military casualties). Witnesses included DOD's personnel chief, Dr. David Chu, and the service Vice Chiefs of Staff. Dr. Chu endorsed Sessions' bill, but the Vice Chiefs all said they favored the increased death gratuity for all members killed on active duty. They expressed concern about the difficulties and propriety of trying to assign different benefit values for military deaths depending on whether or not the death occurred in a specific geographic area.

TRICARE RESERVE SELECT DETAILS UNVEILED

TRICARE Reserve Select (TRS) is gearing up to roll out, and TMC has obtained access to the new rules that will govern the new benefit, set to kick off April 28. TRS extends premium-based access to TRICARE Standard (DOD's fee-for-service health plan) to certain selected Reservists (SELRES) and their family members.

To qualify, the member must have been mobilized on a contingency operation for 90 days or more since Sept 11, 2001. Each 90 days served provides eligibility for one year of TRS coverage—one year of deployment could earn a SELRES member and their family four years of TRS. The member must commit to participation in the select Reserve in return for TRS benefits.

While TMC is most appreciative of efforts to extend TRICARE Standard access to Reservists and their families, several issues remain to be addressed: TMC believes strongly that all drilling Guard and Reserve members and their families should be eligible for TRS. Further, Guard members who complete 90 or more days of "homeland security" duty under Title 32 as requested by the President are not eligible to purchase TRS. Eligibility for mobilized SELRES members should be provided regardless of where they serve during the war on terrorism. Recently the Army and Marine Corps have had to rely upon members of the Individual Ready Reserve (IRR) to fill critical

positions. Under current TRS rules, despite their service and sacrifice, these individuals will not be able to take advantage of TRS should they return to IRR status post mobilization.

Gray-area Reservists have also been called out of retirement, but are precluded from TRS unless they commit to SELRES service after mobilization. Members must agree to remain in the SELRES for the duration of their TRS coverage, yet should they be mobilized during that time, the clock stops ticking. Current rules require the member to decide on TRS and the commensurate commitment to service before leaving active duty status. TMC will continue to monitor implementation of the TRS program and make information available through our email updates, website and publications.

DOD AIMS TO IMPROVE TRICARE STANDARD

Last year, Congress tasked the Pentagon to develop a plan to ensure that patients can find providers who are taking new patients, assist those who need help in finding a doctor, and survey locations to determine where there may be problems with having enough participating providers to meet beneficiary needs. The Defense Department now has a provider directory for Standard users available on the TRICARE website at: www.tricare.osd.mil/standardprovider.

MORE BILLS OF INTEREST

S. 13 (Daniel Akaka, D-HI) would establish a mandatory funding formula for VA health care; authorize full concurrent receipt; authorize a Montgomery GI Bill (MGIB) enrollment opportunity for "VEAP" decliners; and permit Medicare-eligible veterans enrolled in VA healthcare to have their outside Medicare prescriptions filled in VA pharmacies, among other provisions.

S. 32 (Mark Dayton, D-MN) would provide a National Guard and Reserve bill of rights including provisions regulating and communicating deployment periods, correcting pay problems, increasing the size and availability of bonuses, expanding TRICARE coverage and offering the option of government-subsidized continuation of employer provided coverage, and subsidizing private child care on a need-basis for families that lack access to military day care facilities.

H.R. 602 (Chris Van Hollen, D-MD) would allow military retirees and their dependents the option to enroll in the Federal Employees Health Benefits Plan (FEHBP); waive Medicare Part B premiums for retirees who entered service before June 7, 1956; and provide drug reimbursement at TRICARE network rates to beneficiaries who do not have access to a pharmacy in the TRICARE retail network.

VA HOME LOAN PROGRAM HIGHER LIMITS

Recent legislation signed by President Bush makes home ownership more affordable for many veterans. Changes under the law mean veterans will be able to get home loan guarantees of \$89,912 to qualify for the Freddie Mac conforming loan limit for a single family home of \$359,700. The previous ceiling was \$240,000. VA-guaranteed home loans are made by banks and mortgage companies to veterans, service members and Reservists. With VA guaranteeing part of the loan, veterans can receive a good interest rate without having to make a down payment. The law also allows for loan limits to keep pace with rising home values. More information on VA home loan benefits is available online at: www.homeloans.va.gov.

NEW SBP BILLS INTRODUCED IN HOUSE

Rep. Henry Brown (R-SC) and 23 other original co-sponsors introduced HR 808, which would end the dollar-for-dollar deduction of Dependency and Indemnity Compensation (paid by the VA when the member's death is due to service-caused conditions) from the survivor's military Survivor Benefit Plan (SBP) annuity. Because most SBP annuities are relatively low, the SBP/DIC offset often eliminates most or all of the SBP, leaving many surviving spouses with only the \$993 monthly in DIC annuity. HR 808 already has built a list of 54 co-sponsors.

Rep. Jim Saxton introduced his bill (number not yet available at press time), which would change the effective date of 30-year, paid-up SBP from Oct. 1, 2008 to Oct. 1, 2005. Congress authorized paid-up SBP coverage in 1998 for any member who attains age 70 and has paid at least 30 years of SBP premiums. But the effective date was delayed for 10 years to save money. In effect, this imposed a "Greatest Generation tax" on the oldest military retirees who enrolled when SBP was first enacted in 1972. Before that, many paid premiums under the earlier Retired Servicemen's Family Protection Plan. By this fall, those 1972 SBP enrollees already will have paid almost 20 percent more premiums than a 1978 enrollee will ever have to pay.

In the Senate, Senators have combined the SBP/DIC and paid-up SBP initiatives into a single bill, S. 185. Fixing these major SBP inequities is a top goal for TMC this year.

PRESIDENT'S BUDGET CONTENTS

President Bush's recently released FY 2006 budget proposal contains a number of provisions of interest to members. Topping the list is a 3.1 percent pay raise for active duty, Guard, and Reserve members and additional bonuses to support recruiting and retention. (Retiree pay adjustments are governed by annual COLA adjustments announced each October.)

In all, the budget calls for \$109 billion for personnel including:

- Full payment (for the first time) of total medi-

cal housing costs (by grade and locality) for service members living off-base.

- Changing the Army from a division-based structure to one based on new, more agile "modular" brigades.

- Boosting the number of Special Operations forces by 1,400 and increasing spending for language training.

- Continued re-basing activities aimed at returning 70,000 military personnel from overseas bases to CONUS installations.

- Conversion of several thousand non-deployed medical positions to civilian billets.

SERVICE CHIEFS TALK BUDGET ISSUES

The four Service Chiefs of Staff presented their annual posture statements to the Senate Armed Services Committee at a hearing on February 10.

Several committee members expressed worry over the services' ability—particularly the Army's—to continue to sustain the current pace of repeated, extended deployments and family separations without incurring serious recruiting and retention problems. Service leaders said the pace of operations is a continuing concern, and they believed they could meet ongoing commitments — but only with continued reliance on Guard and Reserve components.

Service leaders expressed concern over rising personnel and health care costs and the need for a 21st century "human capital system" that will allow the services to remain competitive in the marketplace to meet recruiting goals.

Asked about pay problems experienced by the troops, especially deploying Guard and Reserve members, Army Chief of Staff General Schoomaker noted wryly that, when he was recalled from retirement to assume his current position, he didn't get his first paycheck for 6 months...and then his wife received a Defense Department letter informing her he was deceased. All agreed that developing an integrated personnel and pay system must be a top priority.

TMC TESTIFIES ON VA BUDGET

The House Veterans Affairs Committee, headed by new Chairman Steve Buyer (R-IN), held a hearing to review the VA budget request for FY 2006. The Committee heard testimony from three panels of witnesses including newly confirmed VA Secretary Jim Nicholson and representatives of military and veterans organizations including COL Bob Norton (USA-Ret) Chair of TMC's Veterans Affairs Committee.

Secretary Nicholson said the Administration's plan increases the VA budget by 2.7 percent over last year. Association witnesses took issue with that description, pointing out that much of the budget increase comes from plans to raise fees and copays for certain veterans and optimistic assumptions about increased collections

from veterans' insurance companies. They asserted that, once medical inflation and rising demand for care for combat veterans from Iraq and Afghanistan are taken into account, the proposed budget won't allow the VA even to continue its current level of services.

Nicholson said that the administration's budget request also proposes to raise drug co-pays for lower-priority non-disabled veterans and to impose an annual usage fee of \$250 for Priority 7 and 8 veterans (those without compensable disabilities and whose incomes exceed indigence levels). Committee Chairman Steve Buyer (R-IN) backed the usage fees and increased co-pays to sustain the VA health system, asserting that the VA should focus its efforts on the disabled and indigent. Rep. Lane Evans (D-IL), the Committee's senior Democrat, strongly disagreed with the Administration plan, saying the Administration's own estimates show it was designed to drive 213,000 veterans from the VA system.

TMC's COL Norton urged the panel to provide full funding for all currently enrolled veterans, consistent with the recommendations of the recent President's Task Force on DOD/VA health care. He also noted the critical need for additional funding to reverse cutbacks in claims processing staff and reduce the disability claims backlog, which is now lengthening again just when there is a new influx of disabled returnees from Iraq and Afghanistan. He urged immediate action to ensure a "seamless transition" from military to VA health coverage to ensure wounded returnees aren't further disadvantaged by administrative and records conflicts between DOD and VA personnel and health systems.

Norton also expressed TMC's support for improving the Montgomery GI Bill, with particular emphasis on ensuring that Reserve GI Bill benefits are automatically adjusted to maintain their originally intended value (about 50 percent of the active duty rate).

DEPENDENT PERMANENT ID CARDS AGE 75+

The 2005 National Defense Authorization Act grants dependants age 75 and older permanent military identification card (ID) status. However, DOD informs us the permanent ID card program will not be available until later this year. In the interim, the Defense enrollment eligibility system (DEERS) considers these dependents eligible for benefits so long as a death or divorce has not been reported, meaning that TRICARE claims should not be rejected due to ineligibility.

DEERS strongly encourages those who are able to renew their ID card to do so. Until the permanent ID card change has been incorporated, the issued ID card will be good for four years. Once the change is implemented, the issued ID card will say "Indefinite." To locate the nearest ID Card facility, call 1-800-538-9552 or visit www.dmdc.osd.mil/rsf.



AAAA PRESIDENT'S MESSAGE

The last two years have flown by and as I approach the end of my term at this convention I want to give you a brief SITREP on where we stand.

Your association remains strong in individual memberships, and enjoys record levels of industry membership, convention revenue and overall fiscal strength. Specifically, we are sustaining at 15,000 members, a recent high for the last seven years. Our corporate membership is up over 10 percent in the last year alone and convention exhibit space sales are up over 20 percent this year. All this means that our projected end-of-year funds available will set another record well above the calendar year 2004 record level. This in turn means we can continue to support the AAAA Scholarship Foundation and the Army Aviation Museum with contributions; and much more importantly, all our chapters who directly support you with "Welcome Home" events, and the many, many other worthy activities like our very robust awards programs that range from your local Soldier of the Month to the national level Unit of the Year.

More importantly, we are doing our best to advocate Army Aviation specific issues, as well as total Army Soldier initiatives to Congress through The Military Coalition (TMC), and through ad hoc efforts like the 1/30 rule and Aviation Career Incentive Pay that we have brought to the National Guard Bureau recently.

As I hand the reins over to our incoming AAAA President BG Tom Konitzer and his team, I want to thank them as well for all their efforts to better this association. Please don't hesitate to contact Tom with your thoughts and ideas on the way ahead. In fact, make sure you keep the lines of communication open to all your local chapter officers and National Board members, especially your chapter presidents who can bring your issues directly into the next board meeting. Don't forget you also can contact the National Office yourself and you will get action. I will chair the National Nominations Committee upon my departure and look forward to continuing to work with all of you in the future as we all strive to do what is right for our Aviation Soldiers at the Point of the Spear.

Again, I thank all of you for your support of this great organization.

Above the Best!

MG Andy Andreson, Ret.
President, AAAA



PHOTO BY SONYA YOUNGBLOOD

Greater Atlanta Chapter

The Bronze award of the Order of St. Michael was present April 6 to DAC Matt Serletic during the chapter's meeting and election of new officers at Fort McPherson, Ga. Serletic, a retired Major with 20 years of service, retires after 21 years of civil service with the Army's Forces Command in the Office of the Chief of Staff for Logistics. Serletic was honored with the OSM for over 40 years of selfless service to Army aviation, to include: being an aeroscout pilot flying combat missions in the delta region during the Vietnam war, serving in aviation logistics with FORSCOM's Logistics Equipment Readiness Division, and serving as the GAC's treasurer for years. Pictured presenting the award are DAC Jack Sondag (right) and retired LTC Sam Seetin, current GAC treasurer.

In Memoriam

Retired LTC John S. Sarko, 85, a Cub Club and a 1957 charter member of AAAA, died Jan. 10, 2005.

Sarko was born in March 1918 in Superior, Wisc. He joined the Wisconsin Army National Guard in Superior to help fund his flying and his college education while attending Superior State College.

A veteran of World War II, Sarko was mobilized in 1940 as a pilot to fly small, single engine, artillery spotter planes. After serving as a flight instructor at Fort Sill, Okla., instructing in the L-4 and L-5 for several years, Sarko deployed to Europe with the 250th Artillery Group in January 1945. As the group's aviation officer, sent first to England and then into France, he saw combat as they moved into Northern Germany, in the vicinity of Deusseldorf. After the war Sarko remained with the Army of Occupation, eventually returning in April 1946.

During the 1950s, 1960s and 1970s, Sarko was instrumental in helping the Wisconsin State Guard to develop, enhance and grow its aviation capabilities. He assisted with obtaining aircraft and facilities, implementing standards and training, and maintaining tactical proficiencies for changing global threats.

Sarko retired in October 1977 after serving for more than 25 years, and 6 years as Wisconsin's State Army Aviation Officer. He amassed a career total of 10,800 flight hours. The LTC John S. Sarko Safety Award was created in 1986 in honor of his long and distinguished aviation career.

FALLEN HEROES

AAAA is saddened to announce the loss of the following Soldiers with Aviation units serving in support of the global war on terrorism.



Burmaz



Cowan

Overseas Service

Two 2nd Inf. Div. pilots died Feb. 26 when their AH-64D Apache Longbow crashed during a training mission at Twin Bridges Training Area near the demilitarized zone in the Republic of Korea. Both men were assigned to Co. A., 1st Bn., 2nd Avn. Regt. at Camp Page.

Killed were:

CPT Dion Joseph Burmaz, 28, from Placentia, Calif., was the company commander.

CW3 Aaron William Cowan, 37, from Enterprise, Ala., was a unit instructor pilot.

The cause of the accident is under investigation by Army safety officials.

(Information from Dept. of Defense news releases and media sources.)

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- Aviation Night Devices Update

July Issue

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- PEO-STRI Aviation Simulation Services Update by Scott Brookins

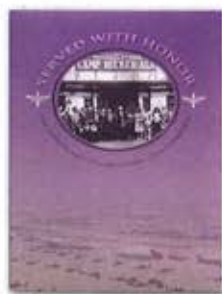
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Upcoming Events

JUNE 2005

- ☛ June 1-3 AHS 61st Annual Forum & Technology Display, Grapevine, TX

JULY 2005

- ☛ July 15 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- ☛ July 16 AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA

SEPTEMBER 2005

- ☛ Sep 17-19 NGAUS 127th General Conference, Honolulu, HI

OCTOBER 2005

- ☛ Oct. 3-5 AUSA Annual Meeting, Washington Convention Center, DC
- ☛ Oct. 3 AAAA Scholarship Board of Governors Meeting, Washington Convention Ctr., DC
- ☛ Oct. 3 AAAA National Executive Board Meeting, Washington Convention Ctr., DC
- ☛ Oct. 17-20 AFCEA Infotech 2005 Conference & Exhibition, Dayton, OH

APRIL 2006

- ☛ April 9-12 AAAA Convention, Gaylord Opryland Conv. & Res. Ctr., Nashville, TN



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Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2007. Contact the AAAA National Office for details at (203) 268-2450

LTG Ellis D. Parker Army Aviation Hall of Fame 1995 Induction

LTG Ellis D. Parker was commissioned in the Army in 1957 as the distinguished honor graduate from the Field Artillery Officer Candidate School. He holds a Bachelor of Science Degree in Psychology, a Masters of Science Degree in Public Administration and an Honorary Doctorate of Laws. In addition he graduated from both the Command and General Staff College and the Army War College.

He became an Army aviator early in his career and commanded, with exemplary skill, Army aviation units at every level from platoon to Aviation brigade. As his capabilities were recognized with promotion to brigadier general, he brought his aviation expertise to bear, first as the Army Aviation Officer, Department of the Army, and subsequently as the assistant division commander of the 101st Airborne Division (Air Assault) at Fort Campbell, Ky.

When Army aviation became a branch in 1983, he was the obvious choice to give it life, direction and vitality as the Commanding General of the Army Aviation Center and Fort Rucker, Ala. The Army wisely left then MG Parker in this position as the Branch Chief and School Commandant for the exceptionally long period of five and a half years. Thus he not only set a tenure record, but also had the time to carefully and skillfully lead the fledgling Aviation Branch into its important and rightful place in the Army.

His consummate competence was recognized Army wide and his promotion to lieutenant general was expected and applauded. With his promotion, LTG Parker became Director of the Army Staff where his sure hands not only kept the staff functioning smoothly, but found time to insure that Army aviation continued to mature and improve overall, and specifically in Operations JUST CAUSE and DESERT STORM.

Don Parker knew Army aviation inside and out, and left his lasting, indelible imprint on this branch he loved and served so well.

Editor's note: LTG Parker served as the third Aviation Branch Chief from 1984 to 1989. At his retirement ceremony in 1992, Army Chief of Staff GEN Gordon R. Sullivan announced the establishment of an Army level award in honor of Parker. The Ellis D. Parker awards recognize excellence at the aviation battalion unit level in the areas of leadership, training, maintenance and safety during a fiscal year period. Parker was presented with the first Gold award of the Order of St. Michael in 1992.



There is something new in the air: Alenia Aeronautica and L-3 Communications.



Two of aerospace industry's most experienced players: Alenia Aeronautica and L-3 Communications Integrated Systems, have joined forces to form Global Military Aircraft Systems (GMAS). This joint venture will pursue the U.S. Army's Future Cargo Aircraft (FCA) Program.

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