

Convention
Registration
Package
Inside

ARMY AVIATION

OFFICIAL PUBLICATION OF THE ARMY AVIATION ASSOCIATION OF AMERICA • DECEMBER 31, 2005 • \$3.00



Others promise. We perform.

Team FCA — C-295/CN-235

EADS
CASA
NORTH AMERICA

Raytheon

Customer Success Is Our Mission

TURNING
37 FT 6 IN

48.00 FT DIA

1 FT 3 IN

AN INTEGRAL FORCE IN THE FUTURE FORCE.

CLEARANCE
GUN, STOWED
CLEARANCE IS REDUCED
ACTION SYSTEM

Already the world's most effective combat helicopter, the Apache Longbow will be an even more powerful weapon system in tomorrow's battlespace. Fully-networked with other assets, the Apache will provide our warfighters with superior knowledge and unrivaled multi-role capability in any environment. A dominant force in the Future Force.



Contents

DECEMBER 31, 2005, Vol. 54 No. 12

SPECIAL FOCUS

Industry Support & Challenges

20 Raytheon Industry Perspective: Support to Army Aviation
by William C. Weaver

26 Meeting Aviation Warfighter Challenges Today & Tomorrow
by John Rawling



Industry Partners Directory

46 A paid advertising section of Army Aviation Magazine that serves as a year-round reference to the industry side of the Army Aviation team.

FEATURES

10 One Step Back and Two Steps Forward
by BG E.J. Sinclair

16 Rucker Soldiers Hone Warfighter Skills
by CSM Buford Thomas, Jr.

31 Paratroopers Awarded Distinguished Flying Cross
by SGT Michael J. Carden

32 Army Reserve Aviation: Transforming To Reach New Heights

by BG Matthew Matia

38 Contingency Airfield Management: A Resource Guide

by LTC David S. Long

42 AAAA Hosts First Unmanned Aerial Vehicle Systems Sym.

by James Bullinger

44 The Jet That Almost Wasn't... Retires

by Del Hardiman

61 Rucker Connects Outbounds with Gaining Commands by VTC

by DeLane Stewart



DEPARTMENTS

AAAA Convention Insert	36
AAAA New Members	68
AAAA News	66
Advertisers Index	57
Avn. Product Symposium	62
Briefings	4
Calendar	70
Hall of Fame	71
Industry News	57
Legislative Report	64
People on the Move	58
President's Cockpit	8

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, Suite 4D, Monroe, CT 06468-2830.

Publisher

William R. Harris, Jr.

Editor

LTC (Ret.) James R. Bullinger
 editor@quad-a.org

Design & Production Manager

Trudy Hodenfield
 magazine@quad-a.org

Circulation Manager

Mary Ann Stirling

Circulation Assistants

Deb Cavallaro
 Debbie Coley
 Diane Grinstead
 Mary Ellen Kother

Advertising Director

Robert C. Lachowski
 (203) 268-2450 x131
 bob@quad-a.org

Web Master

Mike Fitzpatrick

Web Address

www.quad-a.org

Editorial Address

755 Main St., Suite 4D
 Monroe, CT 06468-2830
 Tel: (203) 268-2450
 Fax: (203) 268-5870
 aaa@quad-a.org

ON THE COVER

Paid advertisement. Proven in Iraq, Afghanistan and the U.S. homeland, the C-295/CN-235 is the only Future Cargo Aircraft solution ready to meet the needs of the U.S. Army now. Team FCA aircraft carry more troops and more cargo at the lowest operating cost and highest availability and reliability rates. They back this performance record with unmatched global maintenance and support from the Team FCA partnership of Raytheon and EADS CASA North America.
Caption provided by advertiser.

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Army Wounded Warrior Program assists Soldiers

The Army announced Nov. 10 that it has renamed the Disabled Soldier Support System (DS3) to the U.S. Army Wounded Warrior Program, or AW2. While the name has changed, the tenets of the program have not. The AW2 program is designed to provide severely wounded Soldiers and their families with a system of advocacy and follow-up with personal support to assist them as they return to duty, or to civilian life. Recovery support includes physical, emotional, spiritual, financial and occupational needs. Call (800) 833-6622 for more information on AW2 or visit www.armyds3.org.



Aviation Center Changes Name

The home of Army aviation has officially changed its name to the United States Army Aviation Warfighting Center, abbreviated USAAWC. According to the Public Affairs Office, the effective date of change was Sept. 8 after a verbal directive from BG E.J. Sinclair, the commanding general of the USAAWC and Fort Rucker, Ala. The U.S. Army Aviation Center was established in 1955 after evolving from the U.S. Army Aviation School.

Reserve Aviation Joins Support to Pakistan Disaster

ARMY PHOTO BY SPC CHRISTOPHER ADMIRE



U.S. military units continue to support relief operations in Pakistan following the devastating earthquake that struck South Asia Oct. 8. The U.S. Army Reserve has deployed about 200 Soldiers and 12 CH-47 Chinook helicopters from Co. B, 7th Bn., 158th Avn. Regt., from Olathe, Kan., to Pakistan. They joined with Soldiers from 3-158th Avn. and 2-6th Cav. Regt.,


already serving in Afghanistan, sent Oct. 10 with five CH-47 and three UH-60 Black Hawk helicopters to assist relief operations. They are performing humanitarian assistance missions to include evacuation of the injured and delivering relief supplies (pictured here).

Marine Special Operations Joins USSOCOM

The Secretary of Defense approved November 1 a joint recommendation by the U.S. Special Operations Command and the Marine Corps to create the Marine Special Operations Command, with an authorized strength of approximately 2,600 Marines, as a component of USSOCOM. The MAR-SOC headquarters and its subordinate commands, the Foreign Military Training Unit and the Marine Special Operations Support Group, will be based at Camp Lejeune, N.C. The Marine Special Operations Regiment will also be headquartered at Camp Lejeune, with an additional element stationed at Camp Pendleton, Calif.

Briefings continued on page 6

AAAA Joseph P. Cribbins
32nd Annual Aviation Product Symposium
March 8 – 9, 2006, See pages 62-63



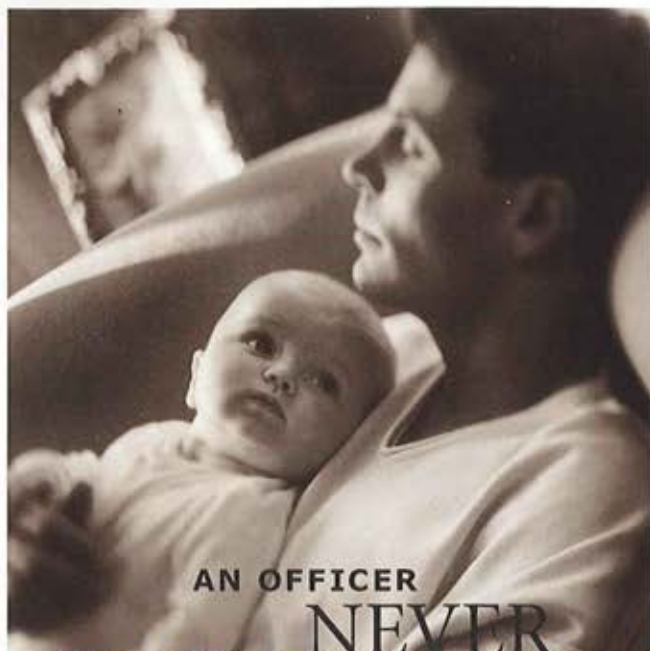
IN THE CONFLICT'S DEFINING MOMENT, BE DEFINED AS THE VICTOR.

OUR ELECTRONIC WARFARE SYSTEMS HELP PILOTS SUCCEED AND SURVIVE.

Thousands of rotary and fixed wing pilots rely on our advanced situational awareness, threat warning and ECM suites. Our EW team digs deep, not just to meet the specs, but to find the best solution to every problem. And the result? Systems that exceed expectations and deliver in a conflict's defining moment. Missions succeed, and pilots come home. To learn more, just visit itt.com/avionics.



ITT Industries
Engineered for life



AN OFFICER
NEVER
STOPS SERVING.

AND NEITHER DO WE.

You lead two lives. And each one demands 100% from you. So you need someone fighting for you on the issues that count — pay, health insurance, benefits. Rest easy. MOAA has been championing the interests of officers and their families for 75 years.

MOAA fights for you in Washington and provides a host of vital resources and benefits that serve the needs of officers and their families. But to remain strong, we need the support of every officer. Why not add your voice to MOAA? Sign up now for the special introductory price of only \$12.

**Join now. Call (888) 503-1186
or visit www.joinmoaa.org**



WWW.JOINMOAA.ORG

Briefings... *Continued from page 4*

Missing WWII Army Aircrew Identified

The remains of three Army Air Forces servicemen, missing in action in Panama since June 8, 1941, have been returned to their families for burial with military honors. They were 2LT Augustus J. Allen of Myrtle Springs, Texas, SSG James D. Cartwright of Los Angeles, Calif., and CPL Paul R. Stubbs of Haverhill, Mass. In 1941 the crew from the 39th Observation Squadron in Panama departed France Field en route to Rio Hato. When their O-47A aircraft failed to arrive, an air and ground search was conducted, but with negative results. In 1999 a citizen reported the discovery of aircraft wreckage in the mountains of Panama Province to the Civil Aeronautics authority. The crash site was reported to the U.S. Joint Prisoner of War Accounting Command. In August 1999 a survey team visited the area, which was along Allen's suspected flight path. In February 2002 an excavation team recovered the remains and other crew-related artifacts. Mitochondrial DNA testing aided in the identification of the men.

Selected Acquisition Reports Include 4 Army Programs

The Defense Department released Nov. 15 details on four Army acquisition program cost and schedule changes since the June 2005 reporting period, based on the Selected Acquisition Reports or SAR submitted to the Congress for the Sept. 30, 2005 reporting period. Subsequent quarterly exception reports are required only for those programs experiencing unit cost increases of at least 15 percent or schedule delays of at least six months, and for initial and final reports, and for programs that are re-baselined at major milestone decisions. Programs include:

- The Aerial Common Sensor that reported schedule slips of at least six months due to sensor integration challenges on the selected platform resulting in space, weight, power, and cooling issues. There is currently a 90 day contract stop-work order in place. Alternative solution sets are being investigated. Impacts to performance and cost are not known at this time.
- The Armed Reconnaissance Helicopter with a submission following approval to proceed into system development and demonstration (Milestone B) on July 26.
- Advanced Threat Infrared Countermeasure/Common Missile Warning System reported schedule delays of more than 30 months for ATIRCM initial operational test and evaluation (IOT&E), first unit equipped, and full rate production (FRP). The delays are due to CMWS acceleration and ATIRCM performance and reliability issues that resulted in separate IOT&E and FRP decisions. Program costs decreased \$8.1 million (-0.1 percent) from \$4,717.0M to \$4,708.9M, due primarily to acceleration of the installation kit (A-Kit) buy by three years.
- Future Combat Systems program costs increased \$62,541.4 million (+63.3 percent) from \$98,878.6M to \$161,420.0M, due to program restructure (+\$54,270.6M) and extension of schedule by four years (+\$8,270.8 million).

Bell Helicopter
A Textron Company



**YES WE DESIGNED IT.
YES WE'RE BEHIND IT.
NO, WE'D NEVER LIKE TO BE IN FRONT OF IT.**

For over 70 years Bell Helicopter has been proud to serve those who serve.
Thanks for flying smart. Thanks for flying Bell.



©2005 Bell® Helicopter Textron Inc., all rights reserved.

End of a Great Year

Among the Army Aviation Association of America's initiatives to support the U.S. Army Aviation Soldier, little we do surpasses our efforts to recognize excellence. We do this through a very robust awards program.

AAAA spends many thousands of dollars and works hundreds of volunteer hours to prepare the nominations, board them, and coordinate the attendance of our awardees at the presentations. But this pales compared to the achievements of all our nominees and awardees.

Yet still there are numerous notable accomplishments that go unrecognized. Please take the time to write the nominations for these great Americans. The forms are available on the AAAA website at www.quad-a.org

Speaking of which, I am pleased to announce that we have several new award sponsors. The first is the new *Crew Chief of the Year* award, sponsored by Robertson Aviation. It will be presented for the first time at the AAAA Convention in April by the Vice Chief of Staff, GEN Richard Cody, who suggested recognition for Army Aviation crew chiefs during our 2005 convention.

I want to thank our industry sponsors as well as those who also volunteered for the *Crew Chief* award. A blind draw took place at the UAV Symposium in front of GEN Cody in which Robertson Aviation and L-3 Communications were selected as primary and alternate. L-3 elected to sponsor the *Active Component* award.

The overall *Outstanding Unit of the Year* award will continue to be the large silver bowl trophy originally donated by Howard Hughes and is now sponsored by The Boeing Company. The new *Active Component* award for battalion and below units will be sponsored by L-3.

In addition, the sponsor of the new *Aeromedical* award will be the Air Methods Corporation.

Other recent initiatives we are undertaking include the establishment of an action team under the leadership of BG (Ret.) Mike Burke to explore how the AAAA can best support the Army Aviation Soldier as it relates to incentive, proficiency and bonus pay.

As I mentioned in my previous articles the more we get into this issue to do what is fair, especially for our reserve component aviators and crew chiefs, the more convoluted it gets. Mike will chair the Compensation Committee, and with his team representing the total Army, will develop a plan for the AAAA to not only keep visibility, but also achieve results in this area.

The Military Coalition (TMC) is comprised of 36 organizations representing more than 5.5 million members of the uniformed services (active and reserve components, veterans, retirees, survivors, and family members). TMC lobbies the legislative and executive branches for compensation, health care, and other initiatives to support the military.

COL (Ret.) Sy Berdux has been the AAAA TMC representative in Washington for many years. He also prepares the magazine's Legislative Report each month. Sy retires this month from this position, and on behalf of the entire National Executive Board, I would like to extend our grateful appreciation for his years of faithful service.



The AAAA is working with the AW2 leadership to identify ways it can provide support to Soldiers who served in Army Aviation units.

LTC (Ret.) JoAnn Eberle is replacing Sy, and together with her alternate BG (Ret.) Harry Bendorf, the chairman of the Strategic Planning Committee, will provide us with continued outstanding representation on key Army Aviation issues.

JoAnn has recently expressed the AAAA's support of two letters that have been sent to Rep. Duncan Hunter, chairman, and Rep. Ike Skelton, ranking member, of the House Armed Services Committee. One letter supports the extension of TRICARE eligibility for Guardsmen and Reservists. The other letter to the National Defense Authorization Act conferees highlights the Coalition recommendations concerning selected differences between the House and Senate bills. Stay tuned to the Legislative Reports for updates on what your AAAA and TMC are doing to support the troops.

I want to tell you about one other initiative we are working. On April 30, 2004, the Department of the Army introduced the Disabled Soldier Support System (DS3) Initiative that provides severely disabled Soldiers and their families with a system of advocacy and follow-up with personal support to assist them as they transition back to military service or to the civilian community.

On Nov. 10, 2005, the DS3 officially became the U.S. Army Wounded Warrior Program (AW2). The AAAA is working with the AW2 leadership to identify ways it can provide support to Soldiers who served in Army Aviation units. We will be seeking occupational support from our industry partners as soon as we work out the details.

On behalf of the AAAA National Executive Board, please enjoy the season we are in, and keep in mind the great men and women who make it possible for us to do so.

Happy Holidays and a healthy and prosperous New Year to all.

Tom Konitzer
AAAA President
president@quad-a.org

ONE FOR ALL



WARRIOR



EAGLE EYE



HUNTER



FIRE SCOUT



SHADOW



PIONEER

The One SystemSM, AAI's exclusive ground control station, is military aviation's leading center for operating multiple unmanned aerial systems across the battlefield and managing and disseminating the intelligence data they generate.

The core of U.S. Army ShadowSM tactical UAV systems since 2001, the One System has expanded to other unmanned systems and has been selected for the Army's extended range/ multi-purpose Warrior systems.

Installed in a single 30-ft. trailer containing air vehicle and payload operator work stations, the One System receives, interprets, and disseminates battlefield intelligence through multiple terminals and dual mission planning consoles.

The One System complies with NATO's STANAG 4586, enabling a single One System to operate a variety of allied UAVs, greatly enhancing interoperability among international military forces.

Find out more at OneSystem-ryt@aaicorp.com or call 1-800-655-2616.

THE ONE SYSTEMSM



AAI
aaicorp.com

One Step Back and Two Steps Forward

By BG E.J. Sinclair

Fort Rucker recently took one step back and two steps forward, all three being significantly positive events.

The step back was of course the chance to remember and celebrate the 50th Anniversary of the designation from Camp Rucker to Fort Rucker. It was a brilliant event and wonderful celebration.

The two steps forward occurred when the Army Aviation Association of America hosted its first Unmanned Aerial Vehicle (UAV) Symposium, and Fort Rucker conducted its first field training exercise for permanent party Soldiers.

Both initiatives were phenomenal steps forward that will produce great results as we move forward in Army transformation and warfighting readiness.

I want to especially thank the local communities for their long-time support, as well as event sponsors, organizers and distinguished performers.

It was an amazing sight to see former aviation Soldiers and families joining current Soldiers and approximately 30,000 community members enjoying the festivities.

We were honored to host two distinguished panels at the Aviation Museum, one comprised of former branch chiefs, and the other of former first ladies of Fort Rucker.

Each panel gave interesting insights into critical periods in the development of Fort Rucker, from the activation of Aviation branch, to the development of the first Aviation Modernization Plan, to the current transformation and warfighting efforts.

Additionally, the ladies recounted many changes in the role and preparation for the role of the Army Spouse.

We also had windshield bus tours around the post, incredible static displays and flight demonstrations, local high school drill teams, the U.S. Army Drill Team and Mounted Color Guard, and the 14th Annual AAAA Chili-5K Race and Cook off.

The Army Aviation Heritage Foundation's live flying show was a great re-enactment, along with their UH-1 helicopter rides proved to be a popular attraction.

The highlight of the weekend was a free concert by country stars Tori Baxley, Tracy Lawrence and Darryl Worley, with a stunning fireworks finale.

The entire weekend was a great tribute to our Aviation Soldiers and their families, as well as the people of the Wiregrass who have helped make Fort Rucker such a remarkable success and great place to live. And it was also a unique way to extend a special thanks to our Soldiers and their families for the sacrifices they continue to make for America every day.



ARMY PHOTO BY JANE ARMSTRONG

Retired MG Carl H. McNair, Jr., (far left) the first Aviation branch chief, answers a question during the former commanding generals panel at the Aviation Museum on Oct. 21.

50th Anniversary Celebration

Fort Rucker celebrated its Golden Anniversary of the designation from Camp Rucker to Fort Rucker with a bang.

Starting with the dedication of Warrior Hall, our new 136,000 square foot simulator training facility, to the final fireworks demonstration, the entire Fort Rucker community shared in a weekend full of activities and tributes.

BECAUSE IT IS NOT YOUR FATHER'S WAR.



Make Your Ammo Count - Bring Our Birds Home

The battle front in the Global War on Terrorism is everywhere - and reduced Close Air Support means that Black Hawks and Chinooks, along with Kiowa's and ARH require true self-protection. Yesterday's cargo/troop hauler has become today's defender of freedom on the front line of combat!

Our warfighters deserve the very best armament systems to win the battle - every time. Contract Fabrication & Design is working directly with the Army's dedicated program managers, pilots and crews to create the most effective mounting systems in the world. These precision engineered systems provide the self-protection necessary to defeat the enemy --- and return home with victory.

"When lives are at stake...make sure it's not yours!" TO



Black Hawk - Chinook - ARH - Kiowa - Little Bird - MD900 - S92 - Pave Hawk - Huey - U.S. 101

www.contractfabrication.net
972.736.2260

©2005 Contract Fabrication & Design, LLC



**CONTRACT
FABRICATION
& DESIGN**

ARMY PHOTO BY JANE ARUSTRONG



Left: Recording artist Darryl Worley performs at the 50th Anniversary concert.

Below: A simulated casualty is recovered after his convoy is ambushed during the Fort Rucker FTX.



ARMY PHOTO BY DREW HAMILTON

AAAA Unmanned Aerial Vehicle Symposium

Special thanks to AAAA for hosting its first UAV Symposium, Oct. 25-26, in Arlington, Va.

U.S. Senator Jeff Sessions (R-AL) gave the luncheon address where he shared his perspective on how UAVs are of national importance, not just to the military, but to civil assistance as well.

Briefings throughout the symposium covered topics from Army Aviation Warfighting Center efforts; a product manager update; an Army Aviation and Missile Life Cycle Management Command (AMCOM) update; UAVs in the fires brigade; infantry requirements and issues; Air Force,

D-9000-MIL-2..4 Tools in One Kit!

Serving the U.S. Army's Blind Rivet Needs
for Both Ground & Air



D-700-VM
Riveter



PT-100M
Riveter



D-9000-MIL-2
NSN 5180-01-470-6539



PT-4000
Riveter



D-28
Hand Riveter



Contract #
GS-06F-0009L

Cage Code: 64878
1206 East MacArthur St.
Sonoma, CA 95476
800-344-2393

COMMITTED TO THE WARFIGHTER

FROM BAGHDAD TO BAGRAM

We've Got Your Back



Every Night, All Night

#1 IN MULTI-SENSOR THERMAL IMAGING

The Most Reliable – The Best Support – Across the Broadest Base of Operations



FLIR Systems is committed to supporting the U.S. Army warfighter with the best performing and most reliable tools. For over 40 years FLIR has delivered knowledge, speed, and precision to operations such as Desert Storm, Iraqi Freedom, Joint Guardian,

and Enduring Freedom. Whether it is force protection, MedEvac, UAVs, JLENS, ARH, or FCS - in the development, manufacture, and support of multi-sensor thermal imaging systems, FLIR's dedicated approach is unsurpassed.

www.flir.com

Navy and Marine Corps organizations, employment and visions; joint initiatives; manned and unmanned teaming (MUM); and the UAV Training Center at Fort Huachuca, Ariz.

BG Walt Davis, commander of the Joint Unmanned Aerial Systems Center of Excellence, gave a detailed briefing describing how the JUAS COE was established, its organization and key milestones, and on the inner workings of the joint 0-6 advisory council. Davis also led a joint discussion panel comprised of members from each service. The JUAS COE is located at Creech AFB, Nev.

Please note the Department of Defense has adopted the term *unmanned aircraft system* (UAS) to replace unmanned aerial vehicle. UAS refers to the entire weapon system: unmanned aircraft, surface support components and architecture elements.

Fort Rucker Field Training Exercise

CSM Buford Thomas, Jr. and his cadre led more than 430 permanent party Soldiers here at Fort Rucker on an extensive five-day field training exercise (FTX), Oct. 31 to Nov. 4.

The primary purpose was to train and refresh Fort Rucker's non-commissioned officers and Soldiers on warrior tasks and drills.



Departing Chaplain (COL) Sonny Moore gives a dynamic invocation during the opening ceremony for Warrior Hall on Oct. 21.

PHOTO BY JAMES BOLLINGER / AAFPI

Our top priority remains to ensure our Aviation Soldiers have the best possible training and equipment...

The FTX began with an air assault by CH-47 Chinook and UH-60 Black Hawk helicopters, ground convoy and foot march. Each element met resistance from opposing forces and was required to take appropriate action.

Once the Soldiers arrived at the forward operating base, they continued to train at multiple individual and collective stations, including: reacting to an ambush, marksmanship qualification, land navigation, hand-to-hand combat, urban operations, tactical movement, improvised explosive devices, and threat identification.

The FTX was a great initiative and opportunity to learn and refine very perishable warrior skills. Additionally, it was a chance to provide Soldiers insight into the contemporary operating environment.

CSM Thomas and his core cadre, who worked very hard to implement this training with minimal additional resources, deserve our hearty thanks.

Until We Meet Again

As a tribute to a great Soldier, instead of "farewell," I prefer to emphasize, "until we meet again," as Chaplain (COL) Alvin "Sonny" Moore departs Fort Rucker to serve as the U.S. Army Forces Command Staff Chaplain at Fort McPherson, Ga.

Words simply cannot describe the incredible impact Sonny and his wife Martha had on this installation, the community and our branch. It was clearly evidenced by the capacity crowd in the Post Theater, not the chapel, during his final service as the installation Chaplain.

Chaplain (COL) Barry Bowden, the installation Chaplain at Fort McNair, Va., is scheduled to arrive this month to serve as our Aviation Warfighting Center Chaplain. We bid him welcome.

In closing, our top priority remains to ensure our Aviation Soldiers have the best possible training and equipment to fight the Global War on Terrorism.

The U.S. Army Aviation Warfighting Center works continually and stands ready to meet the unique challenges ahead. I have complete confidence that our Army Aviation team will continue to successfully meet those challenges for our nation.

"Above the Best!"



ARMY PHOTO BY DREW HAMILTON

Clearing rooms and buildings was practiced during the urban operations portion of the FTX.

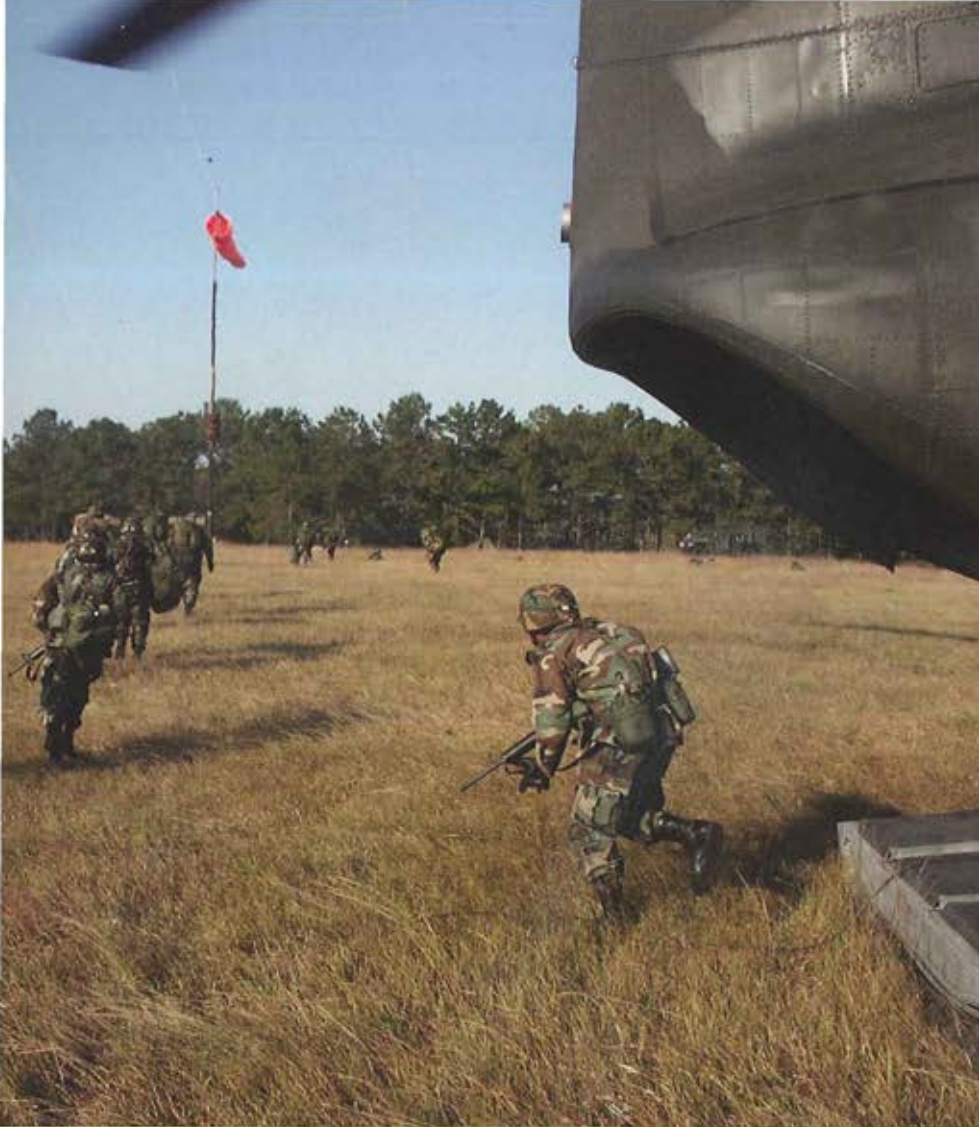
BG E.J. Sinclair is the Army Aviation branch chief and commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.

*DIFFERENT BRANCHES.
DIFFERENT MISSIONS.
DIFFERENT PLATFORMS.
DIFFERENT ENVIRONMENTS.
ONE DOMINANT FORCE.*

In today's battlespace, interoperability and situational awareness require a seamless network solution. Focus and technical leadership place us at the forefront. With an array of key, enabling building blocks to keep forces in the loop. From navigation, communications and avionics systems to advanced display technology. All delivered on time. As promised. 319.295.5100

www.rockwellcollins.com/gs

**Rockwell
Collins**



Left: Soldiers race off of a CH-47D Chinook during the FTX.

Below: BG E.J. Sinclair, in beret on right, presents SFC Jason Huff and MSG Kenneth Louviere, center, with awards for their actions in planning, coordinating and executing the FTX.

Bottom: Fort Rucker Soldiers practice man to man combatives.



ARMY PHOTOS BY DREW HAMILTON

COMMAND SERGEANT MAJOR UPDATE

Rucker Soldiers Hone Warfighter Skills

By CSM Buford Thomas, Jr.

Fort Rucker, Ala., held its first ever enlisted field training exercise (FTX) Oct. 31 to Nov. 4, called *Operation Steel Resolve*, for permanent party Soldiers. It was impressive to say the least.

The five day exercise, led by myself and my subordinate command sergeant majors, allowed for training and refresher of individual warfighting tasks and drills for over 430 enlisted installation Soldiers.

The exercise was designed to put Fort Rucker's Soldiers into similar combat situations that American troops are experiencing in Iraq and Afghanistan. The Soldiers were more than motivated and focused on

the task at hand.

They were trained on multiple warrior tasks and drills, including weapons familiarization with the M240B 7.62mm machinegun, the M2 .50 caliber machinegun, the M249 7.62mm squad automatic weapon, and the MK19 40mm grenade launcher. In addition, M16A2 rifle and M9 pistol qualification ranges were conducted daily.

The troops performed radio voice communications including preparing situation reports and spot reports, conducted calls for fire, and medical evacuation requests.

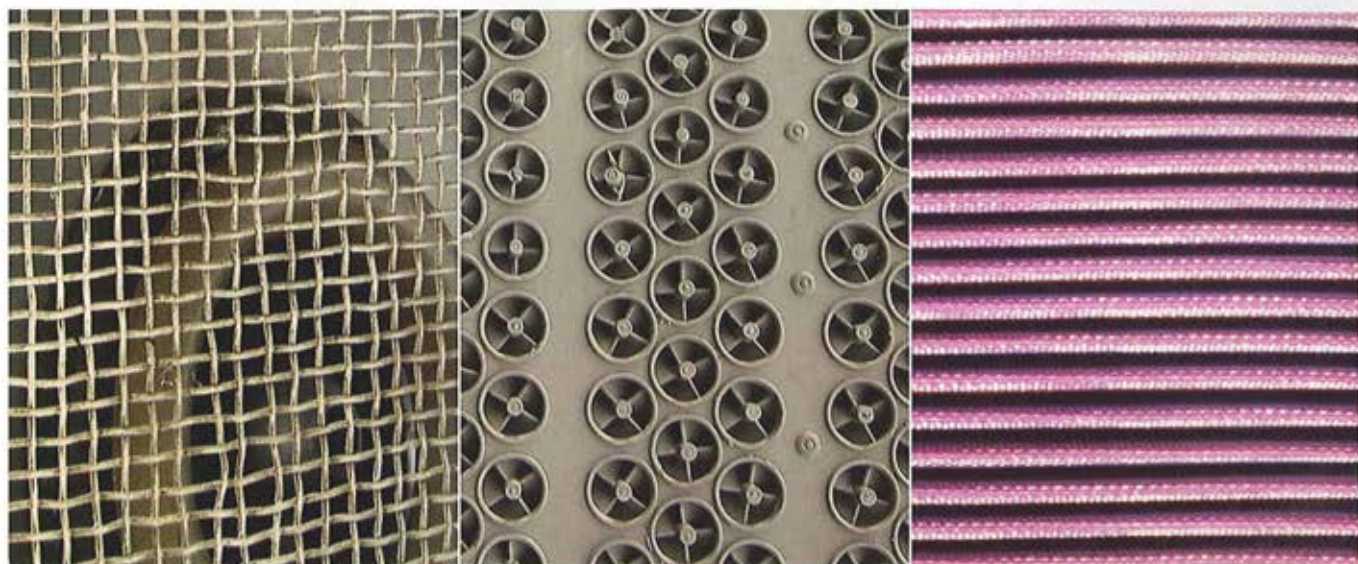
Special situational training included react to direct and indirect fires,

both mounted and dismounted; react to unexploded ordinance hazards, move under direct fire; react to contact including visual, improvised explosive devices and direct fire; and how to break contact, how to avoid and react to an ambush, and react to chemical or biological attacks and hazards.

Soldiers also conducted urban operations; performing movement techniques, enter a building, and engaging multiple targets in urban terrain.

Medical training experiences involved evaluating a casualty, performing first aid for an open abdominal, chest and head wound, stop the

How much dirt do you want in your engine?



A FOD screen amount?



An EAPS amount?

An AFS IBF amount?

When it comes to turbine engines, even a little dirt can do a lot of damage. That's why more and more operators are replacing their particle separators with something better: Inlet Barrier Filtration systems from AFS. Our filters block over 99 percent of engine-damaging debris. What's more, AFS high-technology systems enhance performance, reduce engine temperatures, and deliver significant savings — hour after hour, year after year.

For the ultimate in engine protection, **the choice is clear: AFS.**



CSM UPDATE CONTINUED

Left: Reacting to a convoy ambush, Soldiers work to evacuate a wounded comrade.

Below: Learning to conduct building entries is one of the urban operations techniques Soldiers practiced during the FTX.



bleeding from extremities, how to evacuate injured personnel from a vehicle, and how to decontaminate yourself and individual equipment using decon kits.

Individual skills training, such as navigation, included determining locations on the ground based on terrain association, maps and by GPS devices; navigate from one point to another while in a vehicle and dismounted; and move over, through or around obstacles (except minefields).

Other warfighting skills included combatives (hand to hand fighting), use of visual signaling techniques, security at a halt, dismounting a vehicle, selecting temporary fighting positions, and employ mines and hand grenades.

There were a host of experienced trainers and subject matter experts on hand to conduct, guide and oversee the training.

Soldiers deployed to the training site by foot, convoy and air movement. On day one, the morning of Oct. 31, two CH-47 Chinook helicopters touched down across the medivac field where dozens of Soldiers rushed out from the tree lines to climb aboard the aircraft. Seconds later they were airborne and on their way to FTX.

Shortly after the arrival of the Chinooks and Black Hawks carrying special personnel, the ground troops arrived by foot and by convoys. Each group was met by opposing enemy forces (OPFOR). They defended themselves and drove off the insur-

gent attacks. Afterwards, they recovered their casualties and administered first aid to the wounded.

The training started once everyone arrived at the forward operating base. Groups moved from one station to the next to practice and learn different skills relating to the ambush scenarios they had taken part in earlier that day, along with the rest of the warrior tasks and drills conducted.

The Soldiers trained all day and were worn and tired, but it wasn't lights out just yet. Their security was tested by the OPFOR again, this time in the form of a suicide bomber.

Each day included more warrior drills and tasks training. As the days progressed, stations were installed for more advanced training.

Two of the most interesting stations were an urban operations station, and the tactical movement and threat identification course.

Soldiers were instructed in the basics of movement in an urban environment, and how to assault and clear a building. They were given the opportunity to review tapes of how they performed and how to further improve.

On the tactical movement and threat identification course, Soldiers would move down a path engaging pop-up targets, identifying and avoiding possible booby traps, and roadside bombs.

What made the training of Operation Steel Resolve so important was that it had not been done before at Fort Rucker. Permanent party Sol-

diers here rarely get a chance to practice their warfighting skills.

I felt that this was important, because when a Soldier leaves Fort Rucker we don't know where he or she will be going next. That Soldier could find him or herself in the desert of Iraq or in the mountains of Afghanistan.

Our entire senior enlisted, commissioned and warrant officer leaders here share this same concern, and wanted to make sure that when a Soldier leaves this post they are prepared for whatever comes next.

We had to overcome many obstacles to accomplish this task, one being a matter of resources. Dedicated NCOs, such as MSG Kenneth Louviere and SFC Jason Huff, and a host of others came through and gathered enough equipment to conduct the exercise, some equipment coming from as far as west Texas.

The exercise ended with a closing ceremony at Howze Field where BG E.J. Sinclair, the commanding general of the Aviation Warfighting Center, presented some awards and spoke on the importance of this FTX and future exercises to come.

The Soldiers of Fort Rucker proved once again that they are truly "Above the Best."



CSM Buford Thomas, Jr. is the Aviation Branch Command Sergeant Major at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala.

SEE AND SUCCEED

AIRBORNE THERMAL SIGHTING SYSTEMS FOR SURVEILLANCE, RECONNAISSANCE & TARGETING

ACHIEVE :

- See First, Understand First,
Strike First Success
- High-Resolution Day &
Night Vision
- Long-Range Detection
- Enhanced Target Acquisition
- Increased Stand-Off
- Greater Survivability



Our integrated, multi-sensor, thermal imaging systems and advanced IR technologies support ground and aviation success during the day or night under the harshest battle space conditions. As a premier supplier of infrared sighting, targeting and night vision systems, DRS is qualified by years of experience on the Mast Mounted Sight for the Army's Kiowa Warriors and next-generation FURs for Apache Longbows. And, we are now providing new, high-performance sensors for the Apache Arrowhead—compatible with our ground-vehicle systems and optimized for airborne applications. For Current and Future Force success, see DRS first.

Just what you'd expect from a world leader in defense technology.

Tomorrow's
Technology.
Today.

DRS
TECHNOLOGIES

www.drs.com • 321.984.9030

Booth #1007 at the AUSA Annual Meeting, Washington Convention Center, Washington, D.C.



A C-12 aircraft fires a series of decoy flares from its AAR-57 common missile warning system and smart dispensers set.

ARMY PHOTO

Raytheon Industry Perspective— Support to Army Aviation

By William C. Weaver

Raytheon Aircraft Company's (RAC) partnership with Army aviation began in 1939 when the Beech Airplane Company sold its YC-43 (Model 17 Staggerwing) to the Army Air Corps. During World War II Beechcraft produced 7,400 planes for U.S. and Allied forces. Over the ensuing 65 years, we have been an integral part of the Army aviation team. Current contributions range from providing products and support, aircraft modifications and the best Future Cargo Aircraft solution.

RAC enjoys a long history of providing utility King Air and Guardrail platforms to the Army. The latest chapter was written around the engineering and installation of aircraft survivability equipment (ASE) in the C-12 and Guardrail fleet, supporting Operation Enduring Freedom and Operation Iraqi Freedom.

Working with BAE Systems as the program lead, RAC responded to this urgent need by quickly adapting, modifying and installing the AAR-57 common missile warning system and smart dispensers across the fleet. Concurrent manufacturing, modification and engineering activities and the application of Raytheon's *Six Sigma*, a robust set of tools and processes to facilitate the power of collective problem solving, optimized the process.

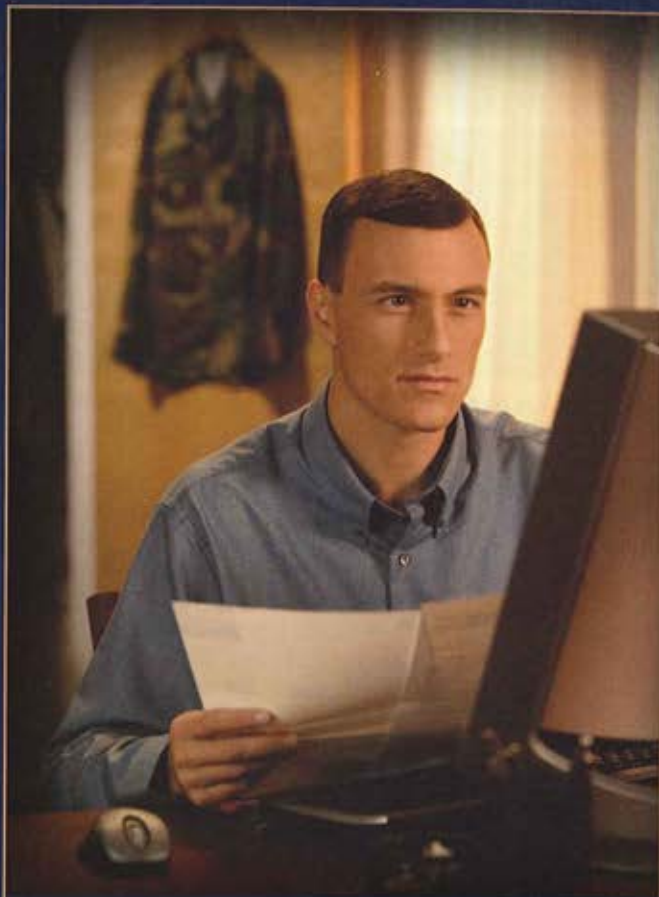
Delivery of the first modified aircraft was less than five months after contract award, several months ahead of schedule.

In a similar manner, the electronic data manager (EDM) was quickly developed, utilizing off-the-shelf technology to respond to an urgent OEF/OIF aviation need for a moving map display netted with the Blue Force Tracker (BFT). Currently, the EDM is in Spiral II, a newer version, with over 700 delivered.

LTC Thomas Todd, assistant product manager for Air Warrior and the EDM manager, defines the program.

"The EDM provides Army aviation helicopters with a 'first-of-kind' common display that gives each aircrew situational awareness by putting a digital moving map in the aircraft. Aviators can now see their location, as well as the location of others in real-time, thereby significantly reducing traditional map navigation time.

"Through integrated BFT, the EDM enables aircrews to communicate with other systems on the battlefield; a key to success of any mission in today's complex battle space. Additionally, for the first time, aircrews can seamlessly plan and execute missions as well as conduct after action reviews with the same tool making the EDM an essential part of every aircrew's success," Todd said.



\$20 a month
will start
your IRA.

Why trust your retirement to anyone else?

Free expert advice. No pressure to buy.



(800) 358-0405 • usaa.com



We know what it means to serve.®

INSURANCE • BANKING • INVESTMENTS • MEMBER SERVICES

The Financial Advice Center is a service of USAA Financial Advisors, Inc., a registered broker dealer. • Systematic investment plans do not assure a profit or protect against loss in declining markets. • USAA means United Services Automobile Association and its affiliates. © 2005 USAA. All rights reserved. 1637:11805

ARMY PHOTO BY LTC THOMAS TODD



The electronic data manager or EDM is in its second generation version with over 700 units fielded.

The Air Traffic Navigation, Integration and Coordination System or ATNAVICs is a critical component in the Army's worldwide force projection role. This highly mobile system provides air traffic services for the rapid deployment of brigade combat teams (BCT) to remote locations where no operational airport control and landing system exists.

Working closely with the product manager for Air Traffic Control Systems since 1995, 24 ATNAVICs will be delivered by 2006; an additional 44 will be produced beginning next year. The Marine Corps will also utilize ATNAVICs, receiving 14 systems.

To support OIF, PM-ATC has deployed ATNAVICs with appropriate Raytheon mission support personnel.

Our Fixed-Base Precision Approach Radar (FBPAR) uses the same ATNAVICs PAR hardware and software. The system is contained in a standard shelter and the controller display can be remotied up to 35,000 ft. Eighteen FBPAR systems have been completed, with an additional 17 to be produced.

We also provide the Standard Terminal Automation Replacement System for the Federal Aviation Administration and the Defense Department; also the ASR-11 Digital Airport Surveillance Radar.



The Air Traffic Navigation, Integration and Coordination System or ATNAVICs is a highly mobile system providing air traffic services to remote locations where no operational airport control and landing system exists.



Raytheon has helped with the fixed base precision approach radar or FBPAR facilities such as this one at Fort Bragg, N.C.

Special operations aviation continues to "own the night" and since 1984 we have had the privilege of supporting this tenant with the best in forward-looking infrared (FLIR) technology. The Hughes AN/AAQ-16, a second generation long-wavelength IR imaging system designed for airborne low-level navigation, long-range targeting and surveillance applications, originated with the Army, Navy and Marine forces.

AESOP followed, which incorporated laser technology for designation and tracking. This FLIR family expanded in 1998 to the Q-27/29 mid-wave models, a third generation mid-wavelength IR imaging system. It allows aircraft to see through darkness, haze, smoke and adverse weather.

In 2003 we were awarded a program to provide a lightweight, multi-spectral sensor with laser features, day and image intensified TV to special operations aviation. A variant of the Q-2 system is being offered to the armed reconnaissance helicopter program as the best value for this new aviation system.

Over 350 systems are in use today, across this sensor family and for the last 20 years we've maintained unit and depot level mission support in excess of 90 percent.



The Q2 is a lightweight, multi-spectral sensor with laser features, day and image intensified TV, here mounted under the cockpit area of a helicopter.

WHEN OUR NATION NEEDS SECURITY, WE REACH FOR YOU. WHEN YOU NEED SECURITY, REACH FOR US.

Do not deploy without your...

...Phantom Warrior[®] Flashlight...



- * This flashlight was the first light to use a full variable intensity--and it is still the best.
- * At .33 lb. it will not weigh you down.
- * Fresh batteries last 180 hours (1-3 years!) so they should last through your deployments.
- * It uses common (4AA alkaline) batteries--very easy on resupply

...and your Phantom Hawk[®] Mini-light...



- * At 3 inches and .15 lb. it is the perfect light to clip on your uniform or mount to your helmet or knee board.
- * We put the Phantom Warrior's unique full variable intensity in the Phantom Hawk.
- * Fresh batteries last 10-250 hours without replacement.
- * It uses common (2AAA alkaline) batteries--very easy on resupply.
- * Replace batteries without tools!

...but do not forget to secure your equipment as well, choose from...



BellaBeam[®]
for ground marking.



Phantom Map Light[™]
for cab and cockpit lighting.



Phantom Seal Beam Lamp[™]
for TOC, shelter, interior and perimeter lighting.



Phantom Tube Light[™]

- * Low signature Phantom White bulb keeps you secure while clearly reading maps or checking wires and fluids.
- * Gives you quick and secure lighting at your fingertips.
- * 50,000 hour vibration & shockproof bulbs save you from having to replace burned out bulbs over and over.
- * Infrared bulb option allows for a quick change into an NVD/NVG only visible light.
- * Withstands heat, humidity, vicious cold, water, drops, and sand.

***And we only offer them to U.S. Military and Law Enforcement!**

Be a Phantom Warrior[®] or Become a **TARGET[®]**



SOLDIER WITH PHANTOM LIGHT IS COVERED FROM ENEMY WITH GEN III NVGs AT 30 YARDS.



SOLDIER WITH RED FILTERED FLASHLIGHT IS A HUGE TARGET FOR THE ENEMY EVEN AS FAR AS 5 MILES AWAY!



SOLDIERS WITH PHANTOM LIGHTS SEE ALL COLOR COLORS CLEARLY!



SOLDIERS WITH FILTERED LIGHTS SUFFER DANGEROUS COLOR DISTORTION!

Phantom Products, Inc.

*Cage 3WQNB
American Made!*

474 Barnes Boulevard, Rockledge, Florida 32955

ph: 888-533-4968 fax: 888-533-5669, WWW.PHANTOMLIGHTS.COM

Over 100 Multi-spectral Targeting System (MTS) sensors are in use by the Air Force on unmanned platforms and on Navy helicopters. Derived from this system and optimized for the Army's extended range multi-purpose "Warrior" UAV platform, we were awarded a contract in 2005 to provide 20 multi-spectral electro-optical, infrared, laser designator payloads.

Similar to the Q-2, the MTS family of sensors is modular in design enabling the user to select from a menu of technical capabilities. This advanced technology captures the information today's soldiers require, assuring mission



ARMY PHOTO

The Multi-spectral Targeting System or MTS sensor is in use on the Army's new "Warrior" extended range, multi-purpose unmanned aircraft system platform.

success and retaining battlespace dominance.

Identification friend or foe transponders have been provided to the Army for over 35 years. Our new APX-119 Digital Transponder has been in production since 2002 with over 400 delivered to the Army.

This system is a "plug and play" replacement for the legacy APX-100. It's installed in all fixed-wing aircraft, being tested in the OH-58D Kiowa Warrior as part of the Safety Improvement Program, and is also installed in the AH-64 Apache aircraft.

Mission support is an integral part of the life cycle management of the system, with consistent response to requests from the U.S. Central Command (CECOM) to expedite the delivery of spares and depot repairs, support to the Apache Program Office, and assisting the Missouri Army National Guard's 1107th Aviation Classification Repair Activity Depot with quick repair of circuit card assemblies.

Similar rapid response to the Product Manager for Fixed Wing requirements characterizes the Transponder Mission Support Team.

The AN/ARC-231 Skyfire Terminal System is a successor to our highly successful AN/ARC-187 satellite communications terminal system. This is a multi-band, multi-

mode radio capable of operating from 30 MHz to 512 MHz in AM/FM Line-of-Sight and UHF SATCOM voice and data modes.

Very dependable communications result from optimized signal processing for highspeed data and robust communications, mixed excitation linear predictive (MELP) high quality voice processing with noise reduction, continuous full power transmission, excellent receiver sensitivity, rugged design for severe environments, demonstrated high reliability and low life-cycle cost of ownership.

The Skyfire team provides this radio system for Army SOF aviation and is currently working with the Program Executive Officer for Aviation to include this non-developmental system in aircraft transformation baselines.

Raytheon *Six Sigma* is a robust set of tools and processes to facilitate and tap the power of collective problem solving. *Six Sigma* can deliver measurable results that change the way people think and act, create knowledge and build momentum for continuous improvement.

In Huntsville, Ala. we routinely offer specialist training to aviation PMOs. Training PEO Aviation counterparts enables the team to use a common management baseline to pursue improvements. The spectrum of customer engagements flows from awareness to performance, then partnership and finally solutions.

Drawing from our 65-year legacy of Army aviation experience and recent successful aviation contributions, we are uniquely positioned to pursue the Army's Future Cargo Aircraft contract. Team FCA provides the best in products, mission support and value in the CASA-235 and 295 aircraft.

Listening to the aviator and providing an aircraft best suited to the variety of missions expected in support of the BCT and Homeland Defense, RAC will inscribe this new chapter in Army aviation written in terms of mission success.

Conclusion

As Army aviation continues to transform, so too does Raytheon. We are proud to have supported Army aviation in the past; we continue to pursue aviation successes today and are poised to provide only the best in the future for aviation and the Soldier in the field.

The success of Army aviation is always Raytheon's mission.



Retired LTC William "Bill" Weaver is a former Aviation Acquisition officer having served as the product manager for Mohawk, manager of Army Special Operations Aviation programs, and the Airborne Reconnaissance Low-Multifunction PM. Today he is Raytheon's senior manager for Army Aviation Business Development.

We'll Cover Just About Anything

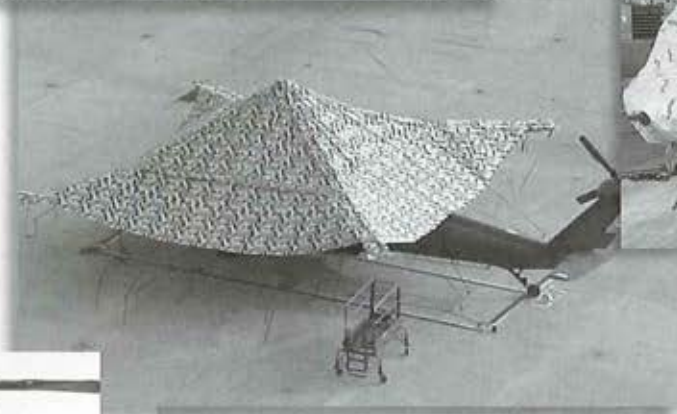
Year round covers



Inside covers



Short term covers



Inside covers, short term covers (only to be used in sun and rain) and year round covers. Rolin Industries has been developing/manufacturing covers since 1994. With many NSN's assigned along with a GSA contract #GS-07F-0520N. Can also be seen on DOD E- Mail: www.emall.dla.mil

For more information visit our website:
www.windshieldsbuddy.com

 **Rolin**
Industries, Inc.

Direct Line: 850.654.1704

Toll Free: 888.667.9455

Fax Line: 850.837.8061

E-Mail: sales@windshieldsbuddy.com

634 Lovejoy Rd. • Ft. Walton Beach, FL 32549

Patent No. US 6,749,151 B1 ©Rolin Industries, Inc. 2004 All Rights Reserved

Meeting Aviation Warfighter Challenges Today and Tomorrow

By John Rawling



PHOTO COURTESY BOEING



PHOTO COURTESY ROBERTSON AVIATION

Above: The Combo-PAK Internal Auxiliary Fuel System on the Apache Magazine and Tank Transfer System (AMATTS).

Left: The AH-64D Apache Helicopter can be equipped with the Apache Combo-PAK, providing 100 gallons of fuel and 300 rounds of 30mm chain gun ammo.

New forms of military conflict present new challenges. In Operations Enduring Freedom and Iraqi Freedom, many of those challenges have fallen on the U.S. Army Aviation warfighters.

Helicopters must fly farther and fight longer than ever before. Robertson Aviation, L.L.C. is proud to support our Soldiers and American allies by providing crashworthy, self-sealing, single-point pressure refuelable extended range fuel systems.

Located in Tempe, Ariz., Robertson Aviation designs, develops, tests and builds safe, reliable auxiliary fuel systems for most of the rotorcraft operated by the Department of Defense.

Robertson Aviation's founder and Chairman, S. Harry Robertson, was one of the pioneers in the development of the crashworthy main fuel systems in use today in U.S. military helicopters, and he is a co-author of the *Crash Survival Design Guide*, the U.S. military's key document for

crashworthy aircraft design.

Since 1976, Robertson Aviation has delivered over 2,500 fuel tanks or systems to its customers. Robertson's *GUARDIAN*® systems for its military customers include auxiliary tanks with nominal capacities of 60, 100, 115, 130, 175, 195, 380, 430 and 800 gallons of fuel.

The tanks of the *GUARDIAN* systems contain crashworthy and ballistically self-sealing bladders and components that comply with the rigorous military crashworthiness standards.

All *GUARDIAN* systems are single-point pressure refuelable, and most can be integrated with the aircraft's fuel quantity gauging and fuel management systems. They are

EXTENDING THE REACH OF FREEDOM.



WE'RE PROUD TO SUPPORT
UNITED STATES ARMY AVIATORS WHO
PUT THEMSELVES IN HARM'S WAY
FOR OUR NATION EVERY DAY.

ROBERTSON
AVIATION
CRASHWORTHY RANGE EXTENSION FUEL SYSTEMS

extremely durable, and can be quickly installed or removed, typically in 10 to 15 minutes per tank with few or no tools required.

Robertson's systems are complete "turnkey" systems and often include the aircraft interface hardware, the removable tank assembly, restraint system, and connecting hoses and electrical harnesses, plus provisioning data, technical publications, spares and training support.

Crashworthy, ballistically self-sealing auxiliary fuel systems have continued to evolve since their introduction into the U.S. military helicopter fleets in the early 1970s.

Prior to that introduction, approxi-

SOAR.

Robertson Aviation's guiding principles for all of its systems are simple:

- The system must be capable of being installed or removed very rapidly in order to maximize mission commanders' flexibility.

- The system must be integrated with all other aircraft systems to the maximum extent possible, only adding and never subtracting any capabilities.

- The footprint of the auxiliary fuel system (if in the cargo compartment) must be minimized so as not to interfere with operations.

Robertson Aviation has seen an increased demand for its systems for the CH-47 Chinook, UH-60 Black Hawk and AH-64 Apache helicopters.

mately 40 percent of fatalities related to helicopter accidents were attributable to post-crash fires. Since the introduction of crashworthy fuel systems, that percentage has dropped to near zero.

The extension of this lifesaving advance of crashworthiness from primary to auxiliary fuel systems began when Robertson Aviation started to supply auxiliary systems to the helicopter fleets operated by the 160th Special Operations Aviation Regiment (Airborne) for its missions requiring increased range or endurance.

With the end of the Cold War and after the lessons of Desert Storm, it became apparent that Army aviation mission commanders would increasingly need the ability to extend their helicopters' range. Beginning in the 1990s, Robertson Aviation worked to supply that need using techniques learned from its work with the 160th

- The systems must be as modular as possible, so that they can be used singly or in combination.

- They must be robust and reliable in hostile conditions.

- And most importantly, they must be crashworthy and ballistically self-sealing to protect the safety of Army aviation crews and their passengers.

Operations in Afghanistan and Iraq have placed significant pressures on the military forces of the United States and its allies. Operating in Southwest Asia over long distances has made it necessary for all aviation assets employed to have extended range capability, if available.

Robertson Aviation has seen an increased demand for its systems for

the CH-47 Chinook, UH-60 Black Hawk and AH-64 Apache helicopters operated by the Army and its allies, and for the CH-53E operated by the U.S. Marine Corps.

For example, RA's Combo-PAK now allows the Apache attack helicopter to carry a 100 gallon auxiliary fuel tank and an ammunition storage magazine providing the Apache with 300 rounds of 30mm ammunition as an alternative to an ammunition stor-



The CH-47 Chinook Extended Range Fuel System II (ERFS II) can be used for internal refuel or external fueling operations for other aircraft or weapon systems.

age magazine allowing the aircraft to carry 1,200 rounds of 30 mm ammunition with no additional fuel.

The conversion from one configuration to the other is rapid. The Apache Combo-PAK is in use extensively in operations in Southwest Asia.

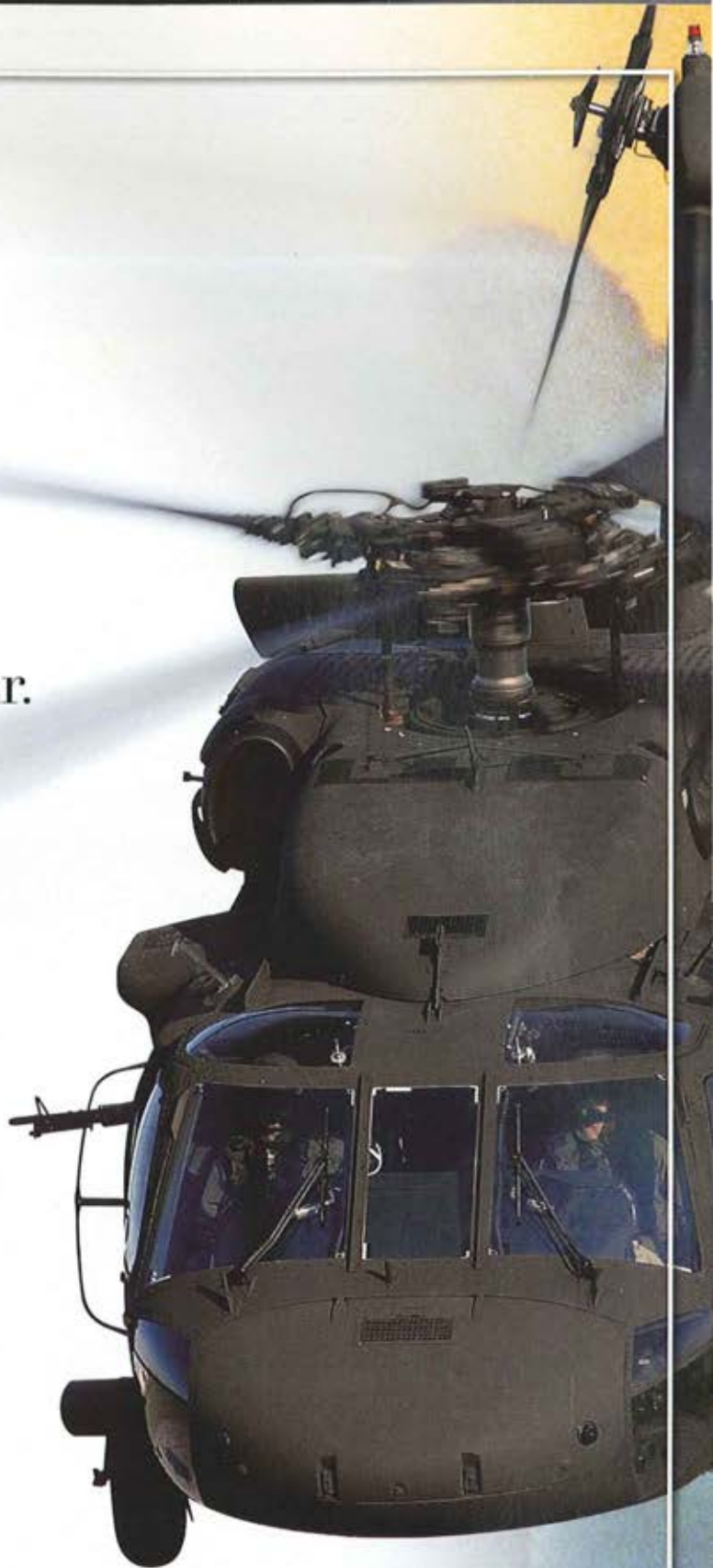
All of RA's systems have been designed to maximize aircraft commanders' mission flexibility and ability to operate in hostile environments. Some systems, such as the Extended

I fly Sikorsky.

Because this is war.

I fly a Sikorsky BLACK HAWK helicopter in combat. It's dependable and durable, and I'm confident it will bring me back safely. Sikorsky not only sets the standard for rotorcraft excellence and safety; they exceed it. It's evident in everything from the reliable performance of my BLACK HAWK to the way they support me in the field. The way I see it, not every soldier gets to fly in a helicopter this good. But they should.

Sikorsky.



Sikorsky

A United Technologies Company

www.sikorsky.com

PHOTO COURTESY SIKORSKY AIRCRAFT



The UH-60 Black Hawk with the Crashworthy External Fuel System (CEFS)

Range Fuel System II (ERFS II) for the CH-47 Chinook can provide up to 2,400 gallons of fuel for either extended range or, if fitted with Robertson's Forward Area Refueling Equipment (FARE) kit, can deliver fuel to forward areas to refuel other aircraft or combat weapons system.

Similarly, the Marine Corps operating the CH-53E helicopter with Robertson's Tactical Bulk Fuel Delivery System (TBFDS) can also deliver up to 2,400 gallons of fuel for over-the-horizon support and refuel of helicopters and combat weapons systems.

Robertson Aviation's latest system to be fielded is the Crashworthy External Fuel System (CEFS) for the UH-60 Black Hawk helicopter. This modification program converts the original non-crashworthy external ferry tank into a crashworthy, self-sealing, single-point pressure refuelable external tank.

CEFS provides Army aviators with a tactical, crashworthy, self-sealing external fuel system rather than just a ferry

Robertson Aviation continues to develop new systems, along with improvements to its existing crashworthy auxiliary fuel systems.

PHOTO COURTESY ROBERTSON AVIATION



The GUARDIAN® 200 single Internal Auxiliary Fuel Tank System installed against the aft cargo area bulkhead of a UH-60 helicopter.

tank. ESSS-equipped Black Hawk helicopters are currently being modified to carry CEFS.

For Black Hawk missions for which external fuel systems are undesirable, Robertson also produces its Internal 200 auxiliary fuel system, which installs against the aft bulkhead in the cargo compartment without impeding access through the cargo doors. For missions that require even more auxiliary fuel, the CEFS and the Internal 200 can be used simultaneously.

Robertson Aviation continues to develop new systems, along with improvements to its existing crashworthy auxiliary fuel systems. Robertson is always seeking improvements that will make its products lighter and more cost effective without compromising crashworthiness.

Each new program presents unique engineering challenges. The principles of Robertson Aviation's crashworthy extended range fuel systems remain fairly constant.

The engineering challenge is to find non-intrusive methods of integrating a new system into each airframe. Robertson tries to stay abreast of the world fleet of candidate helicopters that may have requirements for extended range.

By constantly monitoring these world fleets and their potential operations, Robertson tries to anticipate when new extended range fuel systems should be developed.

Robertson Aviation will continue to explore solutions to extending the combat capabilities of the Army aviation warfighters by providing mission flexible extended range fuel system solutions that are safe, reliable, and cost effective.

Our company salutes the men and women of Army Aviation who put themselves in harm's way every day.



John Rawling is the president and general manager of Robertson Aviation, L.L.C., Tempe, Ariz.

Paratroopers Awarded Distinguished Flying Cross

By SGT Michael J. Carden

The Distinguished Flying Cross was awarded to four Army troopers from the 1st Squadron, 17th Cavalry Regiment, 82nd Airborne Division, for valorous conduct in Operation Iraqi Freedom during a ceremony Nov. 8 at Ft. Bragg, N.C.

1LT Michael Hultquist, CW3 James R. Cornell, CW2 James R. Williamson and CW2 Charles L. Folk, all with Troop D, were recognized as just a few pilots who have received this award.

On March 22, Hultquist, Cornell, Williamson and Folk had almost completed a routine aerial reconnaissance mission near Lake Tar Tar in northwestern Iraq when they heard a scratchy mayday call over their radios, Hultquist said.

The mayday came from a group of U.S. and Iraqi troops who were ambushed during their patrol.

Though the pilots only had about 10 minutes of fuel left in their OH-58D helicopters and they were too far out of range to maintain radio contact with their headquarters, they decided to fly to the aid of the ambushed troops. On reaching the area, they could see the troops were outnumbered and overwhelmed by enemy small arms fire, Hultquist continued.

The Kiowa Warriors began to take small-arms fire as well, but the pilots quickly responded with fire power of their own - just



Aviators, from left to right, CW2 Charles Folk, 1LT Michael Hultquist, CW3 James Cornell and CW2 James Williamson with the 1st Sqdn., 17th Cav. Regt. received the Distinguished Flying Cross on Nov. 8.

ARMY PHOTO BY SGT MICHAEL CARDEN

enough for the ambushed troops to load up in their vehicles and drive to safety, Hultquist explained.

"We followed the true cavalry spirit," Hultquist said. "We knew we were low on fuel, and that we only had enough time to get there, shoot and go home."

Every U.S. and Iraqi troop survived the ambush and returned to safety. The aviators agreed that the troops may not have made it out alive, and that they, too, are fortunate to have lived through the event, Hultquist said.

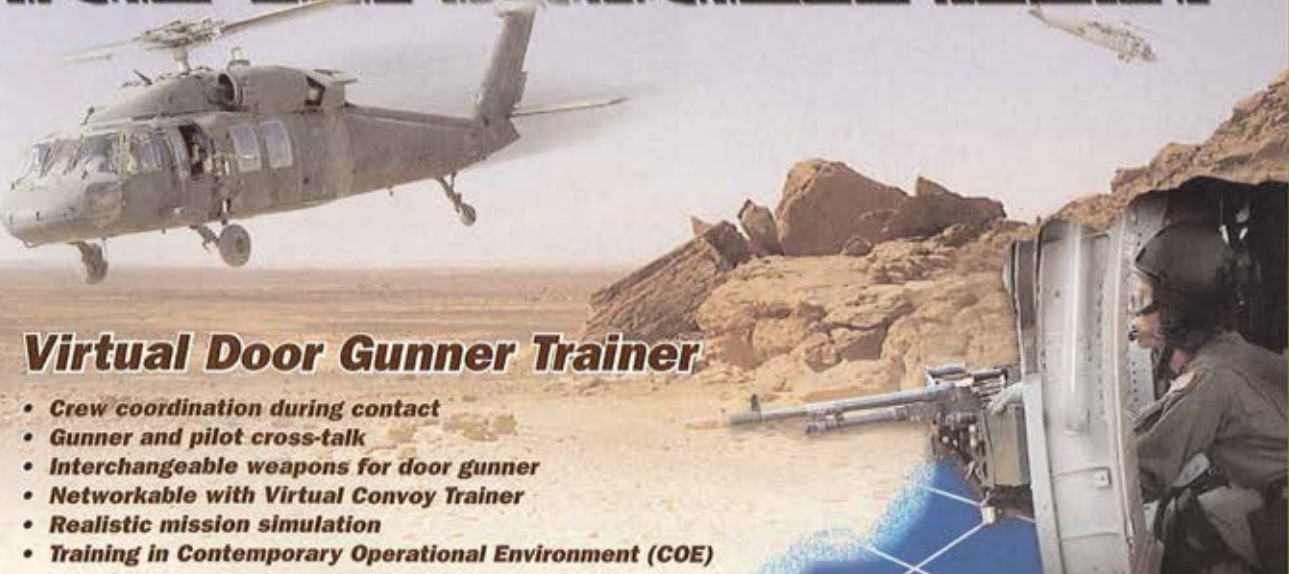
"These four aviators are an amazing breed of Army aviators," said COL Kelly Thomas, the Combat Aviation Brigade commander. "They turned their aircraft towards the sounds of the enemy's guns, and without hesitation, they engaged the enemy with a close-contact attack, saving the lives of their brothers in arms."

"To even be put in for this award is a tremendous honor," Hultquist said, "but the biggest thing for us that day was the Soldiers we were fighting for made it home alive."



SGT Michael J. Carden is with the 82nd Airborne Division's Public Affairs Office, Fort Bragg, N.C.

A MODULAR TRAINER FOR THE MODULAR ARMY



Virtual Door Gunner Trainer

- Crew coordination during contact
- Gunner and pilot cross-talk
- Interchangeable weapons for door gunner
- Networkable with Virtual Convoy Trainer
- Realistic mission simulation
- Training in Contemporary Operational Environment (COE)

RAYDON™
TRUE TO THE VISION™

FOR MORE INFORMATION CALL
386.267.2936 EXT. 312
WWW.RAYDON.COM



ARMY RESERVE AVIATION: Transforming To Reach New Heights

By BG Matthew Matia

A CH-47D in Iraq rests as the sun sets.

24TH AVN. BDE. PAO PHOTO

***Editor's note:** This is the second part of our November Special Focus on U.S. Army Reserve aviation transformation. Last month (see Nov. page 34), BG Matia discussed the history and key events affecting the development and missions of USAR aviation from its conception through the end of the Cold War and the crisis operations of the 1990s. We now pick up with the Global War on Terrorism and today's transformation.*

Immediate 9-11 Aftermath Response

Like every other military organization of the United States, the Army Reserve's (USAR) operational tempo picked-up significantly after the terrorist attacks on Sept. 11, 2001. This was no less true for Reserve aviation units; because of their geographical dispersal, they became part of many local commands' quick reaction forces.

Typically, these units were called upon to provide rotary-wing support to active component (AC) ground units serving initially in Operation Noble Eagle. Also fixed-wing support to the Army's Forces Command for command and control purposes, allowing senior Army leaders to quickly, efficiently and safely conduct their ramp-up preparations for the Global War on Terrorism (GWOT).

One USAR attack helicopter unit, the 7th Squadron, 6th Cavalry, was already in the pre-deployment stages to participate in Exercise Desert Spring in Kuwait during the fall and winter of 2002-2003. While getting ready for the exercise requirements, 7-6 Cav. was also keenly aware of the potential for their involvement in combat operations as the situation between the United Nations and Iraq's President Saddam Hussein continued to deteriorate.

After their deployment to Kuwait, 7-6 Cav. trained rigorously with their AC counterparts in order to be ready at all times. Not only did they conduct tough, realistic training during their deployment, they also conducted numerous contingency and show-of-force missions that assisted in setting the stage for Operation Iraqi Freedom.

Responding to the Global War

The requirements of the GWOT have brought USAR aviation into the roles for which they have been trained over the past three decades; to provide qualified aircrews and ready equipment to the fight.



244TH AVN. BDE. PAO PHOTO

Since February 2003, units of the 244th Aviation Brigade have been meeting these requirements for every rotation cycle.

During the initial call-up period of Jan. to March 2003, elements of the 244th Avn. Bde. provided CH-47D units from the 5th Bn., 159th Avn. Regt. at Fort Eustis, Va., and Fort Lewis, Wash.; fixed-wing aircraft from the 2nd Bn., 228th Avn. Regt. at Willow Grove Naval Air Station, Pa.; and the Headquarters and HQs.

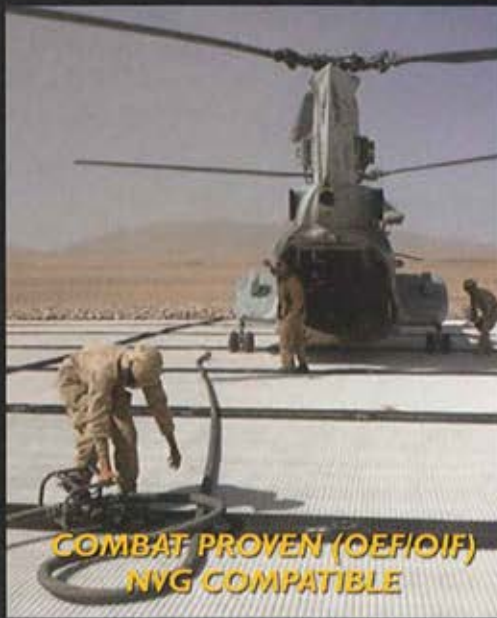
Members of the 244th Avn. Bde. S3 operations section serving in Iraq.

Company of the 244th Avn. Bde.

The Soldiers of 244th Avn. Brigade's HHC reported Feb. 10, 2003 to Fort McCoy, Wis. for mobilization training in preparation for deployment. They deployed to Camp Udairi, Kuwait shortly after the invasion of Iraq and commenced executing their command and control responsibilities in support of the



HELIPAD ELIMINATES BROWNOUT!



**COMBAT PROVEN (OEF/OIF)
NVG COMPATIBLE**

How can you

- Save lives?
- Save O&M money?
- Reduce FOD?
- Build FARP's?

WITH **Mobi-Mat HELIPAD**

USED BY



- MAX 0.34 lb/sq ft
- COTS
- GSA #GS-07F-0316L

www.mobi-mat-dms.com
info@mobi-mat-dms.com
Toll free: (800) 957-MATS

**Our soldiers' safety deserves
the best Helipad!**



ARMY RESERVE AVN. *Continued*

Combined Forces Land Component Command (CFLCC) commander. The 244th Avn. executed missions at the echelon-above-corps (EAC) level.

One unit under the 244th's command and control was the Fort Eustis based Co. B, 5-159th Avn. Regt., which deployed to Iraq in March 2003. This unit was also based at Camp Udairi and conducted CH-47D helicopter operations throughout southern Iraq. Under the call sign "Freight Train," the Co. B Soldiers conducted more than 300 missions moving over one million pounds of cargo and in excess of 3000 passengers.

Follow-on deployments have included CH-47Ds from the 7th Bn., 158th Avn. units based at Fort Hood, Texas and Fort Carson, Colo.; fixed-wing aircraft from the 6th Bn., 52nd Avn. Regt. based at Los Alamitos, Calif.; Co. M (AVIM), 158th Avn. Regt. also at Fort Hood; UH-60s from Co. D, 158th Avn. in Victorville, Calif. and Co. C, 1-159th Avn. from Clearwater, Fla.; and AH-64As from 8-229th Avn. (Attack) based at Fort Knox, Ky.

In these later deployments, USAR aviation units have worked in a multi-component chain of command, having command and control of some Army National Guard (ARNG) units, as well as being commanded by the 42nd Inf. Div., a New York ARNG division.

Again, due to the strong emphasis on standardized training and doctrine USAR aviation has successfully blended in with each component in a seamless manner.

An example of this multi-component environment working well was the experiences of the 6-52nd Avn. during their tour of duty in Operation Iraqi Freedom-2.

Upon their deployment to theater, there was little information published in Army doctrine for fixed wing aviation; it was not originally conceptualized that fixed-wing aviation would be forward deployed and operate within the combat zone.

Nonetheless, 6-52nd deployed to the Sunni Triangle in Iraq to an installation which has received the most attacks by indirect fire.



Above: A CH-47D Chinook conducts an aerial transport mission in Iraq.



Left: USAR Soldiers perform maintenance inside the aft cargo area of a CH-47 aircraft.

distribution model that provided lift and transfer of passengers and cargo to 12 locations in the theater. This system proved to be an invaluable asset and made the Sherpa one of the most valued transportation assets within the theater.

The 6-52nd Avn. was later recognized as AAAA's 2004 Army Reserve Aviation Unit of the Year for this major accomplishment.

Fortunately, despite the hazardous conditions in which all flight operations are being conducted, to date USAR aviation has not suffered any fatalities; although some Soldiers have received serious wounds and injuries, all have returned home thus far.

Today there are currently over 500 USAR aviation Soldiers deployed in support of the on-going Global War on Terrorism.

USAR Aviation Transformation

In concert with the AC and the ARNG, USAR aviation has been an integral member of the Aviation Transformation Task Force, which has been developing the future force structures intended to support the Army of the future.

Through its participation in this planning process, USAR aviation will

The flight companies mitigated risk by developing specific departure and arrival tactics, coordinating with airfield security systems, and adjusting routes and flight schedules to minimize hostile fire risks.

The 6-52nd Avn. conducted continuous operations and managed UC-35, C-12 and ARNG C-23 Sherpa aircraft scheduling; supporting the Multi-National Forces-Iraq, Marine Expeditionary and Iraqi forces.

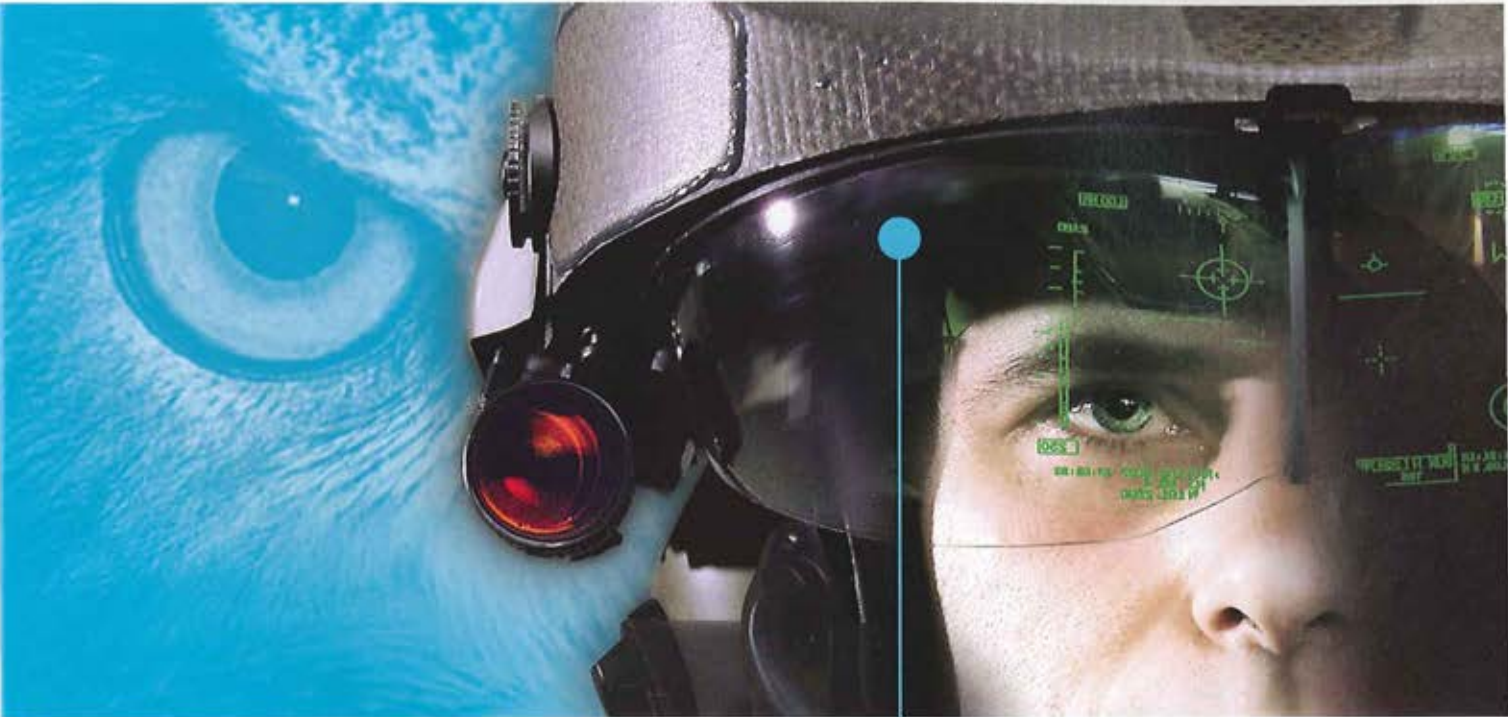
Total passenger movements have exceeded 25,000 people — the equivalent of flying 15 percent of the total coalition forces in theater. Additionally, the unit transported nearly six million pounds of cargo.

The 6-52nd Avn., in conjunction with subordinate unit flight crews, developed an intra-theater cargo and passenger airlift system that has forever changed the image of the C-23 fleet and its role.

The system was a wheel and spoke

TopOwl: The Eyes of a Predator

THALES



Eyes Always on Target — The Advantage.

Designed by pilots, for pilots, TopOwl provides flight and mission data together with state-of-the-art imagery projected on its visor for both day/night head up flight. A leap ahead in technology, TopOwl Helmet Mounted Sight Display is a no-risk solution for modern military transport and attack helicopters. TopOwl has been selected by the U.S. Marine Corps for its Cobra AH-1Z and Huey UH-1Y aircraft programs and is the perfect fit for U.S. Army helicopters.



TopOwl

Safe, comfortable, dependable, and expandable, TopOwl is in service and ahead of the pack.

PHOTO BY LTC STEVEN CAMPFIELD



Members of the 6th Bn., 52nd Avn. Regt. pose for a command photo with their aircraft in Balad, Iraq.

continue to provide value-added forces to support a more modular, expeditionary-focused force.

Under the transformation process the USAR aviation structure will grow from 2,434 Soldiers to 3,313. As shown in the organizational diagram, USAR aviation will be organized and equipped in such a way as to provide the flexibility and responsiveness that environments will demand. The inclusion of multi-component organizations will enhance inter-component understanding through the shared experiences, resulting from training in

a joint manner.

The fixed-wing battalions will remain relatively unchanged, although they are prime candidates for inclusion for the fielding of the Future Cargo Aircraft. Likewise, the two attack helicopter battalions will remain intact, and will both modernize to the AH-64D Longbow aircraft.

The two medium-lift battalions will become multi-functional general support aviation battalions (GSAB) with the inclusion of a command aviation company (UH-60), an ARNG medevac company (HH-60), and an avia-

tion unit maintenance company.

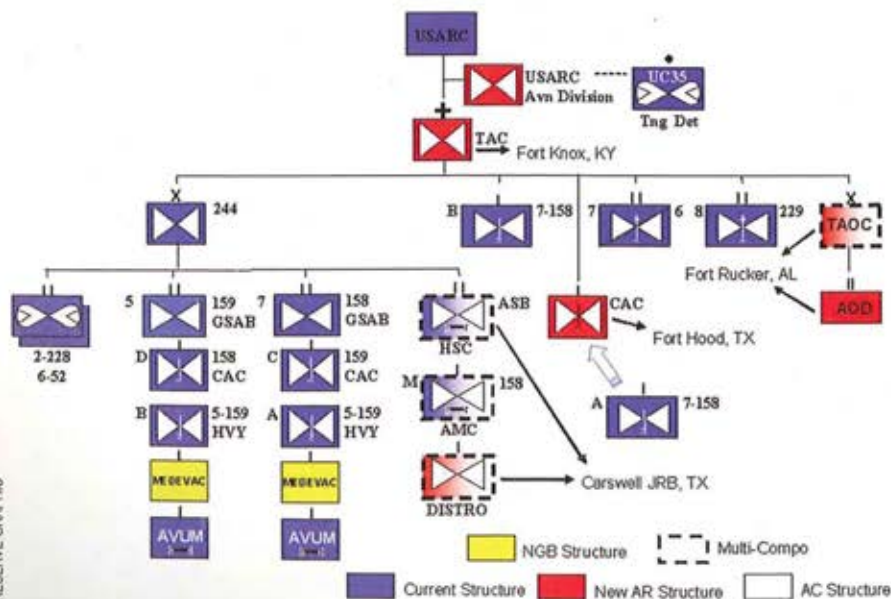
As with all the services, the recent Base Realignment and Closure Report will have an impact on USAR aviation.

Summary

The rumored demise of aviation in the Army Reserve has been, to paraphrase Mark Twain, greatly exaggerated. As it has in the past, the Army Reserve will remain a ready, relevant and value-added Federal Reserve force upon which the nation can call when needed.

Aviation units in the Army Reserve will also continue to train to the same standards as their AC counterparts, receive and train on the same equipment, and will readily answer the call when it comes, as it always does.

AR Aviation Transformed



Army Reserve aviation unit reorganization.

BG Matt Matia is the deputy commanding general for Mobilization and Training, U.S. Army Combined Arms Support Command and Ft. Lee, Va. He is the former commander of the 244th Aviation Brigade.

Contributing authors to this article include: COL Tom Caples, commander of the 244th Avn. Bde.; Charles O. Koons, 244th Avn. Bde.; LTC Steven Campfield, commander of 6th Bn., 52nd Avn. Regt.; COL Alvin Foshee, USA Reserve Command aviation staff officer; and MAJ Calvin Wineland, Force Programs Staff Office with the Office of the Chief of Army Reserves.

ARMY RESERVE GRAPHIC



ARMY AVIATION MEETING THE NATION'S NEEDS



2006 AAAA ANNUAL CONVENTION

APRIL 9 - 12

GAYLORD OPRYLAND RESORT & CONVENTION CENTER
NASHVILLE, TENNESSEE



Housing Form

AAAA Annual Convention, Nashville, TN — April 9-12, 2006

Here are 4 easy ways to make your reservations:
(Please choose only one)

By Internet at www.quad-a.org

Visit the AAAA website at www.quad-a.org and click on the appropriate Gaylord Opryland Resort & Convention Center Hotel Reservation link. Complete the form as directed.

By Telephone

Simply call the Gaylord Opryland Resort & Convention Center at (615) 883-2211 to make your reservations by phone.

By Facsimile

The Gaylord Opryland Resort & Convention Center Reservations facsimile number is (615) 871-5728. Simply complete this Housing Form and fax it in!

By Mail

You can mail this Housing Form directly to the Gaylord Opryland Resort & Convention Center at: Gaylord Opryland Reservations and Ticketing, 2800 Opryland Drive, Nashville, TN 37214.

Book your room on-line at www.quad-a.org
Reservation cut off date: March 13, 2006

NOTE: Reservations must be guaranteed by deposit equal to one night's stay. Please obtain specific reservation/cancellation policies from the hotel. Rates are subject to local taxes.

Make any changes and cancellations **DIRECTLY** with the Gaylord Opryland Resort & Convention Center (615) 883-2211. Contact the Hotel for Reservation Confirmations.

Please note that if you work for a Defense Contractor on a full-time, part-time, or consulting basis while attending the AAAA Convention, you are NOT eligible for the Military/DAC rate even if you are Retired Military.

RANK/GRS GRADE NAME (FIRST, MI, LAST) _____

HOME MAILING ADDRESS OR NAME OF COMPANY, FIRM OR UNIT _____

STREET ADDRESS OR P. O. BOX NUMBER _____

CITY _____ STATE _____ ZIP (OR COUNTRY) _____

OFFICE TELEPHONE NUMBER _____ FAX TELEPHONE NUMBER _____

E-MAIL _____

ARRIVAL DATE _____ ARRIVAL TIME _____ NO. NIGHTS _____ DEPARTURE DATE _____

INDUSTRY/CIVILIAN: Return this page directly to the hotel! N-QUADA

\$194 Traditional Single or Double + Tax \$214 Garden Terrace Single or Double + Tax

Gaylord Opryland Reservations and Ticketing Above double \$15 each additional person

2800 Opryland Drive, Nashville, TN 37214; Tel: (615) 883-2211; FAX: (615) 871-5728

MILITARY/DAC: Return this page directly to the hotel! N-QUADG

\$96 Traditional Single or Double + Tax \$116 Garden Terrace Single or Double + Tax

Gaylord Opryland Reservations and Ticketing Above double \$15 each additional person

2800 Opryland Drive, Nashville, TN 37214; Tel: (615) 883-2211; FAX: (615) 871-5728

Please Check One Box: Single Occupancy Double Occupancy Other: _____ Require more than one room: _____

Print or Type the Names of All Persons Sharing Your Room Excluding Yourself:

1. _____ 2. _____ 3. _____

Please Check One Box: King Bed Two Double Beds Handicapped Accessible

NOTE: Bedding Preference cannot be guaranteed. Confirm your preference at check-in.

Please Guarantee My Reservation with the Following Credit Card:

MasterCard VISA American Express Diner's Club Other (Specify): _____

Credit Card Number _____ Expiration Date _____

Signature of Cardholder _____

Please Guarantee My Reservation with the enclosed check equal to one night's stay.

Return This Form By March 13, 2006 Directly To: Gaylord Opryland Reservations
2800 Opryland Drive, Nashville, TN 37214; Tel: (615) 883-2211; FAX: (615) 871-5728

HOUSING FORM



It's that time of year again...to start your AAAA Convention planning. Seems like only a few months ago when we gathered in Orlando for the 2005 event and here we are now getting ready for the 2006 convention!

The 2006 Convention will be a combination of the new events presented in 2005, as well as our traditional program.

For example, the formal banquet is back on the agenda for Nashville, but it will be on the second night of the convention, not the last night. This dinner will feature a truly remarkable woman, MAJ Tammy Duckworth, as banquet speaker. Tammy is a National Guard aviator who lost both legs in Iraq and is now fighting her way back to flight status. If you were fortunate enough to see Tammy's video interview in Orlando you have some appreciation for how Tammy is the living embodiment of Army val-

ues. In addition, country star Darryl Worley will provide a show guaranteed to rock the house.

The professional program general sessions will occur in the morning, much like in Orlando, ending around 11 or 11:30 each day. This allows plenty of time for breakout sessions ranging from enlisted, warrant officer and combined arms sessions, to Program Manager hardware briefings in the exhibit hall during all open hours.

Speaking of exhibits, don't miss the more than 225,000 square feet of government and industry displays at this year's event.

Finally, the Spouse Tours are back and I think you'll be amazed by the great spouses' opportunities lined up in the Nashville area.

Take a look below for more details on the full program. See you in April as we once again bring the entire Army Aviation family together for three and a half days to achieve the AAAA purpose: *Supporting the U.S. Army Aviation Soldier!*

Schedule of Events

Saturday April 8, 2006

- 0730-1800 AAAA Air Assault Chapter Golf Tournament
1300-1700 AAAA Registration Center Open
1800-1900 National Awardees Briefing

Sunday April 9, 2006

- 0800-1900 AAAA Registration Center Open
1000-1230 AAAA Scholarship Foundation Board Meeting
1230-1400 National Executive Board Luncheon
1400-1630 AAAA National Executive Board Meeting
1700-1900 Early Bird Reception & Opening of Exhibits

Monday April 10, 2006

- 0700-1600 AAAA Registration Center Open
0700-0800 Eye-Opener Coffee
0700-0800 Speakers Breakfast
0800-1700 Press Room Open
0800-1100 Professional Session Opening
0800-0830 AAAA President's Welcome
BG Thomas J. Konitzer, Ret.,
0830-0900 Aviation Branch Opening Remarks
BG E. J. Sinclair, Avn Branch Chief,
CG, U.S. Army Aviation Center & Fort Rucker
0900-1030 Keynote Address & Presentation of Individual Awards
*GEN Richard A. Cody, Vice Chief of Staff, US Army
1030-1100 *SMA Kenneth O. Preston, Sergeant Major of the Army
1115-1445 Spouse Tour - Riverboat Cruise & Lunch
1100-1230 Professional Session Breakouts
1100-1230 Session I Breakout
Warrant Officer Update: *CW5 Brent Driggers
1100-1230 Session II Breakout
Enlisted Update: *CSM Buford Thomas
1100-1600 PERSCOM Career Guidance
1100-1600 Exhibits Open (Continuous PM Briefings in Hall)
1400-1500 AAAA NEB & Chapter Presidents Session
1530-1630 Family Support Panel, Chairman: Mrs. Judy Kontizer
2100-0100 AAAA Chapter Receptions

Tuesday April 11, 2006

- 0800-1600 AAAA Registration Center Open
0730-0830 Eye-Opener Coffee
0800-1600 Press Room Open
0730-0830 Speakers Breakfast

- 0830-1130 Professional Session:
0830-0930 *GEN William S. Wallace - Opening Address & Unit Awards,
CG, U.S. Army Training and Doctrine Command
0930-0950 MG James Pillsbury,
CG, U.S. Army Aviation and Missile Command
0950-1010 *BG Stephen D. Mundt
Director, Army Aviation Task Force
1010-1030 BG Joseph A. Smith
CG, U.S. Army Combat Readiness Center
1030-1130 Senior Leaders' Panel
Chairman: *GEN Richard A. Cody Vice Chief of Staff,
Panelists:
LTG John M. Curran, Director, Futures Center
*LTG Dell L. Dailey, Director, Center for Special Opns.
*LTG Anthony R. Jones, DCG/COS, TRADOC
BG E. J. Sinclair, Aviation Branch Chief
*BG Stephen D. Mundt, Dir, Army Aviation Task Force
1000-1500 Spouse Tour - Belle Meade/Parthenon & Lunch
1130-1600 PERSCOM Career Guidance
1130-1600 Exhibits Open (Continuous PM Briefings in Hall)
1230-1430 AAAA Annual Meeting & Luncheon
GEN Bryan D. Brown, Commander, U.S. SOCOM
President's Annual Report, National Elections,
AAAA's Presentation of Membership Awards.
1400-1500 Cub Club Reception
1745-1900 AAAA Banquet Ticket Pickup
1800-1845 AAAA Banquet Reception
1900-2200 AAAA Banquet: MAJ Tammy Duckworth,
Illinois Army National Guard. Entertainment
provided by country recording artist Darryl Worley.

Wednesday April 12, 2006

- 0730-1500 AAAA Registration Center Open
0730-0830 Eye-Opener Coffee
0700-0815 First Light Breakfast
Speaker: *Hon. Claude M. Bolton Jr., Asst. Secretary of the
Army for Acquisition, Logistics, and Technology
0800-1500 Press Room Open
0830-1000 Combined Arms & Warfare Panel
Chairman: BG E.J. Sinclair, CG US Army Avn. Center
1000-1130 Company Commander & First Sergeant Panel
1130-1600 PERSCOM Career Guidance
1130-1600 Exhibits Open (Continuous PM Briefings in Hall)
2100-2300 AAAA Farewell Gathering, Munchies, Music and more

See you next year in Atlanta, GA, May 9-12, 2007
50th Anniversary of AAAA

Army Aviation Association of America, Inc.

* Speaker not yet confirmed



The Advance Registration Deadline is **MONDAY, MARCH 13, 2006**. Registration forms received after March 13 will be held for Onsite Registration. Advance Registrations will not be processed unless accompanied by full payment of fees. I understand that I may receive a full refund of my registration and function fees if requested by phone call or written notification to AAAA made on or before **FRIDAY, MARCH 24, 2006**. Government fees apply only to Active Army and DAC personnel and to those Reserve Component and retired AAAA members who are **NOT** in the current employ of defense contractors or suppliers on a full-time, part-time, or consulting basis while attending the AAAA Convention. I understand that if I select the Government category and am not eligible, I will be charged for the difference in fees.

RANK/GS GRADE _____ NAME (FIRST, MI, LAST) _____

HOME MAILING ADDRESS OR NAME OF COMPANY, FIRM OR UNIT _____

STREET ADDRESS OR P. O. BOX NUMBER _____ ARE YOU A U.S. CITIZEN YES NO

CITY _____ STATE _____ ZIP (IF U.S.) (OR COUNTRY) _____

OFFICE TELEPHONE NUMBER _____ FAX TELEPHONE NUMBER _____ SOCIAL SECURITY NUMBER _____

JOB TITLE AND AFFILIATION _____

IS YOUR UNIT OR FIRM EXHIBITING? YES NO

E-MAIL _____

Badge Info	NAME & RANK TO APPEAR ON BADGE _____
	UNIT OR FIRM NAME TO APPEAR ON BADGE _____
	CITY & STATE, (or COUNTRY IF NOT U.S.) _____
	SPOUSE'S NAME (IF ATTENDING) _____

* IF YOU'RE NOT AN AAAA MEMBER JOIN AAAA NOW & PAY THE MEMBER RATE!	DAY OF EVENT	GOVT. AAAA MEMBER OR SPOUSE	INDUSTRY AAAA MEMBER OR SPOUSE	GOVT. NONMEMBER OR SPOUSE	INDUSTRY NONMEMBER OR SPOUSE	ITEM TOTAL	OFFICE USE
①BADGE FOR PROFESSIONAL SESSIONS	Mon-Wed	<input type="checkbox"/> \$ 20①	<input type="checkbox"/> \$ 60①	<input type="checkbox"/> \$ 50①	<input type="checkbox"/> \$ 90①	\$ _____	_____
AAAA LUNCHEON & ANNUAL MEETING Guest Speaker: GEN Bryan D. Brown	Tue	<input type="checkbox"/> \$ 28	<input type="checkbox"/> \$ 28	<input type="checkbox"/> \$ 28	<input type="checkbox"/> \$ 28	\$ _____	4 _____
②AWARDS BANQUET Guest Speaker: MAJ Tammy Duckworth Entertainment: Darryl Worley	Tue	<input type="checkbox"/> \$ 45	<input type="checkbox"/> \$ 75	<input type="checkbox"/> \$ 75	<input type="checkbox"/> \$ 85	\$ _____	11 _____
AAAA ANNUAL DUES (IF JOINING NOW) *\$15 rate for Full-Time Students, Enlisted, WO1s, GS-8 DACs & Below, Wage Board 12 DACs & Below		<input type="checkbox"/> \$ 26*	<input type="checkbox"/> \$ 26*			\$ _____	

METHOD OF PAYMENT MasterCard VISA American Express Diners Club Personal Check Business Check TOTAL \$ _____
(*Make checks payable to "AAAA")

CREDIT CARD NUMBER _____ 3 DIGIT SECURITY CODE _____ EXPIRATION DATE _____

CARDHOLDER NAME AND SIGNATURE _____

① Spouse Badge for Professional Sessions is complimentary; ② Reserved Seating; Formal/Black Tie; Military Blues/Mess Jacket.

Return this form to the AAAA National Office by MARCH 13, 2006

AAAA, 755 Main Street, Suite 4D, Monroe, CT 06468, (203) 268-2450, FAX (203) 268-5870, aaaa@quad-a.org

EVENT REGISTRATION FORM

DOD APPROVAL: The Department of Defense, "finds that the business portions of this event meet the minimum regulatory standards for official attendance by DoD employees. This finding does not constitute a blanket approval or endorsement for attendance. Individual DoD Component commands or organizations are responsible for approving or disapproving official attendance of its DoD employees based on mission requirements and DoD regulations. The propriety of attendance by DoD employees in their personal capacities at incidental social portions of this event shall be determined by the individual DoD employee's Ethics Counselor based on standards of conduct and community relations requirements."

REGISTRATION & FEES: A Registration Form must be completed by each individual (excepting spouses) who wishes to attend the professional sessions or social functions. Badges for admission to the Professional Sessions for the spouses of attendees are complimentary. AAAA members, non members, guests, and their spouses who only wish to attend the exhibits or social functions need not pay the Professional Session or Membership fees. Admission to the Exhibit Hall is complimentary and will be by Badge. Photo ID is required. Function fee refunds will be made if notification is received at the AAAA



National Office by phone or mail on or before Friday, March 24, 2006. Individuals may pick up their badges and function tickets at the AAAA Registration Center in the Convention Center. See "SCHEDULE OF EVENTS" for hours of operation.

HOUSING: The Gaylord Opryland Resort & Convention Center is handling all housing reservations for the AAAA Convention. The cut off date is March 13, 2006. You may make a reservation through the Gaylord link on the AAAA website, www.quad-a.org, or by telephone, facsimile, or mail.

To make your reservations by telephone, call the Gaylord Opryland Resort & Convention Center at 615-883-2211. To make your reservations by Fax, complete one form for each room needed and fax to the Gaylord Opryland Resort & Convention Center at 615-871-5728 before Monday, March 13, 2006. To make your reservations by Mail, complete one form for each room needed and mail to Gaylord Opryland Reservations and Ticketing, 2800 Opryland Drive, Nashville, TN 37214 before Monday, March 13, 2006.



Government/Military/DAC room rates apply only to Active Army and DAC personnel and to those Reserve Component and retired persons who are NOT in the current employ of defense contractors on a full time, part time, or consulting basis while attending the AAAA Convention. The AAAA will review all reservations made prior to the cut off date to determine rate eligibility. If you have made a reservation at the Government/Military rate and it is determined that you are ineligible, the rate will be changed to the Industry/Civilian rate if rooms are still available. Please do not make reservations at the Government/Military Rate unless you are eligible.

DRESS CODE: The AAAA suggests the following attire:

- **Setup and Early Bird Reception** – Casual Attire
- **Monday, Tuesday:** Daytime – ACU/BDU/Coat & Tie
- **Chapter Receptions** – Casual Attire
- **Banquet** – Dress Mess/Dress Blues/Black Tie
- **Wednesday:** Daytime – ACU/BDU/Coat & Tie

RENT A CAR SAVINGS: Call Hertz, AAAA's official Rental Car Company for outstanding discounts. Call Hertz Toll Free at (800) 654 2240 or Gaylord Travel TOLL FREE at (800) 677-9526. Please cite Hertz Meeting Number CV# 03PD0001 when making reservations.

TRAVEL RESERVATIONS: Gaylord Travel has been selected as AAAA's official travel agency. Gaylord Travel offers:

- 5% off all fares on American (Except promotional fares)
- \$200,000 flight insurance at no cost.
- Toll free telephone number to reserve airlines and car reservations
- \$17.00 round-trip airport/hotel transfers (\$13.00 savings) when you purchase your airline ticket from Gaylord Travel.
- Will record frequent flyer miles
- Offers discounts on Rental Cars

Call Gaylord Travel at (800) 677-9526 from 8:30 AM to 5:00 PM (Monday-Friday) Central Time or Fax to (615) 871-5794. Please make every effort to use Gaylord Travel to make your travel arrangements for the AAAA Convention. If this is not possible, arrangements have also been made with American Airlines to serve as the official air carrier for the AAAA Annual Convention. Please cite the American Airlines Group File Number A0946AQ.



AAAA AIR ASSAULT CHAPTER GOLF TOURNAMENT: The AAAA Air Assault Chapter is sponsoring a Golf Tournament on Saturday, April 8; morning and afternoon flights are scheduled. See attached Golfing form. Corporate Sponsors for holes and prizes are also being sought. For information, contact CPT Peter Song at (931) 217-1374; E-mail: peter.song@us.army.mil

SPOUSE PROGRAMS: The AAAA invites spouses to participate in planned activities on Monday and Tuesday, April 10 and 11. See the Spouse Tour Registration Form.

Monday April 10 – River Boat Cruise and Lunch: Buses will depart from Opryland's Delta Portico at 11:15 am for the river boat cruise on the Music City Queen. Luncheon will be served during the cruise. Songwriters showcase will begin after lunch. Tour will return to Opryland at 2:45 pm.

Tuesday April 11 – Belle Meade Plantation & Parthenon with Lunch: Buses will depart from Opryland's Delta Portico at 10:00 am for our tour of the Belle Meade Plantation. Lunch will be served at Martha's at the Plantation. After lunch we will tour the Parthenon, "Athens of the South." Tour will return to Opryland at 3:00 pm.



AWARD PRESENTATIONS: The AAAA's National Individual Awards will be presented after the keynote address Monday morning, April 10, by GEN Richard A. Cody, VCSA. The National Unit Awards will be presented Tuesday morning, April 11, by GEN William S. Wallace, CG, TRADOC. The "Top Chapter" and Membership Awards will be presented at the AAAA Annual Meeting & Luncheon on Tuesday, April 11.

PROFESSIONAL SESSIONS: The Professional Sessions taking place on Monday, April 10 through Wednesday, April 12 at the Gaylord Opryland Convention Center, will be of special interest to all AAAA members. Admission to the Professional Sessions under the theme of "Army Aviation: Meeting the Nation's Needs" will be by Badge.

AAAA CHAPTER RECEPTIONS: AAAA Chapter Receptions are a most important and unique part of every AAAA Convention and will be held on Monday evening at the Gaylord Opryland Resort & Convention Center.



Return this form with a check in US Dollars payable to: **The Key Event & Helen Moskovitz Group**, 95 White Bridge Road, Suite 500, Nashville, TN 37205, or return by Fax with a Credit Card data to: (615) 356-9285

The Tour Registration Deadline is **MONDAY, March 13, 2006**. After this date there is no guarantee for availability. After the deadline date, a confirmation will be mailed to you and should be considered your receipt. Buses will leave from the Gaylord Opryland Hotel's Delta Portico. All prices are inclusive of tax and gratuities. There will be **NO REFUNDS** or **TICKET EXCHANGES** after a ticket has been purchased. Tickets may be picked up at the AAAA Registration Center at the Gaylord Opryland Hotel. Please look in your confirmation letter for tour desk hours of operation. The Key Event & Helen Moskovitz Group reserves the right to cancel a tour if the minimum attendance required to operate a tour is not met. Space on tours is limited. In the event of tour cancellation, your money will be refunded in full **AFTER** the Convention. **Do not return this form to the AAAA.**

Riverboat Ride Cruise and Luncheon on the Cumberland River Aboard the Music City Queen

The spirit of the South awaits you aboard the Music City Queen Riverboat. Styled in the grand tradition of the paddlewheel riverboats that cruised the great Southern waterways in the 1800's, you will relive the grace and grandeur of that era as you take a meandering cruise along the calm waters of the Cumberland River. Guests will be treated to a delicious seated lunch and exclusive Nashville entertainment. You will be entertained by two of Nashville's most talented songwriters who will share their own experiences. Guests will get the inside scoop on the songs written for, and recorded by some of country music's biggest stars like: Reba McEntire, Kathy Mattea, John Anderson, Trisha Yearwood and many more - straight from the writers themselves. Each artist will perform their favorite songs and biggest hits and explain the creative process and behind-the-scenes teamwork involved in many of today's successful tunes.



Throughout the leisurely cruise, guests will see the varied personalities of Middle Tennessee, including rural, industrial and urban settings. Boasting 3 deck levels, The Music City Queen offers you

a variety of enjoyable settings as you enjoy breathtaking vistas along the calm waters. Whether you want to spend a leisurely afternoon of dining and music, or you're more in the mood for a lazy afternoon cruise under the crystal clear blue Southern sky, we would be pleased to have you join us.

Belle Meade Plantation and the Parthenon

Listed in the National Register of Historic Places, Belle Meade Plantation, known as the "Queen of Tennessee Plantations", brings to life true antebellum Tennessee. Headquarters during the Civil War to Confederate General James R. Chalmers, the plantation saw its share of battle. In 1864, part of the Battle of Nashville was fought directly in the front yard; thanks to which, bullet holes can still be seen in the massive limestone columns that grace the front portion of this impressive Greek Revival mansion. Today, beautifully restored and elaborately furnished with antiques and art of the period, Belle Meade is indeed the "Queen" among Southern plantations. Guided by docents in period costume, guests will also visit the mansion's colossal carriage house, see the world-famous stables, gardens, and smokehouse. After touring, take pleasure in a sumptuous lunch at Martha's at the Plantation. Following lunch, time will be provided to visit Belle Meade Plantation's extraordinary gift shop.



In the 1840's educator Philip Lindsay thought that Nashville should encourage the ideals of Classical Greek education, such as Philosophy and Latin, and be known as the "Athens of the South." The nickname soon became synonymous with Nashville. Thus, when Tennessee searched for a way to commemorate its 100-year anniversary, they built the only full-sized replica of the original Parthenon in Athens, Greece, for their centennial celebration. After enjoying an informative guided tour of this magnificent structure, guests will be directed back to the motorcoach for the return trip to the Gaylord Opryland Hotel.

EVENT NAME	DATE & TIME OF EVENT	COST PER PERSON	QUANTITY	TOTAL COST
Riverboat Cruise and Lunch (Including transportation)	Monday April 10, 2006 11:15 a.m. - 2:45 p.m.	\$65.00		\$
Belle Meade Plantation & Parthenon with Lunch (Including transportation)	Tuesday April 11, 2006 10:00 a.m. - 3:00 p.m.	\$45.00		\$
TOTAL ENCLOSED				\$

NAME (FIRST, MI, LAST) _____

HOME MAILING ADDRESS OR NAME OF COMPANY, FIRM OR UNIT _____

STREET ADDRESS OR P. O. BOX NUMBER _____

CITY _____ STATE _____ ZIP (IF U.S.) (OR COUNTRY) _____

OFFICE TELEPHONE NUMBER _____

FAX NUMBER _____

If you have special needs/disabilities, please describe below so that we may plan appropriately: _____

Credit Card Info

MC [] Visa [] Am Exp []

Credit Card Number _____

Expiration Date _____ Security Code _____

Card Holder Signature _____

Mail or Fax by March 13, 2006 to: The Key Event & Helen Moskovitz Group
95 White Bridge Road, Suite 500, Nashville, TN 37205; FAX: (615) 356-9285

AAAA Convention Air Assault Chapter "Captain's Choice" Golf Tournament

Saturday, April 8, 2006, 8am. and 1:30pm. ♦ Gaylord Springs Golf Links ♦ Nashville, TN

The AAAA Air Assault Chapter has arranged a Captain's Choice Golf Tournament for the morning and afternoon of Saturday, April 8, 2006 in conjunction with the AAAA Annual Convention, 9-12 April 2006, in Nashville, Tennessee.

Arrangements have been made with Gaylord Springs Golf Links, which is a former stop on the Senior PGA Tour, for a Captain's Choice Tournament. Two flights are scheduled, at 8am. and 1:30pm. Each flight can support a maximum of 144 golfers. The cost for this year's tournament is \$85.00 per player, which includes green fee, cart, lunch, guest amenities, and prizes (1st, 2nd, 3rd, longest putt/drive), including a \$10,000 Cash Prize for a hole-in-one. Space availability will be on a first come, first filled basis. Please note that Gaylord Springs Golf Links is a spike-less facility and also enforces a strict dress code policy of collared shirts, NO Denim and Bermuda length shorts. Gaylord Springs Golf Links will replace guests' metal spikes with non metal versions for a small fee of 50 cents per insert. If you have metal spiked shoes, please arrive at least 30 minutes prior to tee time to allow the staff sufficient time to change your spikes. Rental Clubs (Callaway X-18's) are available at \$40 per set.

The Gaylord Springs Golf Links at Gaylord Opryland is a Scottish Links style course designed by former U.S. Open and two time PGA Champion Larry Nelson. The layout was sculpted amid limestone bluffs and native wetlands. There are five teeing areas on

each hole allowing a course as long as 7,007 yards or as short as 5,126 yards of outstanding golf.

Your earliest possible response is greatly encouraged to ensure tournament success. The first 288 paid responses will be accepted. Please include your established handicap or, if none is established, include your normal score for 18 holes.



Gaylord Springs Golf Links

Sponsor packages are available: **Co-Title Sponsor** (Co-sponsor with AAAA-limit 1) includes two foursomes, four hole sponsorships, company logo on the GPS system in every cart and on the tournament T-shirt, special recognition at tournament, Hospitality Tent (food and beverages), and centered logo on the sponsorship banner; **Gold Sponsorship package** (limit 2) includes two foursomes, two hole sponsorships, company logo on T-shirt and sponsorship banner; and the **Silver Sponsorship package** (limit 4) includes one foursome, one hole sponsorship, and company logo on sponsorship banner.

Individual hole sponsorships (limited) are available.

Your reply is requested no later than March 1, 2006. Payment is due with the application and is fully refundable until **March 1, 2006**. Please return this application with your check, payable to the **AAAA Air Assault Chapter**, and return to: CPT Peter Song, 1009 Fillmore Ct., Clarksville, TN 37042. Those interested in a sponsorship package, sponsoring a hole at the tournament, or for general sponsorship information, contact CPT Peter Song at (931) 217-1374, peter.song@us.army.mil.

----- (Detach and Return No Later Than March 1, 2006) -----

I would like to play in the 2006 Air Assault Chapter Golf Tournament.

I prefer: _____ Morning _____ Afternoon

My handicap is _____; No handicap, but my general score is _____.

_____ Yes, I would like information about sponsoring a hole during the Golf Tournament.

_____ Yes, my local AAAA Chapter would be interested in information about sponsoring a hole and providing a Chapter Team to compete against other Chapters for a "Chapter Golf Championship."

If you have already formed a team please list each member's Handicap: _____

AAAA Chapter Name: _____

Your Name: _____

Address: _____

City, State & Zip: _____

Telephone (including Area Code): _____ FAX: _____

E-mail: _____

Copy this page by March 1, 2006 and return Directly to:

Make checks payable to: **AAAA Air Assault Chapter**
CPT Peter Song, 1009 Fillmore Ct., Clarksville, TN 37042





ARMY AVIATION ASSOCIATION OF AMERICA (AAAA)

755 MAIN STREET, SUITE 4D, MONROE, CT 06468 • PHONE (203) 268-2450 • FAX (203) 268-5870



Please check one: Change of Address: New Membership Application

I wish to join the Army Aviation Association of America (AAAA). My past or current duties affiliate me with U.S. Army Aviation and I wish to further the aims and purposes of the AAAA. I understand that my membership includes a subscription to AAAA's official magazine "Army Aviation", and that my membership will start on the subsequent first of the month. Contributions or gifts to AAAA are not deductible as charitable contributions for federal income tax purposes. Dues payments may be deductible by members as ordinary and necessary business expenses.

Rank/GS Grade _____ First Name _____ MI _____ Last Name _____ Sex _____

Mailing Address _____

City _____ State _____ Zip + 4 Code _____

Active Duty or Civilian Job Title and Unit or Firm name _____ E-Mail _____

Area Code _____ Office Phone _____ Area Code _____ Residence Phone _____ Area Code _____ FAX _____

Consent: I do I do not consent to the publication or release of the above information to third parties.

Signature _____ Date _____

Citizenship _____ Nickname _____ Spouse's Name _____

Date of Birth (Mo/Yr) _____ Social Security No. _____

AAAA ANNUAL DUES

Applications other than those listed below:
 () 1 yr, \$26; () 2 yrs, \$47; () 3 yrs, \$70
 Full-Time Students; Enlisted; WO1s; GS-8 DACs & Below;
 Wage Board 12 DACs & Below:
 () 1 yr, \$15; () 2 yrs, \$27; () 3 yrs, \$39
 Add \$5 per year if you have a foreign, non-APO address.
 Add \$15 if your check is drawn on a foreign bank.
 Check enclosed payable to "AAAA" or charge to
 AMEX Diners Club Mastercard VISA

Card No. _____
 Amt \$ _____ Exp. Date _____

Signature: _____
 Date: _____

Check (✓) Your Professional Qualification:

<input type="checkbox"/> Army Active Duty	<input type="checkbox"/> Other US Military Service (Active)
<input type="checkbox"/> Army AGR (ARNG)	<input type="checkbox"/> Other US Military Service (Retired)
<input type="checkbox"/> Army AGR (USAR)	<input type="checkbox"/> US Defense Industry
<input type="checkbox"/> DA/DOD Civilian	<input type="checkbox"/> US Defense Industry & Military Retired
<input type="checkbox"/> Army Nat'l Guard	<input type="checkbox"/> Consultant
<input type="checkbox"/> Army Reserve	<input type="checkbox"/> Foreign Defense Industry
<input type="checkbox"/> Army Retired	<input type="checkbox"/> Publishing/Other Assn.
<input type="checkbox"/> Foreign Military Service	
<input type="checkbox"/> Foreign Defense Industry	

() Other _____

Are you a former AAAA member? Yes No

If yes, what year did you join? _____

Chapter Affiliation Preferred _____

Print Name of Recruiter _____

HARD WEAR



CHOCK IT UP TO FIELD EXPERIENCE.

Since 1975, the U.S. Army has looked to VT Miltope for the most dependable ruggedized computer hardware and systems. Now the versatile new TSC-750M rugged laptop has been selected as the first choice for four vital programs: it is the computer platform for the Blue Force Tracking - Aviation (BFT-A), the Army's Aviation Mission Planning System (AMPS), the U.S. Army PM TMDE's Maintenance Support Device (MSD), and the Army Airborne Command & Control System (A2C2S). With increasing needs for mobility and ruggedization, the Army can continue to count on VT Miltope for the next generation of wireless compact technologies designed and built to the toughest standards in the industry. A rugged laptop chock-full of capabilities. You can reach us by telephone at (800) MILTOPE or online at www.miltope.com.

VT Miltope
A company of Vision Technologies Systems

Computers · Disk Drives · Mass Storage · Printers · Network Communication
Devices · Product Support for Military & Commercial Applications

A CASE FOR RUGGED

Contingency Airfield Management

A Resource Guide

By LTC David S. Long

This article is provided as a resource for those tasked in contingency operations with the management of Army airfields. Understanding that the vast majority of airfield managers have little or no formal training or experience in this area, this article provides a guide for the tasks the combatant commander will expect to be performed.

Management of airfields is a complex task typically performed by garrison Soldiers in fixed base facilities throughout the Army. Airfield management personnel normally train on the job without a formal training program or course to prepare for these duties. Permanent Army airfields (AAF) are success stories largely due to the dedication and professionalism of the people assigned to manage them.

Contingency airfield management is an entirely different issue. With a 12-month rotational cycle, the Army does not have the luxury of allowing permanently assigned personnel to train on the job. Units must have trained management teams assigned to manage even highly complex, joint-use airfields.

Commanders in the field are dependent on the safe and

efficient operation of these facilities and the airlift that these airfields support. Unfortunately, Army doctrine does not currently support operation of contingency airfields.

With current force structure, there is no Army unit with the equipment and manpower necessary to handle the multitude of tasks associated with a large airfield. Tasks such as maintenance of runways and taxiways, navigation aids, airfield markings, lighting, crash/fire rescue operations, and aircraft and passenger marshalling must be absorbed by tactical units who are not manned or equipped for such tasks.

Emerging doctrine will establish a Theater Airfield Operations Group (TAOG) to perform many of these tasks, but for now units must manage AAFs with current personnel and equipment.

The worst possible consequences of these airfield management issues were realized on Dec. 30, 2004, when a U.S. Air Force MC-130 Combat Talon aircraft landed on a runway at an Army airfield. It was 1 a.m. that morning and the aircraft was destroyed when it encountered a 30-by-30-foot hole in the pavement created by ongoing repair operations. The result was one destroyed aircraft and 10 injured people, five seriously.

Good airfield management procedures could have prevented the accident involving this MC-130 aircraft, which landed on a runway under repair on Dec. 30, 2004 in Iraq.

Inset: This MC-130 Combat Talon ripped away its landing gear after dropping into a 30 by 30-foot hole in a runway under repair. The incident destroyed the aircraft and injured 10 aboard, five seriously.



NEW TECHNOLOGIES...FOR THE MILITARY.

NEW SOLUTIONS...FOR THE NATION.

NEW PEOPLE...FOR THE FUTURE.



Are you ready for a new challenge?

The best and brightest scientists and technical experts are finding new challenges, new opportunities and new solutions for the warfighter at Westar.

How about a worthwhile and satisfying future?

Westar supports the U.S. Military with the most important technology insertion, software, and logistics work in Army Aviation.

Would you like to know more?

We have openings now for experienced, specialized technical experts to join our rapidly growing team. See our web site for complete information.

Aerospace & Defense Group
WESTAR
A QinetiQ Company

Joint Doctrine

Joint doctrine does not currently provide a great deal of assistance to the manager of an Army or joint airfield. The following are some Joint Publications that may be of some assistance in this area:

- Joint Pub 3-34 *Engineer Doctrine for Joint Ops.*
- Joint Pub 3-10 *Joint Doctrine for Rear Area Ops.*
- FM 3-52.3 *Multi-Service Procedures for Joint Air Traffic Control.*
- Center for Army Lessons Learned, Initial Impressions Report# 05-31 *Joint Airfield/Airbase.*

In the absence of clear joint doctrine for airfields, the U.S. Central Command (CENTCOM) has published a document entitled the "Sand Book." This document has become the joint service reference for many installation operational areas not previously covered by joint doctrine.

The following definitions from the Sand Book, dated Dec. 1, 2004, are key to both Army and joint discussions of airfield command and control¹.

Airfield Operations Manager & Senior Airfield Authority

The component responsible for the control, operation and maintenance of the airfield, to include the runways, taxiways and parking ramps, is also responsible for the land and facilities whose proximity affects airfield operations.

The SAA is responsible for coordination of all component/joint task force (JTF) aircraft and airfield facilities (responsibilities will not be split among services). The SAA controls flight line access and is responsible for safe movement of aircraft in the airport traffic area and on all airfield surfaces.

Base Operating Services Integrator (BOS-I)

CENTCOM will designate a component or JTF as the BOS-I at each operating location. The BOS-I acts on behalf of all forces/Services on the camp.

The BOS-I coordinates contracting support and the efficient use of mission support resources. Where shortfalls or opportunities for efficiencies exist, CENTCOM may task components or JTFs to provide or coordinate specific capabilities (e.g. services, infrastructure, security and communications).

The BOS-I provides master planning for facilities and real estate. BOS-I responsibilities include collecting and prioritizing construction requirements and seeking funding support, environmental management and hazardous waste disposal.

Airfield Planning

When operated by U.S. forces, contingency airfields may be functioning airfields, like Ali Al Salem in Kuwait, or abandoned, partially destroyed relics like Balad SE in Iraq.

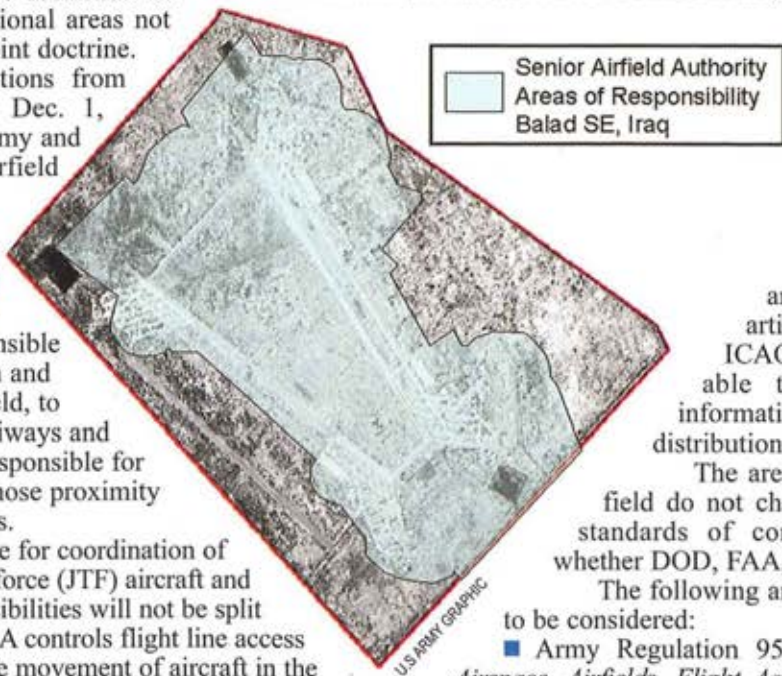
Regardless of its status when U.S. forces arrive, planners must consider the intended use of the airfield during the initial setup phase.

It does not serve the overall mission to set-up a heliport at an airfield with a 10,000-foot runway where an established need for airlift operations exists.

Troop billeting areas, ammunition storage facilities, force protection buffer zones, trash incineration areas, and protected runway airspace areas must dictate where all units and functions on the airfield are located.

Planning considerations will depend a great deal on the

The senior airfield authority is responsible for more area than just the runways, but includes areas outside of the airfield as well. Here's an example of the SAA's area at Balad SE in Iraq.



standard by which an airfield must operate. Airfields can be required to comply with Department of Defense, Federal Aviation Administration, host nation, and/or International Civil Aviation Organization (ICAO) requirements.

Airfields that must adhere to ICAO rules or host nation standards are not addressed in this article or Army regulations.

ICAO documents are available through normal flight information publications (FLIPs) distribution channels if necessary.

The areas of concern on an airfield do not change however; only the standards of compliance will change, whether DOD, FAA, host nation or ICAO.

The following are a few of the resources to be considered:

- Army Regulation 95-2 *Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids* includes a listing of airfield management publications.
- Department of the Army Pamphlet 385-64 *Ammunition and Explosives Safety Standards* specifies clear areas required around ammunition storage facilities.
- Unified Facilities Criteria (UFC) 3-260-01 *Airfield and Heliport Planning and Design* details clearance required for airfield surfaces, both on the ground and in the air.

Base Operations

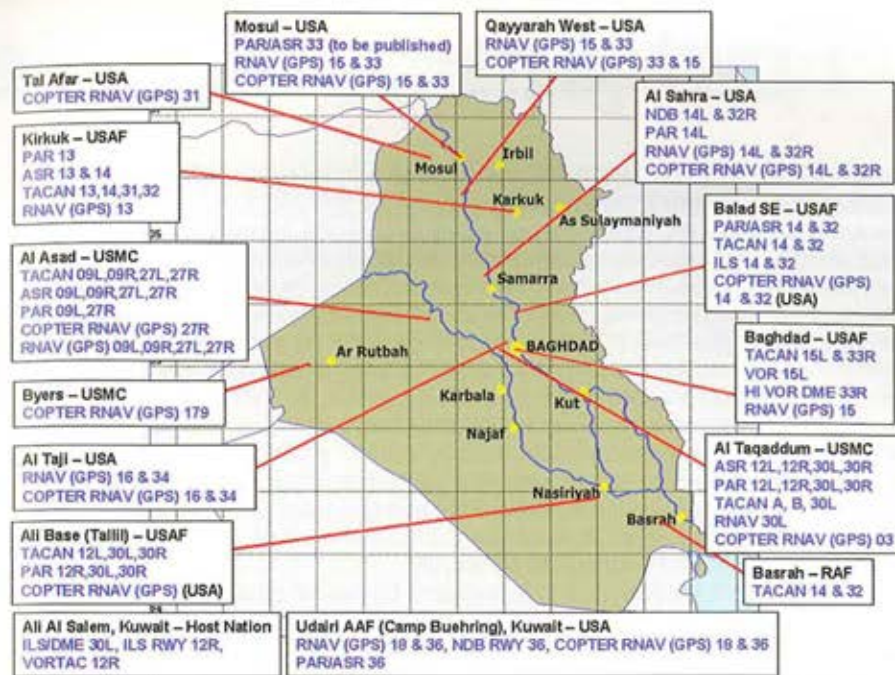
The AAF operations are the focal point for all activities on the airfield and must be properly resourced for the task. FM 3-04.303 *Flight Operations Procedures* is the overall guide for manning and functions of base operations.

Personnel assigned these tasks must refer to many of the references listed in this article, but must first discern what regulatory guidance to follow.

Air Traffic Services

ATS functions are not necessary at all airfields, nor are they likely to be resourced at all helipads, heliports, airstrips

Footnote 1: Both terms SAA and BOS-I are expected to be included in the next publication of Joint Pub 4.0



Airfield management tasks include coordinating air traffic services such as navigational aids and instrument approach procedures. Here's an example of the Iraqi area of operations instrument approaches and NAVAIDS. (U.S. ARMY GRAPHIC)

and airfields due to a limited availability of ATS units and the relatively simple nature of flight procedures in the area.

Complexities such as joint usage, civil aircraft operations, instrument flight rules services, unmanned aircraft operations, night vision system operations, and host nation

requirements may dictate the need for ATS support.

The SAA should consider the complexity and density of air traffic at the airfield when requesting ATS support and certifying ATS personnel.

DARR Assistance

Finally, the Department of the Army Regional Representative or DARR who services the home installation can be a significant resource for people preparing to assume SAA duties.

Points of contact are on the U.S. Army Aeronautical Services Agency (USAASA) homepage at: www.usaasa.belvoir.army.mil.

Units preparing to assume SAA duties should contact their DARR early and often.

The requirement to safely and effectively manage AAFs in contingency areas is a current and ongoing requirement for many deployed Army aviation warfighters.

Only by successfully accomplishing these tasks can we ensure that all Army airfields are able to provide the safe and effective support required to sustain the war on terrorism and our deployed units.



LTC David S. Long is the commander of the U.S. Army Aeronautical Services Detachment-Europe, at the Heidelberg Army Heliport in Germany.

NAVIGATOR
Development Group Inc

"Strategists of Emerging Opportunities"

NAVIGATOR International **NAVIGATOR** Technologies

116 S. Main St. Suite 214, P.O. BOX 310069
Enterprise, AL 36331 (334) 347-7612

Defense & Industry Consulting • Research and Analysis • Marketing & Economic Development • Information Technology • War Gaming

www.ndgi.com

AAAA Hosts First Unmanned Aerial Vehicle Symposium

Recap and photos by James Bullinger

AAAA President retired BG Thomas J. Konitzer welcomed 240 attendees to the first annual Unmanned Aerial Vehicle Systems symposium at the Crystal Gateway Marriott hotel in Arlington, Va. The event, sponsored by the association in conjunction with the U.S. Army Aviation Warfighting Center at Fort Rucker, Ala., was held October 24-26.

The theme "Army Aviation: The Manned/Unmanned Team" set the focus of the day and a half long program bringing together many military, government and industry professionals involved in all aspects of unmanned aircraft systems (UAS).

The symposium opened with an "early bird" reception in the exhibit hall on Oct. 24. Fourteen industry and government exhibitors provided attendees an opportunity to view, interact and learn about various UAS systems, equipment and support products.

The daylong session began Oct. 25 with keynote speaker BG E.J. Sinclair, the Aviation branch chief. Sinclair emphasized the successes that UAS are having for warfighters on finding and defeating enemy combatants, and that UAVs are more than an intelligence asset.

Sinclair spoke on the emerging mission sets for UAS, including: improvised explosive device (IED) detection, manned/unmanned teaming, convoy security, force protection, situation awareness/curiosity development, battle damage assessment, route recon, mission planning, fire support for direct/indirect weapons systems, and communications enhancement. UAS are evolving to resemble aviation core operational concepts, to include structuring units into modular formations and aligning career field skills.

MG James H. Pillsbury, the CG of the Army's Aviation and Missile Command, discussed the challenges of sustaining and maintaining the various UAS with the ongoing heavy operational tempo that systems are flying. AMCOM's primary focus is on attacking system readiness, insuring spare parts and end items are available just as

they are required. He also briefed on working the integration of joint systems sustainment.

Dyke Weatherington, deputy for the UAS Planning Task Force with the Defense Department, addressed DOD level aspects. As a flexible military asset, there is an increase in requests for UAS support for homeland defense and assistance in various disaster relief operations. DOD is responsible for setting the policies, technology, acquisition and operational standards for the services. On Aug. 4 they released the *UAS Road Map Update for 2005 through 2030*, providing specific guidance for the services.

Weatherington also spoke on the potential of integrating unmanned ground and aerial vehicles as teams, enhancement of current and the development of next generation sensors, problems of frequency congestion/interference and exploring digital solutions, and work on the common data link.

COL John D. Burke, director of Unmanned Systems Integration with the Deputy Chief of Staff for Operations, provided attendees an update on G3/5/7 issues. He reported the Program Budget Decision 753 forces DOD to think differently about integration and cost efficiencies. There are opportunities here for end-to-end improvements in performance of all components, while lowering costs. Burke also highlighted Army issues related to mission equipment packages, logistical support, training and facilities, and UAS integration from strategic to tactical mission execution.

The lunch speaker was U.S. Senator Jeff Sessions (R-AL), the Senate Armed Services Committee's chairman of the Subcommittee on Strategic Forces. Sessions spoke on the national importance of the military's emerging UAS capabilities. He encouraged government and industry professionals to work quickly to find solutions in an efficient and cost effective manner.

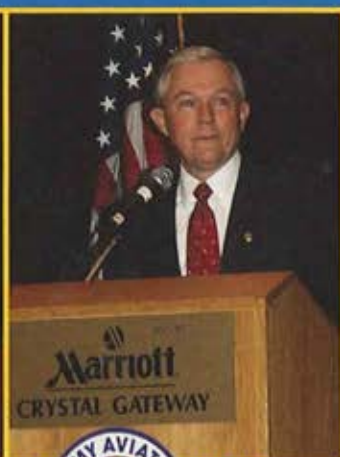
The Warfighters Panel followed after the lunch. It was chaired by



BG E.J. Sinclair



MG James H. Pillsbury



Sen. Jeff Sessions (R-AL)



GEN Richard B. Cody, left, shakes hands with LTC Keith Hirschman during the presentation of a Shadow UAV propeller, as BG (Ret.) Tom Konitzer and COL Jeffrey Kappenman (background) watch.



Dyke Weatherington

erial Vehicle Systems Symposium

BG Sinclair and included MG Pillsbury on sustainment; COL Kevin Peterson, Army Intelligence Center, on intelligence, surveillance and reconnaissance (ISR); COL Mark McDonald, Army Field Artillery Center, on fires; and COL Robert Radcliffe, Army Infantry Center, on maneuver.

Highlights of the panel discussion included the ISR challenge of a better lens for electro-optical viewing. The higher the altitude, the fuzzier the image of what is being viewed. Visual systems need better/higher image resolution to keep the edge. UAVs at the tactical level, battalion and lower, are working very well. They've increased survivability and lethality of friendly forces, allowing them see the enemy earlier and faster. Important to the panel members is progress on the Airborne Common Sensor initiatives.

COL Donald A. Hazelwood, program manager for UAV, briefed on the fielding and production of the various family of systems. He provided information on how the Shadow system remains the workhorse of battalion commanders, flying on three continents.

His brief included a status on: the tactical common data link, the POP 300-LD laser designator, the AR74-1101 engine (MOGAS capable), heavy fuel engines for the Shadow 200, remote video terminals, and the future combat system UAV acquisition strategy. The afternoon session ended with retired LTC Glenn A. Rizzi, deputy TRADOC Systems Manager for UAVS, joining Hazelwood for a question and answer session.

The dinner program speaker was Army Vice Chief of Staff GEN Richard A. Cody. He gave an update on ongoing operations in Afghanistan and Iraq and how Soldiers are doing a great job in an irregular war against an asymmetrical enemy. He noted how UAS are a vital asset for defeating the insurgent forces, reporting that as of Oct. 18, UAS have flown in excess of 119,365 combat hours in support of operations. He also discussed the Army's way ahead

strategy from the current force to the future combat force.

The second morning began with COL Jerry L. Egbert, the director of Training and Doctrine at Fort Rucker. He reported that Field Manual (FM) 3-04.155 *Army UAVS Operations*, an important doctrine document for the Army, is in final draft. A handbook for *Airspace Management of Small UAVs* is in the works and a web-based information resource is in development.

Related to UAS training, courses of instruction for Soldiers are under revision. A training battalion will be activated at Fort Huachuca on April 12, 2006 to provide broader support to training requirements. In addition, current military occupational skills related to UAS support will be integrated into the aviation branch career fields in April 2006.

SGM J.T. Luckie with the Aviation Personnel Proponency Office joined Egbert with an enlisted Soldier management update. He provided key points on the UAS MOS migration from Military Intelligence to the Aviation branch. As MOSs are revised to support the Shadow, Hunter and Warrior UASs there's also a need for career field progression milestones so Soldiers are competitive for advancement. Finally, he briefed on the high interest item of the Army's establishment of aviation skill badges for UAS Soldiers.

The final program event was the Joint UAV Center of Excellence Panel chaired by its commander BG Walter L. Davis and 5 joint members. Davis started with an overview of the JUAV-COE, currently staffed with 12 of a future 64 people. The brief included mission statement, organizational structure, and the colonel 0-6 advisory council comprised of service and joint command officers. Then each joint officer briefed on their respective service's UAS programs.

Overall a successful first start of an annual symposium to promote knowledge, professional networking and advancement of unmanned aircraft systems.



The warfighters panel addresses and discusses questions.



BG Walt Davis, center, leads the Joint UAV Center of Excellence panel.



COL John D. Burke



COL Donald A. Hazelwood and Glenn Rizzi answer questions related to the UAV program manager and the TRADOC systems manager for UAV.



COL Jerry L. Egbert and SGM J.T. Luckie discuss personnel training and career track realignments.

The Jet That Almost Wasn't... Retires

By Del Hardiman

They stood collectively as a small crowd on the ramp at Fort Belvoir's Davison Army Airfield that clear Virginia summer day in 1988, all anxiously watching the southern sky for what would be the fly-by of the first Army jet capable of worldwide travel.

Eventually a speck evolved into a sleek, swept-wing Gulfstream III, designated as a C-20E, with its pale blue underside and white top side.

As she crossed the runway threshold at 200 feet, quiet and majestic, reminiscent of a manta ray from below. The words "U.S. Army" under the left wing, along with the tail number 70139 appearing just below the American flag on the vertical fin, clearly defined her as one of ours.

"Yorktown" would be her name, given by the Honorable John O. Marsh Jr., then Secretary of the Army.

Displaced sky gave way to the roar of two powerful Rolls Royce engines spewing plumes of ash black exhaust, as the pilots CW4 Lyle Real and CW4 Robert "Bob" Kirksey powered up in a gentle left climbing turn, leaving behind the runway not designed for her support.

To the crowd, who were the impetus of what would be known as the United States Army Priority Air Transport Detachment or USAPAT, this almost foreign object in Army airspace represented a new era in aviation history.

Pride choked at them as reality sank in, the realization that months of preparation and planning were about to be put to the test.

This day might not have been at all if not for the efforts of a few visionaries pressing the highest levels of the Army's leadership.

The late Joseph "Joe" Cribbins, the director of Aviation Logistics and an ardent supporter of global jet operations, was one of these.

Some said Army pilots were not capable of flying a 73,000 pound aircraft. Others said let the Air Force fly



COURTESY ARMY PHOTO



COURTESY ARMY PHOTO

Members of today's USAPAT stand for one last photo with the Yorktown on October 4.

Past USAPAT members, top to bottom, retired LTC Doug Crockett, first commander; retired CW4 Bob Kirksey, standardization instructor pilot, and author Del Hardiman, first jet maintenance officer, take a moment to reminisce with the Yorktown.

AAF commander, selected LTC Douglas Crockett to command the USAPAT along with MAJ James Haley as his executive officer.

The 27-man unit included nine warrant officer aviators, five E-6 flight engineers and one warrant officer, six enlisted stewards, two operations NCOs, a specialist and a secretary. They worked from a converted WWII style barracks at Andrews Air Force Base, Md.

Knowing what was at stake, they took their jobs seriously. Skilled in flight standards, safety, maintenance and flight operations, they began from ground zero, writing standard operating procedures, training and researching with the goal of initiating the first Army worldwide aviation flight support activity.

them using Army Soldiers as stewards. The rumors abound.

Just a year earlier, the Yorktown and her sister ship 70140 sat on the Gulfstream corporate ramp in Savannah, Ga. neither painted nor outfitted, waiting on a decision as to who would operate the two aircraft designated by Congress for the Army.

COL William O'Neal, Davison

The U.S. Air Force and Navy, who operated similar type aircraft, gave invaluable assistance. Flight Safety Inc. in Savannah conducted the crew flight training.

The USAPAT stood up Aug. 1, 1988 and on Aug. 4 flew its first operational mission in the Yorktown, taking Secretary Marsh to Fort Stewart, Ga. and on

to MacDill AFB, Fla. The crew for that historic flight was pilots Kirksey and CW4 Del Hardiman, with crewmembers SFC Nate Washington and specialists Sherrie Vinsette and Darren Connors.

Today USAPAT operates from a state-of-the-art facility at Andrews AFB, commanded by MAJ Dennis E. Griffin. It consists of the headquarters at Andrews AFB, with two overseas flight detachments, one at Hickam AFB in Hawaii and the other at Ramstein Airbase in Germany.

The organization consists of 125 military and civilian personnel, and operates three C-37A/B Gulfstream V, two C-20E/F long-range Gulfstream



COURTESY ARMY PHOTO

The Yorktown (aircraft 70139), a C-20E Gulfstream III, in flight near Savannah, Ga. circa 1988.

III, three UC-35B Citations and one C-12D King Air. And has flown a combined total of 54,783 accident free flight hours.

The Yorktown, the Army's first executive jet, was retired October 4 during a ceremony at Andrews AFB.

"The legacy of 139 will live on in USAPAT as we continue to provide global transportation to our Army's senior leadership utilizing those tactics, techniques and procedures, as well as standing operating procedures pioneered with the Yorktown," Griffin said.

In its 17 years the aircraft flew to all but one continent, cumulating a total of 13,394 hours and 8728 land-

ings. In addition to Andrews AFB, it was also stationed in Hawaii for 11 years.

The last operational mission passenger on 70139 was Army Vice Chief of Staff GEN

Richard A. Cody.

The Yorktown departed after the ceremony for a depot overhaul facility in Texas. Her final crew was CW5 Bobby Vick, CW4 William "Butch" Barden and SFC Angelo Villavencio.



Retired CW4 Del Hardiman is a UH-1/LUH systems manager with the Aviation and Safety Division, National Guard Bureau, Alexandria, Va. CW3 Fernando Avila, a USAPAT pilot and unit historian, contributed to this article.

STEP UP TO BELLEVILLE.

You're a top aviator, so put your feet

into a boot that has top comfort and

durability. The **BELLEVILLE 790 & 700**, each with the state-of-the-art **VANGUARD® Sole**

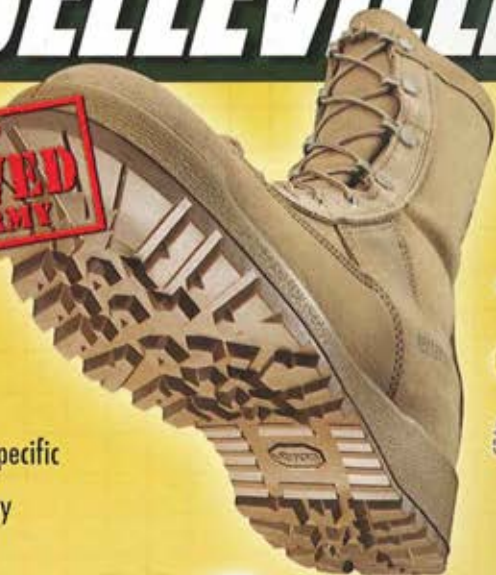
System, have been designed to meet your specific needs as an Army Aviator. The U.S. Army approved them - You will too!

Take 'em for a Run!

700



790



Belleville

www.bellevilleshoe.com • Or Call Us at 800-376-6978

© 2004 Belleville Shoe Manufacturing Company. VANGUARD® is a registered trademark of Belleville Shoe Mfg. Co.
 • GORE-TEX, GORE, and designs are registered trademarks of W.L. Gore and Associates, Inc.
 • VIBRAM® is a registered trademark of Vibram Spa of Italy.

2005 ARMY AVIATION INDUSTRY PARTNERS DIRECTORY

The Army Aviation Industry Partners Directory is a paid advertising section of Army Aviation's worldwide, year-round reference of individuals and organizations engaged in the overall field of U.S. Army Aviation. The following organizations are listed by the following categories: 1) Manufacturing, 2) Maintenance/Repair/Overhaul, 3) Consultants/Special Services, and 4) Educational. Any firm that wishes to be included in next year's directory should contact Bob Lachowski at Army Aviation Publications, Inc.; 755 Main St.; Suite 4D, Monroe, CT 06468-2830; Telephone: (203) 268-2450 ext. 131; FAX: (203) 268-5870.

Manufacturing

AAI Corporation

124 Industry Lane
Hunt Valley MD 21030
Tactical Unmanned Systems, EW Test
and Boresight Equipment
Director, UAV Business Development:
Jim Roop
Huntsville Field Office, MS 154
C: (256) 726-0041
FAX: (256) 726-8869
roop@aaicorp.com
**Director of Marketing, Defense
Systems:** Michael Paturzo
MS 112/158
C: (410) 628-3187
FAX: (410) 628-3968
paturzo@aaicorp.com

AAR Mobility Systems

201 Haynes Street
PO Box 550
Cadillac MI 49601
Rapid deployment equipment, ISU con-
tainers, shelters & pallets
VP Military Sales:
Arthur L. Breithaupt
C: (231) 779-4847
FAX: (231) 779-4804
art.breithaupt@aarcorp.com
Manager, Service Business:
James O. Gower
C: (231) 779-4849
FAX: (231) 779-4804
jim.gower@aarcorp.com

Acme Electric Corporation, Aerospace Division

528 W. 21st Street
Tempe AZ 85282
Custom design and manufacturer of
emergency power supplies



**Sales & Marketing
Manager:** Gary L. Lesser
C: (480) 894-6864 Ext.
4327
FAX: (480) 921-0470
glessler@acmepower.com

Aerospace Filtration Systems, Inc. (AFS)
4 Research Park Drive, Suite 200
St. Charles MO 63304
AFS is the industry leader in engine
barrier filter systems.



President: Michael J.
Scimone
C: (636) 300-5200
FAX: (636) 300-5205
scimone@afsfilters.com
Engineering Director:
Robert Stenberg
C: (636) 300-5200
FAX: (636) 300-5205
stenberg@afsfilters.com

AgustaWestland Inc.

11700 Plaza America Dr., Suite 1000
Reston VA 20190
Leading Helicopter Manufacturer
Managing Director: Terry Higginbotham
C: (703) 373-8024
FAX: (703) 243-0885
thigginbotham@agustawestlandinc.com
Director Army Programs: Tracy Colburn
C: (703) 373-8025
FAX: (703) 243-0885
tcolburn@agustawestlandinc.com

Alloy Surfaces Company

121 N. Commerce Drive
Chester Township PA 19014
Advanced Covert Multi Spectral Special
Material Decoy
Vice President Sales & Marketing:
Michael Shoemaker
C: (610) 859-3680
FAX: (610) 494-7250
mikes@alloysurfaces.com
Business Development Manager:
John Fleitz
C: (610) 859-3667
FAX: (610) 494-7250
jfleitz@alloysurfaces.com

Armor Holdings Aerospace & Defense Group

7822 S. 46th Street
Phoenix AZ 85044
adginfo@armorholdings.com
Focus on advancing survivability crash-
worthy seating system
**Vice President & Gen. Mgr., Aerospace
Systems:** Don Dutton
C: (866) 390-1944
FAX: (602) 643-7695
**Vice President - Business
Development - Aerospace Systems:**
Joe Shane
C: (866) 390-1944
FAX: (602) 643-7695

ArmorWorks

7306 South Hari Avenue
Tempe AZ 85283
Industry leader for lightweight ballistic
armor protection



**VP Business
Development:** Robert
Codney
C: (480) 682-1023
FAX: (480) 831-5841
rcodney@armorworks.com

Arrow Gear Company

2301 Curtiss Street
Downers Grove IL 60515
Manufacturer of high quality loose gear-
ing and complete gear boxes.



President:
Joseph L. Arvin
C: (630) 969-7640 x260
FAX: (630) 969-0253
jlarvin@arrowgear.com
Sales Coordinator:
Dan R. Minarik
C: (630) 969-7640 x 270
FAX: (630) 969-0253
drminarik@arrowgear.com

Atlantis Systems International, Inc.

1 Kenview Blvd.
Brampton
Ontario Canada L6T 5E6
Training solutions and training systems
integrator



**Vice President
Marketing & Sales:**
Wayne Moni
C: (817) 291-1571
FAX: (866) 250-1730
wmoni@atlantissi.com

Avion/AvTask

75 Cooperative Way
Wright City MO 63390
Maintenance & repair of helicopter rotor
blades using our proprietary water
removal & inspection processes & manu-
facture of static balancing
equipment

READY TO SERVE AMERICA.



The UH-145 Light Utility Helicopter

The right combination of proven and new technology makes the UH-145 the best solution for the U.S. Army's new Light Utility Helicopter. Based on the commercially successful and FAA Certified EC145 twin-engine platform, the UH-145 is readily adaptable for diverse missions and provides the proven performance of redundant systems, excellent visibility, and unsurpassed handling.

With its superior performance, low total cost of ownership, reliability, and maintainability, the American-built UH-145 is the best-value solution for the U.S. Army.

UH-145: Made for the Mission

Please visit www.uh145.com



President: Norm Beachum
C: (636) 745-3677 Ext. 15
FAX: (636) 743-3696
norm.beachum@avionavtask.com



B.E. Meyers & Co., Inc.
Redmond WA 98052
Lasers, Night Vision, and Specialized
Surveillance Cameras
VP Sales/Marketing: Roger Kreitzberg
C: (425) 881-6648
FAX: (425) 867-1759
roger@bemeyers.com

BAE Systems
65 Spit Brook Road
Nashua NH 03061
Designs advanced defense and aero-
space systems
**Vice President, Army Systems &
Requirements:** M. Denyse Le Fever
C: (703) 907-8356
FAX: (703) 907-8360
denyse.lefever@baesystems.com



**Director, Sensor
Systems:** Dave Ferrell
C: (603) 885-3444
FAX: (603) 885-0520
david.ferrell@baesys-
tems.com

Binghamton Simulator Co.
151 Court Street
Binghamton NY 13901
BSC, Home of AGSS II and Simulation
Solutions Worldwide



President: E. Terry Lewis
C: (607) 722-6177
FAX: (607) 722-6504
tlewis@bsc.com

Marketing Mgr.: Greg Stanton
C: (607) 722-6177
FAX: (607) 722-6504
gstanton@bsc.com

Bobcat Company
250 East Beaton Drive
West Fargo ND 58078-6000
Worldwide leader in compact equipment
industry

Crystal Strom
C: (701) 241-8719
FAX: (701) 280-7860
crystal-strom@bobcat.com
Mike Melroe
C: (701) 241-8778
FAX: (701) 280-7860
Mike-melroe@bobcat.com

The Boeing Company
P. O. Box 16858
Philadelphia PA 19142-0858
Leading Manufacturer & Integrator of
Military Rotorcraft



**Vice President, Boeing
Rotorcraft Systems:**
Mike Tkach
MC P10-04
C: (610) 591-5100
FAX: (610) 591-2600



**Director of Rotorcraft
Business Development:**
Dave Palm
MC P10-04
C: (610) 591-2477
FAX: (610) 591-2600
david.c.palm@boeing.com



**Vice President
Business Development,
Army Systems:**
Gene Cunningham
MS P30-08
C: (610) 557-5010
FAX: (610) 557-5001
eugene.j.cunningham
@boeing.com

The Boeing Company
5000 E. McDowell Road
Mesa AZ 85215-9797
Leading Manufacturer & Integrator of
Military Rotorcraft



**Director, Army
Rotorcraft Business
Development:**
Mike Burke
M510-A383
C: (480) 891-9171
FAX: (480) 891-9125
mike.burke@boeing.com

Breeze-Eastern
700 Liberty Avenue
Union NJ 07083
World leader in rescue hoists and air-
borne cargo winch systems.
VP Marketing: Gary Olson
C: (908) 206-3710
FAX: (908) 686-9292
golson@breeze-eastern.com

CAE USA
4908 Tampa West Blvd.
Tampa FL 33634
www.cae.com
CAE provides simulation technology and
training services.
Director, Army Business Development:
Richard Sheppard
C: (407) 384-4538
FAX: (813) 887-3964
richard.sheppard@cae.com
Director, SOF Programs: David Graham
C: (813) 887-1402
david.graham@cae.com

Carleton Life Support Systems, Inc.
2734 Hickory Grove Road
Davenport IA 52804
Manufactures fuel tank inerting systems
and cryogenic coolers

Business Development Manager:
Robert Demidowicz
C: (563) 383-6310
FAX: (563) 383-6433
rdemidowicz@carletonls.com

Cessna Aircraft Company
PO Box 7706
Wichita KS 67277
Business Jets, Turboprop Utility, and
Light Piston Aircraft



**Director, Government &
Special Mission Sales:**
Patrick Sullivan
C: (316) 517-8151
FAX: (316) 517-5658
pnmsullivan@cessna
.textron.com

CMC Electronics (Chicago)
84 North Dugan Road
Sugar Grove IL 60554
Leading provider of integrated cockpit
technologies & solutions for today's
military helicopters, fixed wing, and
trainer aircraft.
Marketing and Sales: John Sparks
C: (256) 864-3240
Marketing and Sales: Chuck Praeger
C: (630) 466-4343
FAX: (630) 466-4358

CMC Electronics (Montreal)
600 Dr. Frederik Phillips Boulevard
Montreal Quebec Canada H4M 2S9
Leading provider of integrated cockpit
technologies & solutions for today's
military helicopters, fixed wing, and
trainer aircraft.
C: (514) 748-3148
FAX: (514) 748-3100

CMC Electronics (Ottawa)
415 Leggett Drive
Ottawa, Ontario Canada K2K 2B2
Leading provider of integrated cockpit
technologies & solutions for today's
military helicopters, fixed wing, and
trainer aircraft.
C: (613) 592-6500
FAX: (613) 592-7427

Comtech Mobile Datacom Corporation
20430 Century Boulevard
Germantown MD 20874
Global Satellite Communications &
Position Reporting
Director, Gov't Business Development:
Phil Hulcher
C: (240) 686-3343
FAX: (240) 686-3301
phil.hulcher@comtechmobile.com
Sr. VP, Marketing & Sales: Bill Vaughan
C: (240) 686-2123
FAX: (240) 686-3301
bill.vaughan@comtechmobile.com

Contract Fabrication & Design
5427 FM 546
Princeton TX 75407
Innovative Weapons System Mounts -
Design & Manufacturing



CEO: William (Bill) Gordon
 C: (972) 736-2260
 FAX: (972) 736-6063
 pdavis@cfdi.biz

Deschamps Mat Systems, Inc.

4 Peckman Road
 Little Falls NJ 07424
 The top military lightweight, transportable
 and reusable, roll-out matting system.

Defense Sales Manager: Alex Hamon

C: (973) 237-0691
 FAX: (973) 237-1660
 info@mobi-mat-dms.com

President: Gail Stuit

C: (973) 237-0691
 FAX: (973) 237-1660
 info@mobi-mat-dms.com

Dillon Aero, Inc.

8009 E. Dillon's Way
 Scottsdale AZ 85260
 Suppliers of new M134 miniguns and
 improved components

President: Mike Dillon

C: (480) 948-8009
 FAX: (480) 948-6616
 mjdillon@dillonaero.com

DuPont Company

P. O. Box 27001
 Richmond VA 23261
 DuPont - Trusted Technology Partner for
 over 200 years to the U.S. Military

Marketing Specialist: Monty L. Nagy
 AFS Business Center
 C: (804) 383-2984
 FAX: (804) 383-4131

DynaLantic Corp.

2180 Fifth Avenue
 Ronkonkoma NY 11779
 Huey II - Cobra - UH-1H & TH-1H Training &
 Manufacturer of Simulators



**VP New Business
 Development:**

Bob Catron
 C: (386) 847-0663
 bcatron@dynalantic.com
President: Paul J. Patin
 C: (631) 471-7300
 ppatin@dynalantic.com

EADS Casa North America

1616 N. Fort Myer Drive, Suite 1600
 Arlington VA 22209
 Marketing the fixed wing turboprop C-212,
 CN-235 & C-295, is currently competing for
 the Future Cargo Aircraft Program with
 Raytheon to partner.

**Manager, Sales & Marketing: Jose Antonio
 De La Fuente**

C: (703) 236-3300
 FAX: (703) 236-3301
 jose.delafuente@eads_na.com

Director, Army Programs: Bert Fortier

C: (703) 236-3300
 FAX: (703) 236-3301
 bert.fortier@eads_na.com

EADS North America

1616 North Fort Myer Drive, #1600
 Arlington VA 22209
 Mission aircraft, rotorcraft, defense systems,
 and solutions



Chairman & CEO:

Ralph Crosby
 C: (703) 236-3300
 FAX: (703) 236-3301

EDO Corporation

60 East 42nd Street, Suite 5010
 New York NY 10165
 EDO designs & manufactures a diverse line
 of defense goods.

**Corporate Business Development: Ed
 Mygland**

C: (212) 716-2000
 emygland@edocorp.com

EMS SATCOM

1725 Woodward Drive
 Ottawa, Ontario Canada K2C 0P9
 Secure real time military communications
 with broadband



Director, Military Sales:

Steve Newell
 C: (301) 897-1275
 FAX: (425) 871-4055
 Newell.s@emssatcom.com



WE'VE GOT YOUR BACK
 AND BOTTOM AND SIDES

Armor Holdings is dedicated to developing and
 sustaining the latest protective products for
 aircrew and their aircraft. Flexible and responsive,
 we advance the survivability systems warriors rely
 on to safely accomplish their mission.



ARMOR HOLDINGS
 AEROSPACE & DEFENSE GROUP

ADVANCING SURVIVABILITY

adg.armorholdings.com • 866 390 1944

SEATING SYSTEMS AIR BAG SYSTEMS AIRCRAFT ARMOR ARMORED VEHICLES VEHICLE ARMOR KITS INDIVIDUAL EQUIPMENT BODY ARMOR HELMETS



EMTEQ Aerospace and Defense Solutions

5349 S. Emmer Drive
New Berlin WI 53151
Manufacturing coax, wire harness A-kits
Racks LED Light Ground Air UAV
VP- Military Sales: Sam Matar
C: (262) 679-6170
FAX: (262) 679-6175
smatar@emteq.com

Evans & Sutherland

600 Komas Drive
Salt Lake City UT 84108
E&S produces professional hardware & software to create highly realistic visual images for simulation, training, engineering & other applications.



General Manager, Sim Systems: Nick Gibbs
C: (801) 588-7620
FAX: (801) 588-4554
ngibbs@es.com
V.P. Sales: Dick Gentner
C: (407) 482-4642
FAX: (407) 482-4611
dgentner@es.com

Fastening Systems International, Inc.

1206 E. MacArthur Street
Sonoma CA 95476
Leading manufacturer of blind rivet tool kits featuring mechanical, hand hydraulic, air-hydraulic and 12v DC cordless operated riveters.
President: Roger Nikkel
C: (707) 935-1170 x11
FAX: (707) 935-1828
rnikkel@fsirivet.com
Vice President: Mark Herand
C: (707) 935-1170 x14
FAX: (707) 935-1828
mherand@fsirivet.com

GE Aircraft Engines

1000 Western Avenue
Lynn MA 01910
Manufacture and services the T700 turboshaft engine
Vice President, Turboshaft Engines: Edwin P. Birtwell
MS 24004
C: (781) 594-2870
FAX: (781) 594-5891
edwin.birtwell@ae.ge.com
Director - US Military Programs: E. Scott Reed
MS 24029
C: (781) 594-1223
FAX: (781) 594-0798
scott.reed@ae.ge.com

General Atomics Aeronautical Systems, Inc.

16761 Via Del Campo
San Diego CA 92127-1713
Leading manufacturer of unmanned aircraft & high resolution surveillance & radar imaging systems.

Director, U.S. Army Programs:

Don Cattell
C: (858) 455-3687
FAX: (858) 525-6500
don.cattell@uav.com

General Dynamics Armament & Technical Products

Four LakePointe Plaza
2118 Water Ridge Parkway
Charlotte NC 28217
High-performance armament systems, composite products for the aerospace industry, biological & chemical detection systems, advanced sensor & vision-enhancement systems and mobile shelter systems.

Director, Aircraft Systems:

John Binkley
C: (703) 414-1807
FAX: (703) 682-6876
nbinkley@gdatp.com
www.gdatp.com

GENTEX Corporation

P.O. Box 315
Carbondale PA 18407
A developer and manufacturer of protective equipment

Aviation Life Support Equipment Specialist:

Jerry Johnson
C: (334) 347-0612
FAX: (334) 347-7884
jerryj@snowhill.com



Product Manager Air Crew Helmets:

Mark Jones
C: (570) 282-8504
FAX: (570) 282-8555
mjones@gentecorp.com

Goodrich Corporation Fuel & Utility Systems

6700 Odyssey Drive, Suite 103
Huntsville AL 35806
Diagnostic systems - Health & Usage Management Systems (HUMS)
Deputy Program Manager: Johnny Wright
C: (256) 922-9279 x203
FAX: (256) 922-9560
johnny.wright@goodrich.com
Business Director, Government Systems: Kip Freeman
C: (802) 877-4578
FAX: (802) 877-4113
kip.freeman@goodrich.com

Gulfstream Aerospace Corporation

1000 Wilson Boulevard, Suite 2701
Arlington VA 22209
Designs, develops, manufactures, markets, services, and supports the world's most technologically advanced business-jet aircraft
www.gulfstream.com.
Senior VP, Govt Programs and Sales: Monroe S. "Buddy" Sams, Jr.
C: (703) 276-9500
FAX: (703) 276-9516

Harris Corporation Government Communications System Division

P.O. Box 37
Melbourne FL 32902
Avionics, maps, displays, networks, data links, antennas, etc.



Director Electronics: Bill Paramore
101/4731 MS 101/21A
C: (321) 727-6004
FAX: (321) 727-6304
William.Paramore@harris.com

Manager, Business Development:

Gerald Egeberg
M.S. 101/21A
C: (321) 727-4188
FAX: (321) 729-3066
Gerald.Egeberg@harris.com

Harvard Custom Manufacturing, Inc.

600 Glen Avenue
Salisbury, MD 21804
The ultimate source for complex electronic assembly service
Vice President of Operations: Marc Renick
C: (410) 548-5244
FAX: (410) 548-7839
mrenick@harvardgrp.com
Vice President of Sales and Marketing: Steve Burke
C: (508) 668-8586
FAX: (508) 668-9220
sburke@harvardgrp.com

Innovative Concepts

8200 Greensboro Drive, Suite 700
McLean VA 22102
Wireless data communications through IDM Technology
VP of Business Development: Melissa McCarthy
C: (703) 893-2007 x272
FAX: (703) 991-0432
melissa.mccarthy@innoco.com

Inter-Coastal Electronics, Inc.

5750 East McKellips Road
Mesa AZ 85215
ICE designs and produces training devices for military applications.



Director, Program & Development: Mike Fritsche
C: (480) 981-6898
FAX: (480) 981-6899
mfritsche@inter-coastal.net

Israel Aircraft Industries International, Inc.

1700 North Moore Street, Suite 1210
Arlington VA 22209
Israel's largest industrial exporter, developer & manufacturer of aerospace & defense-related technologies, products and services. Includes UAV, inertial navigation systems, observation platforms, warfare systems & space and missile systems.

The Power of Mission Effectiveness

With CMC Electronics CMA-2082M Flight Management System

- U.S. Army UH-60M Black Hawk FMS
- Exceeds all requirements for digital battlefield and civil airspace operations
- Open architecture
- Exceptional growth capability
- Proven supplier for the U.S. Army UH-60Q and HH-60L

Integrated Cockpit Technologies

CMC electronics

• CHICAGO • MONTREAL • OTTAWA • www.cmcelectronics.ca •

1903
2005
Over 100 Years
of Innovation

Vice President, Marketing & Business Development: Avigdor Berlin
C: (703) 875-3729
FAX: (703) 875-3740
aberlin@iaidc.com

ITT Industries, Avionics Division

100 Kingsland Road
Clifton NJ 07014
Information and EW Technologies,
Systems and Services
Vice President & Director, Business Development: John M. Capeci
C: (973) 284-2420
FAX: (973) 284-4122
john.capeci@itt.com
Marketing Communications Manager:
John C. Dench
C: (973) 284-4543
FAX: (973) 284-4122
john.dench@itt.com

ITT Night Vision

7635 Plantation Road
Roanoke VA 24019
Leading Provider of Gen 3 Image
Intensifier Technology
Manager, US Military Marketing:
Chris Marin
C: (540) 563-0371
FAX: (540) 366-9015
chris.marin@itt.com

Kaman Aerospace

KAMAN

Kaman Aerospace

P.O. Box 2
Bloomfield CT 06002
Leading manufacturer of helicopters and
more.

Director Marketing & Business Development - Helicopter Division:

Mel French
C: (860) 243-7085
FAX: (860) 243-7852
Frenchm-kac@kaman.com

L-3 Communications Wescam

3000 Gulf to Bay Blvd.
Clearwater FL 33759
Manufacturer of high resolution, precision
geolocating EOIRLD Turrets



Director, Army and Special Programs:

John Vandenberg
C: (727) 797-0812
FAX: (727) 797-0426
john.vandenberg@l-3.com

Lockheed Martin Missiles & Fire Control

5600 Sand Lake Road
Orlando FL 32819-8907
Design, manufacture & support of
advanced technology systems



Program Director, Apache Fire Control:
Robert T. Gunning Jr.
MS 416
C: (407) 356-3786
FAX: (407) 356-4449
robert.t.gunning.jr@lmco.com

Lockheed Martin Missiles and Fire Control (LMM&FC)

PO Box 650003
Dallas TX 75265-0003
LMM&FC is a world class provider of
missiles and EO sensors.



VP Business Development:
Thad Moore
M/S WT-75
C: (972) 603-2663
FAX: (972) 603-2400
thad.moore@lmco.com

VP Int'l Business Development:

John Ward
M/S WT-49
C: (972) 603-1114
FAX: (972) 603-0432
john.m.ward@lmco.com

Massif Mountain Gear

415 Williamson Way, Suite #1
Ashland OR 97520
High-Tech Extreme Weather Nomex®
Gear

Director, Operations:

Chris Wasgatt
C: (541) 201-0023
FAX: (541) 488-0807
chrsw@massif.com

MegaPhase

201-D North First Street
Stroudsburg PA 18360
Mfg67 GHZ high performance cable
assemblies & connectors

VP, Business Development:

Megan Pote
C: (570) 424-8400
FAX: (570) 424-6031
mpote@megaphase.com
Military Sales Manager: Joe Carbonaro
C: (570) 424-8400
FAX: (570) 424-6031
carbonaro@megaphase.com

Mustang Survival, Inc.

3870 Mustang Way
Bellingham WA 98226
Development of Life Support Solutions
for Army Aviators.

Business Development:

Stephen Seybold
C: (410) 263-3522
FAX: (410) 280-3666
sseybold@mustangsurvival.com

Pall Aeropower Corporation

10540 Ridge Road
New Port Richey FL 34654
Pall is the world leader in Filtration and
Separation Solutions



Sales Manager:
Neal Werner
C: (727) 849-9999
FAX: (727) 849-7313
neal_werner_@pall.com

Parker Hannifin

Parker Aerospace
14300 Alton Parkway
Irvine CA 92618
Parker is an OEM world leader in motion
control technology
VP Customer Support: Bob Dickie
MS 208
C: (949) 809-8444
FAX: (949) 809-8098
bdickie@parker.com
Customer Support Manager:
Paul Carlton
C: (256) 650-3353
FAX: (256) 650-3371
pcarlton@parker.com

PIC Wire & Cable

POB 330
N53 W24747 S. Corporate Circle
Sussex WI 53089
Ethernet/USB Hi-Speed Data
Product/Recable, Assy/Connectors
Sales Engineer: Ben Hackett
C: (262) 246-0500
FAX: (262) 246-0450
bhackett@picwire.com



Precision Lift, Inc.

130 South Oak Pointe Drive
Seneca SC 29672
Manufacturer/Distributor of maintenance
platforms & helo external load equipment
President: John Tollenaere
C: (864) 985-0804 Cell: (864)723-2223
FAX: (864) 985-0881
jt_pli@bellsouth.net

Precision Lift, Inc.

4765 US Highway 89
Monarch, MT 59463
Manufacturer/Distributor of maintenance
platforms & helo external load equipment
President: John Tollenaere
C: (406) 236-5361
FAX: (406) 236-5462
jt_pli@bellsouth.net

RMI Laser Division

106 Laser Drive
Lafayette CO 80026
Laser Marking systems for part and
marking and VID tool.
Military Sales Manager: Ace Apodaca
C: (303) 664-9000
FAX: (720) 890-2821
ace.apodaca@rmico.com

Robertson Aviation, L.L.C.

1024 E. Vista Del Cerro
Tempe AZ 85281
Crashworthy self-sealing extended range
fuel systems for U.S. Army helicopters



**President & General
Manager:** John Rawling
C: (480) 337-7050
FAX: (480) 968-3019
john.rawling@robertsonavia-
tion.com

Vice President, Marketing:

Ian A. Powick
C: (480) 337-7050
FAX: (480) 968-3019
ian.powick@robertsonaviation.com

Rockwell Collins

400 Collins Road, NE
Cedar Rapids IA 52498
Leader in communication and aviation solu-
tions worldwide



**Principal Marketing
Manager:** Rick Flesner
MS 182-102
C: (319) 295-0986
FAX: (319) 295-5810
rwflesne@rockwellcollins.com

Principal Field Marketing Director:

Mr. Sam Hubbard
MS 240-100
C: (703) 516-8215
FAX: (703) 516-8297
sjhubbar@rockwellcollins.com

Rockwell Collins Simulation & Training Solutions

22626 Sally Ride Drive
Sterling VA 20164-7106
High fidelity military & commercial flight sim-
ulation & training

Director, Business Development:

Bob Wuestner
C: (607) 352-1111
FAX: (607) 352-1298
rjwuestn@rockwellcollins.com

Program Manager: Mike Durant

C: (256) 430-9760
FAX: (256) 430-9780
mjdurant@rockwellcollins.com

Rolin Industries, Inc.

PO Box 1017, 634 Lovejoy Road, NW
Fort Walton Beach FL 32549
Aircraft covers that protect against environ-
mental elements

Director of Sales: Linda Ross

C: (850) 654-1704
FAX: (850) 837-8061
sales@windshieldbuddy.com

Sikorsky Aircraft Corporation

6900 Main Street
Stratford CT 06615-9129
A world leader in helicopter design, manu-
facturing & service. Subsidiary of United
Technologies Corporation; provides high-
technology products and support services to
aerospace and building systems industries.

Army Team Lead, Government Business Development:

Steve Engebretson
UTC/Sikorsky Aircraft, 1401 Eye St., NW,
Washington, D.C. 20005
C: (202) 336-7440
FAX: (202) 336-7507
sengebretson@sikorsky.com

Southwest Motorsports

2235 E. Rose Garden Loop
Phoenix AZ 85024
Form-Fitting Gloves with Maximum Finger
Dexterity & Durability

President: Martina
Hutchinson
C: (602) 493-3615
FAX: (602) 493-3621
martina@southwestmotor-
sports.com

**Spectrum Technologies PLC**

Western Avenue
Bridgend CF31 3RT
UK
Manufacture Laser Wire Marking and Laser
Wire Stripping Systems

**Business Development
Manager:** Elaine Hardy
C: 011 44 1656 655437
FAX: 011 44 1656 655920
ehardy@spectrumtech.com

**Talla-Com Industries/Talla-Tech, Inc.**

3000 Commonwealth Blvd.
Tallahassee FL 32303
"Rock Solid" Power Amplifiers proven perfor-
mance to rely on.

Director, Marketing: Jim English

C: (850) 580-0444
FAX: (850) 580-2626
marketing@talla-tech.com

TEAC Aerospace Technologies, Inc.

1724 Gage Road
Montebello CA 90640
Solid-State Digital Mission Data Recorders &
Digital Debrief Stations

Director of Business Development:

Al McGowan
C: (323) 727-4754
FAX: (323) 727-4877
amcgowan@teac.com

Director of Army Programs:

Larry Karjala
C: (904) 471-6671
FAX: (323) 727-4877
lkarjala@teac.com

Teledyne Brown Engineering, Inc.

300 Sparkman Drive
Huntsville AL 35805
Unmanned aircraft systems & engineering
support services.



President: LTG (Ret) James
M. Link
M/S 2
C: (256) 726-4600
FAX: (256) 726-3434
James.Link@tbe.com

Director, Business Development:

John Lalimer
M/S 6
C: (256) 726-1959
FAX: (256) 726-3434
John.Lalimer@tbe.com

TELEGENIX

1930 Olney Avenue
Cherry Hill NJ 08034
Manufactures voice communications switch-
ing systems (VCSS)



**VP, Business Development
PROCOM Communications
Group:**
John D. Peebles
C: (334) 333-0275
FAX: (334) 793-6964
jdpeebles@telegenix.com

Terma North America, Inc.

645 Tallulah Trail, Suite 204
Warner Robins GA 31088
Manufacturer/Integrator of Aircraft
Survivability Equipment

Director, Airborne Systems:

Art Bosshart
C: (478) 923-7233 (Cell) 478-714-1454
FAX: (478) 923-7360
adb@terma.com

Area Sales Manager, ASE Solutions:

Lars Tolstrup
C: 011 45 87 43 6353 Cell: 011 45 20 30 6353
FAX: 011 45 87 43 6001
lto@terma.com

**Thales Aerospace Division,
Helicopter Solutions Unit**

25 rue Jules Vedrines
26027 Valence Cedex, France
Leading international electronics and sys-
tems group, serving defence, aerospace,
security and services markets worldwide



VP Managing Director:
Phil Naybour
C: 011 33 475 798511
FAX: 011 33 475 798674
phil.naybour@fr.thales-
group.com

Transhield Inc.

2932 Thorne Drive
Elkhart IN 46514
www.transhield-usa.com
Transhield - A unique alternative to conven-
tional shrink wrap

Director, Government Markets:

Bill Lowery
C: (904) 221-5475
FAX: (904) 221-8678
loweryb@prodigy.net

President: Jim Glick
 C: (574) 266-4118
 FAX: (574) 266-5220
 jimglick@transhield-usa.com

WestWind Technologies, Inc.
 2901 Wall Triana Hwy, Suite 200
 Huntsville AL 35824
 Systems Integration, Manufacturing, Kit
 Assembly, Technical Services



President/CEO:
 Dave Otterson
 C: (256) 319-0137
 FAX: (256) 774-8522

**Maintenance & Product
 Overhaul**

AAR Mobility Systems
 201 Haynes Street
 PO Box 550
 Cadillac MI 49601
 Rapid Deployment Equipment
 Worldwide Service & Repair &
 Integration
Manager, Service Business:
 James Gower
 C: (231) 779-4849
 FAX: (231) 779-4804
 jimgower@aarcorp.com

Army Fleet Support, LLC
 PO Box 620309
 Fort Rucker AL 36362
 www.armyfleetsupport.com
 "We fix aircraft safely the first time,"



General Manager:
 Thomas A. Green
 C: (334) 598-0400
 FAX: (334) 598-0430

Bell Aerospace Services, Inc.
 1305 W. Airport Freeway, Suite 321
 Bedford TX 76021
 A Full Service Maintenance and Logistic
 Support Company



President: Mike Prieto
 C: (817) 278-0872
 mprieto@bellaero.com

Boeing Sikorsky Aircraft Support
 PO Box 550
 Fort Campbell KY 42223-0550
VP & General Manager: Tom Cole
 C: (270) 439-6232 Ext. 309
 FAX: (270) 439-0961
 tcole@sikorsky.com

Columbia Helicopters, Inc.
 PO Box 3500
 Portland OR 97208
 Largest operator & maintainer of civil
 Chinooks in the world.
Military Logistics Development:
 Allen Trivitt
 C: (503) 678-1222 x453
 allent@colheli.com
Military Customer Support: Scott Ellis
 C: (503) 678-1222 x469
 scotte@colheli.com

Composite Technology Inc.
 1001 Avenue R
 Grand Prairie TX 75050
 Rotor blade repair & composite manu-
 facturing & repair
Director, Program Development: Terry
 Reininger
 C: (972) 606-4400
 FAX: (972) 606-4418
 treininger@rotorblades.com

**Computer Sciences Corporation -
 Virtual Training Program (VT-LCCS)**
 12605 Challenger Parkway, Suite 160
 Orlando FL 32826
 Leading LCCS provider for Army
 Aviation flight simulators



Director, VT-LCCS:
 Mike Parmelee
 C: (321) 235-8247
 FAX: (321) 235-8243
 mparmelee@csc-orlan-
 do.com

**PM, Aviation & Transportation
 Program:** Bert Chole
 C: (321) 235-8209
 FAX: (321) 235-8243
 bchole@csc-orlando.com

Dallas Airmotive Inc.
 900 Nolen Drive
 Suite 100
 Grapevine TX 76051
 Turbine Engine Overhaul & Repair



**Director,
 Government/Military
 Programs:**
 Paul Ford
 C: (214) 956-2840
 FAX: (214) 956-3035
 pford@dallasairmotive-
 .com

Defense Support Services LLC - DS2
 4100 International Plaza, Suite 720
 Fort Worth TX 76109
 Field Teams, Aviation/Ground
 Maintenance, Repair, Overhaul



**Vice President, Field
 Operations:** John
 Donahue
 C: (817) 528-5924
 FAX: (817) 377-8122
 John.Donahue@DS2.com



**Senior Manager, Army
 Programs:** Dick Mullen
 C: (866) 372-2387
 FAX: (817) 377-8122
 Richard.Mullen@DS2-
 .com

Hupp Aerospace/Defense
 1690 Summit Street
 New Haven IN 46774
 Hupp kits have proven to reduce costs &
 PLT through kitting
Director Army Aviation: Chris Redd
 C: (256) 520-8542
 FAX: (256) 722-8508
 credd@huppaerospace.com
Business Development: Philip Lord
 C: (260) 748-2940
 FAX: (260) 748-8383
 plord@huppaerospace.com

**L-3 Communications, Integrated
 Systems**
 10001 Jack Finney Blvd.
 Greenville TX 75402
 Mission System Integration
 Modernization Maintenance of Aircraft
Manager, Business Development:
 Jack Pohl
 MS 1131
 C: (254) 867-4706
 FAX: (254) 867-4305
 jack.pohl@l-3com.com



MTC Technologies, Inc.
 4032 Linden Avenue
 Dayton OH 45432
 We deliver solutions to the war fighter.
**Sr. Director - Business Development,
 Land Forces Group:** Bob Dement
 500 W. Lanier Ave. Suite 202B,
 Fayetteville, GA 30214
 C: (770) 692-0222
 FAX: (770) 692-0220
 bob.dement@mtctechnologies.com
**Sr. Director - Business Development,
 Air Forces Group:** Ray Wallace
 285 Osprey Circle, Vonore, TN 37885
 C: (423) 836-3460
 FAX: (423) 884-2550
 ray.wallace@mtctechnologies.com

Oregon Aero, Inc.
 34020 Skyway Drive
 Scappoose, OR 97056
 Developer of painless, safer and quieter
 aviation products.
Flight Dept. Mgr & Govt. Systems:



John Rice
 C: (503) 543-7399
 FAX: (503) 543-7199
 johnr@oregonaero.com

PDQ Precision, Inc.
1433 Roosevelt Avenue
National City CA 91950
Manufacturer & Distributor of Portable
Aqueous & Waterless Minimax cleaning
systems.



President: Max Friedheim
C: (858) 581-6370
FAX: (619) 474-1300
PDQ@minimaxcleaner.com

Plant Manager: Jose

Gonzalez
C: (619) 474-3600
FAX: (619) 474-1300
Ftcn1@aol.com

**US Helicopter –
Bell Aerospace Services Inc.**

668 Parker Drive
Ozark AL 36360
Aircraft Overhaul and Modification, The
Rotary Wing Experts



**Vice President of
Operations:**
Willy Wilson
C: (334) 774-2529
hwilson@ushelo.com

Voyageur Airways Limited

1500 Airport Road
North Bay, Ontario Canada P1B 8G2
Turboprop aircraft specializing in the DHC-
7, DHC-8 & KingAir
**Vice President, Maintenance &
Engineering:** Jeff Cooke
C: (705) 476-1750 x260
FAX: (705) 476-6773
jeffc@voyageurairways.com

Consultant/Special Services

AEPKO

9238 Madison Blvd., Bldg. 2, Suite 110
Madison AL 35758
Logistics support contractor for PEO, AVN
& Team Redstone



Sr. VP: Mike McClellan
C: (256) 464-9191
FAX: (256) 464-9291
Mike.McClellan@aepco.com

Director, Aviation Maintenance Program:

George Chinaea
C: (256) 464-9191
FAX: (256) 464-9291
George.Chinea@aepco.com

ARINC Engineering Services, LLC

7047 Old Madison Pike, Suite 320
Huntsville AL 35806
Systems integration and engineering sup-
port for aircraft



**Aircraft Integration
Manager: Gary Marineau**
C: (256) 922-1022
FAX: (256) 922-1028
gmarineau@arinc.com

Booz/Allen/Hamilton

6703 Odyssey Drive, Suite 200
Huntsville AL 35806
Management Consultants
Principal: Thomas Hancock
C: (256) 922-2760
hancock_thomas@bah.com

Camber Corporation

977 Explorer Boulevard, N.W.
Huntsville AL 35806-2807
Comprehensive programmatic,
technical/M&S & Logistics LCCS



**Vice President &
Manager: David B. Booth**
C: (256) 922-3769
FAX: (256) 922-3777
dbbooth@camber.com



**Director, Logistics
Programs: Skip Johnston**
C: (256) 922-3775
FAX: (256) 922-3777
sjohnston@camber.com

Clockwork Solutions

8310 Capital of Texas Highway, Suite 285
Austin TX 78731
Provides Performance-Based Logistics
Risk Modeling Software
President: Sean Connors
C: (512) 338-1945
FAX: (512) 338-1946
sean.connors@clockwork-solutions.com

Computer Sciences Corporation

4090 South Memorial Parkway
Huntsville AL 35802
Avn Acquisition, Technical Mgt, Systems
Engineering/Integration



**Vice President Southeast
Region: Bob Birmingham**
MS 4327
C: (256) 885-7551
FAX: (256) 650-2240
rbirmingham@csc.com

Business Development

Southeast Region: John Labansky
MS 4327A
C: (256) 885-7011
FAX: (256) 650-2240
jlabansky@csc.com

Computer Sciences Corporation

500 Industrial Blvd.
Daleville AL 36322
FSXXI Simulation Services, Doctrine &
Training Development

Program Manager: PJ Penny

C: (334) 503-4106
FAX: (334) 598-1549
ppenny@csc.com
Deputy Program Manager: Everette Roper
C: (334) 503-4107
FAX: (334) 598-1549
eroper@csc.com

Dynetics, Inc.

P. O. Box 5500
Huntsville AL 35814
R&D, Sys Integration, M&S Threat
Analysis, T&E Prototyping
Program Manager: Jim Huey
C: (256) 964-4573
FAX: (256) 704-9945
jim.huey@dynetics.com
Director, New Business Development:
Ray Baker
C: (256) 964-4778
FAX: (256) 704-9945
ray.baker@dynetics.com

Fairfax Management Solutions LLC

22375 Broderick Drive, Suite 242
Sterling VA 20166
Defense industry business development
services.
President: Greg Hilewitz
C: (703) 587-8461
FAX: (703) 997-4530
gjh@fmsllc.us

Navigator Development Group Inc.

116 S. Main Street, Suite 214
Enterprise AL 36330
Defense consulting, research, analysis,
import/export marketing

President:

Albert (Al) Patterson III
C: (334) 347-7612
FAX: (334) 347-2582
navigator@ndgi.com
Executive Vice President:
Keith E. Gay
C: (334) 347-7612
FAX: (334) 347-2582
navigator@ndgi.com

Peduzzi Associates, Ltd.

221 S. Alfred Street
Alexandria VA 22314
Aerospace Business Development and
Government Relations
President: Lawrence P. (Pete) Peduzzi
C: (703) 836-7990
FAX: (703) 836-9739
pete.peduzzi@pal-aerospace.com

RVA, Inc.

1601 Northwest Expressway, Suite 850
Oklahoma City, OK 73118
An international full service aviation
company - ATC NAVAIDS COMM
President: Charlie Dove
9998 Wakeman Dr.
Manassas, VA 20110
C: (703) 366-3138
FAX: (703) 369-2185
rvava2@aol.com
Director, Bus. Development: John Hunter
103 West Broad St. Suite 330
Falls Church, VA 22046
C: (703) 237-9373
FAX: (703) 237-9376
rvava4@aol.com

SimAuthor, Inc.
5775 Flatiron Parkway, Suite 120
Boulder CO 80301
Flight Analyst & FlightViz Improve
Operational Effectiveness
Director of Government Business:
Ron Williams
C: (703) 724-3542
FAX: (703) 724-0314
Ron.williams@simauthor.com

Southwest Research Institute (SwRI)
700 Boulevard South, Suite 501
Huntsville AL 35802
SwRI is an independent non-profit full
service engineering R&D firm.
Huntsville Office Manager:
Laura Bequette
C: (256) 883-7974
FAX: (256) 883-7747
Lbequette@swri.org
Manager-R&D: Tim Fey
C: (210) 522-3253
FAX: (210) 522-4506
tfey@swri.org

System Studies & Simulation, Inc.
615 Discovery Drive
Huntsville AL 35806
S³ - Strategic Planning, Acquisition and
Operational Support



**Vice President,
Aviation Operations:**
Rem MacNealy
1711 E. CENTEX,
Killeen, TX
C: (254) 501-7111
FAX: (254) 501-8559
rmacnealy@s3inc.com

Project Manager,
SETAC G8 FDV: Gerald Saltness
1225 S. Clark St. Suite 412
Arlington, VA
C: (703) 414-5456
FAX: (703) 414-5460
Gerald.saltness@us.army.mil



Tactical Solutions Group
12200 E. Briarwood Avenue, Suite 250
Centennial CO 80112
CSAR and SOF Consultants to compa-
nies selling to DOD
President: Angus Simpson
C: (720) 875-0595
FAX: (720) 875-0599
angus.simpson@tacsolutionsgroup.com

USAA
9800 Fredericksburg Road
San Antonio TX 78288
USAA offers financial products to help
our military families
Military Affairs Program Manager:
Gary Pasierb
H-2-E,F-1
C: (210) 498-9372
FAX: (210) 498-3189
gary.pasierb@usaa.com

**Westar Aerospace & Defense
Group, Inc.**
890 Explorer Blvd.
Huntsville AL 35806
Technical Services, Engineering,
Logistics, Info Tech Programs
Executive Vice President, Marketing:
Jim Williford
C: (703) 416-4800 ext. 228
FAX: (703) 416-1425
williford@westar.com
Vice President, Marketing: Rod Bissell
C: (256) 430-1610 ext. 153
FAX: (256) 430-1611
bissell@westar.com

Educational

Hawk Enterprises, LLC
5025 Bradford Drive, Suite 150
Huntsville AL 35805
Training, Technical & Logistics Support
of H60 series aircraft
President: William G.
Tripp
C: (256) 430-3731
FAX: (256) 430-3769
wtripp@hawkworld.com



Link Simulation & Training
P.O. Box 5328
Arlington, TX 76005-5328
Provides rotary wing training devices
and training services.
**Vice President, Business
Development:** David Love
MS 100
C: (817) 619-2160
FAX: (817) 619-3777
drllove@link.com

Survival Systems Inc.
144 Tower Avenue
Groton CT 06340
Enhance & preserve
workers' lives through
safety education, train-
ing technologies &
applied R&D.

Dir of Business Development:
Chad Copeland
C: (860) 405-0002
FAX: (860) 405-0006
copeland@survivalsystemsinc.com
Commercial Sales and Contracts:
Hugh Teel
C: (860) 405-0002
FAX: (860) 405-0006
hteel@survivalsystemsinc.com

Publication

The Shephard Group
111 High Street
Burnham
Buckinghamshire SL1 7JZ UK
Leading defence/helicopter/UAV publica-
tions and conferences.



**Publisher - Defence/UV
Division:** Sandy Doyle
C: 011 44 1628 606 956
FAX: 011 44 1628 669 789
sd@shephard.co.uk

**Aircraft Systems Design
& Modification**

**Aerospace Integration
Corporation (AIC)**
3100 Summit Park Boulevard
Crestview FL 32539
www.AICworld.com
Aircraft systems design and integration;
technology insertion
VP, Business Development: John
Parsley
AIC Corporate-Crestview, FL
C: (850) 689-4205
FAX: (850) 689-4237
jparsley@aicworld.com
Director of Army Programs:
Carter Jones
Huntsville, AL
C: (256) 971-0120
FAX: (256) 971-0504
cjones@aicworld.com

Research & Development

Piasecki Aircraft Corporation
West Terminus of Second Street
PO Box 360
Essington PA 19029
VTOL Aircraft and UAV Research,
Development and Production
Vice President, Contracts:
John W. Piasecki
C: (610) 521-5700 x103
FAX: (610) 521-5935
piasecki_jw@piasecki.com
Vice President, Technology:
Frederick W. Piasecki
C: (610) 521-5700 x107
FAX: (610) 521-5935
piasecki_fw@piasecki.com



**Army Aviation Industry
Support and Challenges**

Any firm that wishes to be
included in next year's direc-
tory should contact Bob
Lachowski at Army Aviation
Publications, Inc., 755 Main
Street Suite 4D, Monroe, CT
06469, Tel: (203) 268-2450 ext.
131, Fax: (203) 268-5870,
E-mail: bob@quad-a.org

Editor's note: ARMY AVIATION now devotes a separate section to industry news and announcements that are related to Army Aviation matters. Companies can send their Army Aviation related information to editor@quad-a.org or call (334) 347-2010.

Bell Proposes 412EP for Army's LUH Request

Bell Helicopter of Fort Worth, Texas, presented its formal proposal October 21 to the Army's Light Utility Helicopter request-for-proposal issued July 27. Bell is offering its successful 412EP medium twin-engine helicopter, which is FAA-certified and meets all the requirements listed in the Army's RFP. Two Pratt and Whitney PT6T-3D engines power the aircraft, an efficient and mature engine with than 36 million hours in aircraft around the world. Currently 384 Bell 412s are conducting similar missions in the military or para-military services of 28 other countries.



BELL HELICOPTER PHOTO

CMC Electronics Earns Bronze Award

CMC Electronics Inc. of Montreal, Canada, was honored by the Defense Supply Center in Columbus, Ohio, as one of the U.S. Government's best suppliers. The achievement was announced during the Land & Maritime Supply Chain's Business Conference and Exhibition held Aug. 30. This is CMC-E's second Bronze quality performance award in two years. Awards are based on past performance data, translated into a numeric score. CMC-E scored 98.7 percent. CMC-E supplies vertical instrument displays systems, which are vertical scale cockpit engine instruments designed to provide AH-64, UH-60 and CH-47 pilots with accurate engine status information.

Advertisers Index

AAI	9	ITT Night Vision	5
Aerospace Filtration Sustum	17	Miltope Corporation	37
Armor Holdings	49	The Military Officers Assn. of Am.	6
Belleville Shoe Man. Co.	45	Navigator Development Group, Inc.41	
Bell Helicopter Textron Inc.	7	Phantom Products, Inc.	23
Boeing - Military A&M Systems ..	2	Raydon Corporation	31
CMC Electronics Inc.	51	Robertson Aviation, L.L.C.	27
Contract Fabrication & Design, Inc.11		Rockwell Collins	15
DMS	33	RoLin Industries, Inc.	25
DRS Technologies, Inc.	19	Sikorsky Aircraft	29
EADS North America/Raytheon ...	1	Thales	35
EADS/CASA	47	USAA	21
Fastening Systems, Inc.	12	Westar Aerospace/Defense Group ...	39
FLIR Systems, Inc.	13		
Global Military Aircraft Systems ..	72		

BURRO Flies at Redstone

Kaman Aerospace Corp., Bloomfield, Conn., demonstrated its new-generation vertical takeoff unmanned aerial system (VT-UAS) during a Nov. 1-2 demonstration at Redstone Arsenal, Ala. Kaman's Broad area Responsive Resupply Operations or BURRO+ aircraft, is part of the Army's family of unmanned systems experiment (FUSE) phase I demonstration and autonomous air delivery vehicle experiments. The BURRO+, previously a Marine Corps program, is being developed to perform a variety of fully integrated logistics support missions. Based on the K-MAX helicopter, the BURRO's ability to lift 6,000 pounds and resupply autonomously to over 20,000 feet could provide battlefield commanders with new options.



COURTESY PHOTO

GMAS Opens Huntsville Office

Global Military Aircraft Systems (GMAS), a joint venture company of L-3 Communications' subsidiary, Integrated Systems and Alenia North America, Inc. opened its new office Dec. 1 in the Perimeter Corporate Park in Huntsville, Ala., in proximity to Redstone Arsenal. The office at 1525 Perimeter Parkway, Suite 150, serves as the program office for the C-27J aircraft that GMAS will propose as a solution for the Army's Future Cargo Aircraft program. Retired BG Howard Yellen is GMAS's general manager and heads the office. Visit www.C-27J.com for more info.

Fire Scout Demos at Rucker's 50th Anniversary

Northrop Grumman Corp., San Diego, Calif., and the Army's Airworthiness Development and Test Center provided flight demonstrations of the Army's MQ-8 Fire Scout vertical takeoff and landing unmanned aerial vehicle during Fort Rucker's 50th anniversary celebration Oct. 21-22.

Before thousands of service members, families and community members in Alabama, the Fire Scout performed numerous demonstrations illustrating the capabilities it can bring to battlefield commanders. This UAV can provide real-time video streaming from intelligence, surveillance and reconnaissance missions. It can also perform other missions such as delivery of weapons fire or supplies to remote or dangerous locations.



NORTHROP GRUMMAN PHOTO

Industry News continued on next page

Contracts

General Electric Co., Lynn, Mass., was awarded Nov. 10 a delivery order of \$160M as part of a \$2.4B contract for T-700 engine spare parts. Work should be completed by Dec. 30, 2008.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded Nov. 9 a \$9.49M contract for spare parts for the UH-60 System. Work to be completed by Nov. 30, 2010.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded two contracts Nov. 7, one for \$9.7M for the overhaul and upgrade of the UH-60 CAT IV main rotor blades. The second contract is for \$5.3M for the overhaul of UH-60L transmissions. Both contracts should be completed by Dec. 30, 2010.

DynCorp International L.L.C., Fort Worth, Texas, was awarded Nov. 3 a delivery order amount of \$9.1M as part of a \$406M contract for refurbishment of UH-1H Huey helicopters. Work will be performed in Panama City, Fla., and should be completed by Feb. 27, 2009.

Groen Brothers Aviation*, Salt Lake City, Utah, was awarded a Defense Advanced Research Projects

Agency contract in October for a \$3 million increment of a \$6.4 million other transaction for prototypes agreement to design a heliplane, a vertical takeoff and landing air vehicle with forward flight performance much better than conventional helicopters. Work will be performed in Salt Lake City (70 percent); Atlanta (20 percent); Walled Lake, Mich. (5 percent); and Englewood, Colo. (5 percent). Completion is expected by Jan. 2007.

ITT Industries, Clifton, N.J., was awarded a contract with a \$41.8M first delivery order amount for the production of the Suite of Integrated Radio Frequency Countermeasures (SIRFC) for the MH-47 Chinook aircraft. The work will be performed in Clifton, Norcross, Ga. and Landsdale, Pa., and should be complete by Nov. 2008.

Lord Corp., Erie, Pa., was awarded Oct. 28 a delivery order amount of \$6.49M as part of a \$39.4M contract for spindle bearing assemblies for the UH-60 helicopter. Work will be performed in Dayton, Ohio, and should be complete by Nov. 1, 2010.

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

POTM

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 via e-mail to: editor@quad-a.org.

AAAA congratulates the following officers of the Aviation Officer and Warrant Officer Basic Courses, U.S. Army Aviation Center, Fort Rucker, Ala. AAAA provides standard aviator wings to all graduates and sterling silver Army aviator wings to the distinguished graduates of each flight class.

Class 05-24, 52 Officers, Graduated Nov. 3

OBC

- 2LT Michael W. Davies * DG
- 2LT Benjamin R. Gering HG
- 2LT Jonathan P. Andrews HG
- 2LT Robert C. McBride * HG
- 2LT Thomas P.J. Root * HG
- 2LT Cameron M. Johnson * CLG
- 2LT Eric S. Boenitz * DG
- 1LT Jerod S. Burns * HG
- 2LT Deborah L. Chen * HG
- 2LT Kelly L. Colgan * HG
- 2LT Seth A. Everett * HG
- 2LT Matthew T. Ford * HG
- 2LT Richard J. Giannetti * HG

- 2LT April J. Hantzis
- 2LT Kevin A. Lee *
- 2LT Paul E. Lindberg *
- 2LT Adam D. Mankey *
- 2LT Peter A. Menet *
- 2LT Kevin T. Merrill
- 2LT Kiwi C. Nicholson
- 2LT Daniel W. Screws *
- 2LT Joshua Simpson
- 2LT Nathan D. Smith *
- 2LT Adam V. Smoot *
- 2LT Chadd M. Tillman *
- 2LT Heidi K. Weatherspoon
- 2LT Melissa M. Winters *
- 2LT William Carrion II *
- 1LT Mark A. Swiney
- 1LT Imeda Maisuradze (Georgian Mil)

WOBC

- WO1 Jonathan A. Cook DG
- WO1 Brent L. Middleton HG
- WO1 Daniel T. Koshinsky * HG
- WO1 Carson S. Steck * HG
- WO1 David M. Anderson
- WO1 Kevin W. Bollom
- WO1 Dustin S. Bray *
- WO1 Eric J. Chain

- WO1 Daniel R. Cosson *
- WO1 Ivan A. Cruz
- WO1 Preston S. Dean *
- WO1 Christopher A. Fowler
- WO1 Robert E. French IV
- WO1 Victor V. Gallegos *
- WO1 Christopher C. Johnson
- WO1 Michael R. Miranda *
- WO1 Jake J. Mondragon *
- WO1 Justin C. Norman *
- WO1 Jason E. Richards *
- WO1 Zigmunt P. Smigaj *
- WO1 Daniel L. Thomas *
- WO1 Chad A. Weaver *

Class 06-01, 46 Officers, Graduated Nov. 18

OBC

- 2LT Gregory E. Sigman * DG
- 2LT Nils D. Henderson * HG
- 2LT Jeffrey P. Moore * HG
- 2LT Courtney E. Ellers * HG
- 2LT Rebecca M. Mockelman HG
- 1LT Leslie F. Thaggard CLG
- 2LT Yonatan S. Abebie
- 2LT Stephan J. Arnold *
- 2LT Alan M. Bairley

- 2LT Carlos M. Barbary *
- 2LT Michael S. Bertsch *
- 2LT Miles H. Dahl *
- 2LT Matthew K. Green
- 2LT Hellmut A. Haffner *
- 2LT Gregory M. Holden *
- 2LT James A. Jablonski
- 2LT Kevin B. Kennedy *
- 2LT Benjamin G. Lewis
- 2LT Jeremy H. Lyons *
- 2LT Skyler J. Mills
- 2LT David J. Puzzo *
- 2LT Dusty J. Rhoades
- 2LT Timothy B. Satterthwaite
- 2LT Darrell H. Scoggins *
- 2LT Scott J. Sengenberger
- 2LT Jamie S. Shoemaker *
- 2LT Shawan P. Silvan

WOBC

- WO1 Derek E. Knodt * DG
- WO1 Jason N. Wyatt HG
- WO1 Mark E. Simpson HG
- WO1 Phillip L. Norris * HG
- WO1 Dale J. Bell *
- WO1 Bryan J. Brooks *
- WO1 Mark S. Chamberlin
- WO1 Michael S. Ferguson

WO1 Michael E. Herman *
 WO1 David J. Kuschel
 WO1 Zachary L. McDowell
 WO1 Chad D. McPike *
 WO1 Ross H. Noble *
 WO1 Scott W. Petersen *
 WO1 Byron Z. Russell
 WO1 Ronald S. Sandler
 WO1 Mark D. Schimnoski
 WO1 Travis J. Schubbe *
 WO1 Scott D. Smith *

DG = Distinguished Graduate
 HG = Honor Graduate
 CLG = Commandant's List Graduate

Fiscal Year 2005 COL Army Reserve competitive category promotion board results released November 17. Congratulations to the following 28 Aviation branch officers.

Aquino, Adolfo
 Bedard, Richard A. *
 Blohm, Daryl W.
 Campfield, Steven J. *
 David, Gary L. *
 Driesbach, Stuart K. +
 Dupree, Ron D. +
 Garshak, Michael J.
 Hilty, Timothy J. *
 Huddleston, Michael J. *
 Jensen, Garrett P. *
 Joyce, Stephen E. +
 King, Curtis L.
 Kramer, Jeffrey P.
 McDonald, David W. *
 Merritt, Paul A.
 Newcomer, John C. *
 O'Connor, Jane K.
 Phaneuf, Alan M.
 Price, Joseph Allen *
 Renner, Donald A. II
 Robinson, Kevin P. *
 Schmitz, Mark K.
 Sieber, Joseph L.
 Soldan, Alan K.
 Waters, Timothy A.
 Williams, Jesse J. *
 Wilson, Larie J.

Fiscal Year 2005 COL Army Active component promotion board results released Nov. 17. Congratulations to the following 65 Aviation officers.

Operations (OP) (Aviation)
SEQ.# NAME

- 12 Alexander, David R. *
- 217 Anthony, Hodges Jr
- 336 Arcocha, Juan L.
- 110 Artman, Spencer Q. *
- 376 Barbee, Michael J. *
- 255 Beckinger, Richard *
- 81 Bequette, Bryan W. *
- 311 Bishop, Kevin R. *
- 26 Brown, Otis L. II *
- 51 Carpenter, Martin T. *
- 303 Coplen, Lorelei E.
- 314 Daum, Richard S. *
- 204 Dolan, Terrance J.
- 373 Douthit, Robert L. *
- 151 Dowd, John F. *
- 38 Effinger, Robert C.
- 131 Evans, Richard A. *
- 304 Evans, Samuel S. *
- 48 Fedors, Kurt W.
- 251 Gabram, Douglas M. *
- 37 Gutierrez, Eduardo *
- 105 Hill, Jeffrey G. *
- 187 Jellison, Joseph B. *
- 126 Johnson, Eric S. *
- 166 Jones, Timothy A. *
- 86 Knapp, Richard T. *
- * 416 Lewis, Ronald F. *
- 2 Ludowese, James P. +
- * 412 Lundy, Michael D. *
- 200 Meacham, Jimmy L. *
- 345 Miller, William K. *
- 159 Moore, David R. *
- 364 Morgan, Terry V. *
- 254 Parker, David B. *
- 322 Quackenbush, Robert *
- 199 Reinwald, Allison R. *
- 388 Richardson, Laura J. *
- 72 Rodgers, David P. *
- 239 Senters, Michael *
- * 402 Sherrell, Chandler *
- 10 Smidt, Jonathan J. *
- 257 Smith, Eric E. *
- 195 Smith, Stephen C. *
- 7 Sova, Robert J.
- * 418 Tierney, Patrick E. *
- 301 Ulses, Robert J.
- 157 Werthman, Robert W. *
- 1 Westphal, Steven D. +
- 335 Williams, Daniel E. *
- 258 Williams, John D. *

Information Operations (IO)

- 3 Bartlett, Kenneth C. 57
- 29 Boylan, Steven A. 46
- 23 Negard, Michael J. 46

Institutional Support (IS)



PHOTO BY CNS (RET) MAJOR TRAVERS

Retirement

After four decades of piloting Army aircraft, **BG Ronald B. Stewart** with the Delaware Army National Guard made his final touchdown in a UH-1 Medevac helicopter on Oct. 20 at the Army Guard airfield near New Castle. It was his last flight in nearly 40 years of flying, logging more than 6,300 flight hours, including 460 combat hours in the skies over Vietnam with the 48th Assault Helicopter Company. Stewart, a rated master Army aviator with 11 oak leaf clusters on his Air Medal, will retire February 28. He was promoted to brigadier general in 1999 and has served since then as assistant adjutant general for Delaware ARNG. He's a 1990 inductee into the Officer Candidate School Hall of Fame at Fort Benning, Ga. In March 1996, he was presented with the Bronze award of the Order of St. Michael. Stewart was drenched with a fire hose in aviation flight tradition following his flight. Pictured above with Stewart is his wife Nancy, who appeared following the hose down with a bottle and a glass. She poured some champagne on her husband's head and then gave him some in a glass to toast the event. The Stewarts reside in Wilmington, Del. and look forward to February.

Secretary of Defense Donald Rumsfeld announced Nov. 18 the President has nominated **BG Timothy P. McHale** for promotion to the grade of major general. McHale is serving as the commanding general of the 19th Theater Support Command, Eighth U.S. Army in Korea.

- | | | | |
|---------------------------|----|--------------------------|----|
| 43 Brucker, Duane E. | 49 | * 69 Potts, Anthony W. * | AC |
| 36 Cantwell, Gregory L. + | 59 | 63 Robinson, Keith W. * | AC |
| 40 Hesse, Robert L. | 50 | 52 Stewart, Gregory E. * | AC |
| 51 Hume, Robert S. * | 49 | 64 Tobin, Vincent M. * | AC |
| 44 White, Christopher + | 45 | 6 Wright, John S. * | AC |

Operational Support (OS)

- 51 Edwards, Keith R. * AC
- 31 Kihara, Steven W. * AC

* Below the Zone
 * = AAAA Member
 + = Life Member

Fiscal Year 2006 MSG Army Active Component Selection Board results released Nov. 18. Congratulations to the following 138 senior Aviation NCOs.

Seq#	Name	PMOS	RMOS
4	Anger, William K.	15P4	15P5
68	Ankrum, Lloyd S.	15R4	15Z5
29	Annicelli, Daniel P.	15P4	15P5
7	Anthony, William E.	15R4	15Z5
9	Arnold, Carl A.	15T4	15Z5
6	Bailey, Russell R.	15K4	15Z5
65	Banks, Jarrard F.	15R4	15Z5
72	Bazzano, John E.	15T4	15Z5
26	Beausoleil, Brian K.	15P4	15P5
8	Bonney, Richard M.	15R4	15Z5
3	Bowser, Mark W.	15R4	15Z5
86	Bronson, John F.	15T4	15Z5
74	Burns, Ira D.	15S4	15Z5
21	Carnes, Cyndee J.	15P4	15P5
13	Casoni, Scott L.	15Q4	15P5
53	Champlin, Henry C.	15T4	15Z5
79	Corley, Burton T.	15S4	15Z5
23	Cornett, Brian R.	15P4	15P5
45	Cunningham, Joseph	15J4	15Z5
7	Daniels, Furman Jr	15P4	15P5
19	Davis, Michael T.	15T4	15Z5
37	Davis, Rickey A.	15T4	15Z5
77	Dees, Charles C.	15K4	15Z5
8	Denzine, Jeffery A.	15Q4	15P5
6	Desourdy, Steven J.	15P4	15P5
5	Dettmerparker, Trent	15P4	15P5
32	Dockery, Marius D.	15Q4	15P5
33	Doughman, Donald A.	15R4	15Z5
85	Dove, George M.	15U4	15Z5
40	Duncan, Robert W.	15T4	15Z5
22	Ellis, Ozzie D.	15S4	15Z5
20	Elm, Michael	15Q4	15P5
35	Etheridge, James L.	15P4	15P5
36	Evans, Demetrius	15P4	15P5
30	Faubus, Anthony W. *	15T4	15Z5
56	Fife, James R.	15S4	15Z5
24	Goodson, Kelsey M.	15Q4	15P5
83	Groutage, Katrina E.	15R4	15Z5
93	Halchishick, James	15T4	15Z5
24	Hamilton, James K.	15T4	15Z5
98	Hartley, Kerry P.	15X4	15Z5
27	Hartmann, Steven J.	15Q4	15P5
2	Hazelton, Larry R. *	15P4	15P5

57	Hedrick, Todd W.	15S4	15Z5
52	Helms, Kenneth G.	15S4	15Z5
73	Helton, Stephen H.	15S4	15Z5
96	Henderson Karen M.	15J4	15Z5
63	Herring, Charles D.	15U4	15Z5
76	Herring, William	15U4	15Z5
11	Holler, Douglas H.	15Q4	15P5
25	Hubbs, Troy S.	15Q4	15P5
42	Huggins, Wayne M.	15K4	15Z5
25	Hunter, Ahan A.	15T4	15Z5
58	Hutchings, Paul G.	15T4	15Z5
62	Jamison, Ernest R.	15T4	15Z5
100	Jordan, Frederick D.	15Y4	15Z5
20	Jueschke, Warren C.	15S4	15Z5
3	Kakatin, Henry Jr	15P4	15P5
54	King, Scott E.	15K4	15Z5
21	Lafleur, John E.	15T4	15Z5
13	Lambert, Robert D.	15R4	15Z5
99	Lardy, Joel A.	15R4	15Z5
55	Legrand, James O.	15U4	15Z5
51	Lewis, Gregory A.	15S4	15Z5
31	Libbey, James E.	15T4	15Z5
1	Linen, Gerome	15T4	15Z5
78	Lipscomb, Desiree T.	15T4	15Z5
84	Lopez, ceperopapar	15K4	15Z5
66	Lopez-Perez, Antonio	15R4	15Z5
15	Lumbra, Joseph P.	15K4	15Z5
17	Lyons, Quentin S.	15Y4	15Z5
9	Manglona, Junella	15P4	15P5
11	Martin, Jesse W.	15T4	15Z5
34	Massingham, Duncan *	15P4	15P5
70	McCarley, Joshua L.	15K4	15Z5
69	McConnell, Robert A.	15K4	15Z5
18	McCrae, Ronald L.	15Q4	15P5
41	McDeavitt, Daniel C.	15J4	15Z5
15	McDonald, Paul S.	15Q4	15P5
19	McGrew, Paul W. *	15P4	15P5
35	McNeill, Thomas J.	15T4	15Z5
1	Mechels, Dudley J.	15P4	15P5
101	Meek, Robert J.	15S4	15Z5
31	Miller, Scott W.	15P4	15P5
18	Nickoloff, William	15J4	15Z5
30	Norris, Lan M.	15Q4	15P5
16	Nutter, Scott E. *	15Q4	15P5
95	Odom, Richard G.	15J4	15Z5
48	Oxenford, Brad L.	15U4	15Z5
71	Pike, Crystal Gail	15R4	15Z5
82	Plaster, Gerald S.	15U4	15Z5
75	Pohlman, Scott A.	15U4	15Z5
92	Reidy, Paul T.	15T4	15Z5

91	Reiff, Jerri L.	15T4	15Z5
27	Rhodes, John R.	15K4	15Z5
88	Robbins, Kathryn A.	15T4	15Z5
60	Robles, Luis R. Jr	15K4	15Z5
12	Rodriguez, Franklin	15S4	15Z5
37	Rosario, Ramos E.	15P4	15P5
36	Rosencrance, Rusty	15T4	15Z5
34	Sallia, Gerald J.	15S4	15Z5
50	Sanders, Gary	15K4	15Z5
47	Schlangen, Ronald D.	15X4	15Z5
94	Schley, James R.	15T4	15Z5
67	Self, William E.	15K4	15Z5
29	Seupaul, Anthony J.	15R4	15Z5
14	Small, Bobby J.	15T4	15Z5
16	Smith, Gary A.	15U4	15Z5
38	Smith, John P.	15T4	15Z5
90	Smith, Mark A.	15T4	15Z5
28	Snow, Tommy A. Jr. *	15T4	15Z5
26	Storrs, William M.	15K4	15Z5
17	Sutterfield, Michael *	15Q4	15P5
2	Szlachta, Richard J.	15R4	15Z5
22	Taylor, Vonda K.	15Q4	15P5
44	Thomas, Reginald F.	15U4	15Z5
5	Thomas, Walter D.	15K4	15Z5
33	Thompson, Christopher	15P4	15P5
10	Thompson, Harold H.	15S4	15Z5
46	Thorn, Anthony S.	15J4	15Z5
4	Turbessi, Michael T.	15U4	15Z5
61	Valdez, Gary L.	15Y4	15Z5
12	Varner, Steven E.	15P4	15P5
81	Vondette, Robert G.	15U4	15Z5
59	Vonholtz, Joseph B. *	15T4	15Z5
89	Wagenbrenner, Charles	15U4	15Z5
23	Wagoner, Rickey E.	15S4	15Z5
80	Wainwright, Eric I.	15T4	15Z5
64	Walker, Dean A.	15K4	15Z5
28	Webster, George S.	15P4	15P5
10	Welch, Angela L.	15P4	15P5
43	Wilgeroth, Joseph D.	15Y4	15Z5
32	Williams, Del R.	15S4	15Z5
39	Williams, John J.	15U4	15Z5
97	Wilson, James D.	15T4	15Z5
49	Wilson, James F.	15T4	15Z5
14	Wrancher, William A.	15Q4	15P5
87	Wyllie, Steven W.	15U4	15Z5

* = AAAA Member
 † = Life Member



Attention AAAA Members!!!

send us your e-mail address (especially your AKO Account)

Send to: AAAA National Office

e-mail: aaaa@quad-a.org

Rucker Connects Outbounds with Gaining Commands by VTC

By DeLane Stewart

For many Soldiers and family members, moving overseas can be a daunting experience. Their fears may be magnified by the many changes occurring in today's Army.

How will downsizing and transformation impact us? Will the unit we are headed to be moving or the installation closing? What types of jobs can I expect? Will we be living in stairwell housing or on the economy?

These are some of the many questions facing Soldiers and family members as they prepare to move to overseas assignments, such as Germany and Korea.

The Relocation Readiness staff at Army Community Service (ACS) at Fort Rucker, Ala., together with the 1st Avn. Bde., are working to ease apprehensions and empower Soldiers and family members by combining overseas briefings with the technology of video teleconferencing (VTC).

Soldiers and family members deploying to overseas assignments are brought together for a briefing on the various aspects of moving and living overseas. The first portion of the briefing consists of a 45-minute slide presentation that lays out a list of things to do prior to leaving Fort Rucker, to include transportation appointments for shipping privately owned vehicles and household goods.

Attendees are then given a comprehensive briefing on what to expect when they land in a foreign country, customs, courtesies, food, language, currency, driving requirements, housing and education.

Following the slide presentation, units located at Camp Humphreys, Korea are linked into Fort Rucker via VTC. These Soldiers represent several units and include all ranks. Often times, the group may consist of brigade, battalion and company commanders, First Sergeants, adjutants, various staff officers and enlisted Soldiers.

During the first 30-minutes of the hour-long VTC, Soldiers in Korea spend time discussing topics such as transformation and relocation of units, anticipated deployments, unit operational tempos, daily life and travel opportunities.

Soldiers at Fort Rucker are then given the opportunity to ask questions and receive answers first hand from Soldiers who are currently living at Camp Humphreys.

Family members are encouraged to attend, even though most will not be accompanying their Soldier to Korea. Many loved ones find this program helps them to have a better understanding of their Soldiers' daily life while in country.

After several successful VTC's with Korea, the program was expanded to include the combat aviation brigade at Katterbach, Germany. The Germany program differs slightly from Korea in that most Soldiers relocating to Germany have family members accompanying them.



ARMY PHOTO BY ASHLEY INNES

Soldiers and family members at Fort Rucker participate in video telephone conferences with members of their gaining commands prior to leaving for the next assignment.

The Germany group includes Soldiers and family members of various ranks, as well as ACS staff from Katterbach and nearby Illesheim. Time is dedicated to discussion and questions are answered on housing, schools and family activities.

VTCs take place about every six weeks, based on the number of Soldiers departing Fort Rucker. Making the VTC available to Soldiers and dependants empowers them with knowledge, which manifests into less fear and a more positive outlook towards this sometimes-frightening experience.

Gaining units realize the benefits, as Soldiers and family members arrive better prepared for the challenges of living overseas. Face to face connections are made and job experiences discussed, thus giving units the opportunity to slot Soldiers into upcoming vacancies.

In the past, a Soldier heading to an overseas tour might receive, at best, a welcome packet or a phone call from his/her sponsor. As a result, the Soldiers and family members had no idea what to expect.

With the addition of this program, Fort Rucker combines technology and vision to forge a new path for Soldiers and their families. The success of this program is best summarized by the comments of one Soldier as she departed the briefing, "I came here not knowing what to expect in Korea and now I'm ready to go!"



DeLane Stewart is an Army Family Action Plan coordinator in the Relocation Readiness Program office with the Army Community Service, Fort Rucker, Ala.

Joseph P. Cribbins Aviation Product Symposium

“Aviation Support to the Warfighter”

March 8-9, 2006

Objective & Scope

The Tennessee Valley Chapter of the Army Aviation Association of America (AAAA) will sponsor the 32nd Annual Joseph P. Cribbins Aviation Product Symposium for interested members of industry and the aviation logistics and acquisition communities on March 8–9, 2006. The theme of this year's symposium is “Support to the Total Aviation Force”.

The purpose of the Aviation Product Symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning the support of Army Aviation's Warfighters.

The symposium will consist of individual and panel presentations with follow-on question and answer sessions. This year's panels will focus on issues impacting and enhancing the Army's Total Aviation Force Now and in the Future. We will also have updates from the CG AMCOM and PEO, Aviation; Government and Industry Keynote Speakers; and an Operational Perspective.

The Aviation Product Symposium will provide a unique opportunity for senior leaders from industry, the military, and the government to interact and share their thoughts on the future of aviation logistics. The key objective of this year's symposium will be to build on last year's deployment/sustaining and path ahead discussions on how industry and the government can work together to support Army Aviation's Warfighters.

For further information regarding the symposium, please contact Debi Charlier or Janice Sanders of AEPCO, Inc. at (256)464-9191 or via e-mail at debi.charlier@aepco.com or sanders.janice@aepco.com, respectively.

AAAA Joseph P. Cribbins 32nd Annual Aviation Product Symposium March 7 – 9, 2006 AGENDA

Tuesday March 7, 2006

0700 – 0830 APS Registration at the Bob Jones Auditorium – Sparkman Center

1300 – TVC AAAA Golf Outing (weather permitting)

Wednesday March 8, 2006

0700 – 0830 APS Registration at the Bob Jones Auditorium – Sparkman Center

1400 – 1900 APS Registration – Huntsville Holiday Inn Select (formerly the Hilton)

1630 – 1930 Early Bird Reception Hosted by Tennessee Valley Chapter (TVC), AAAA, Huntsville Holiday Inn Select

Thursday March 9, 2006*

Morning Session:

0630 – 0800 Continental Breakfast – Von Braun Center

0700 Registration Opens

0800 – 0820 Opening Remarks, COL (R) Robert Birmingham – TVC President

0820 – 0850 Invited Industry Keynote Speaker – Mr. Ed Birtwell, VP, GE Turboshift Engines

0850 – 0920 AMCOM Update – MG James Pillsbury, CG, AMCOM

0920 – 0950 Break

0950 – 1130 Panel I – Total Aviation Force - Now (Chairman) – Dr. Richard Amos, Deputy Commander, AMCOM Selected Government/Industry Panel Members

Lunch:

1130 – 1300 Luncheon Speaker – BG E.J. Sinclair, CG, USAAVNC

Afternoon Session:

1300 – 1445 Panel 2 – Total Aviation Force – in the Future (Chairman) – BG William Phillips, Deputy PEO, AVN
Selected Government/Industry Panel Members

1445 – 1515 Break

1515 – 1540 PEO, Aviation Update – Mr. Paul Bogosian, PEO, AVN

1540 – 1605 Government Keynote Speaker – Invited BG Stephen D. Mundt, Director Aviation Task Force

1605 – 1630 Theatre Update – Invited MG John Urias

Evening Session: – Von Braun Center

1830 – 1930 Reception

1930 – 2045 Dinner

2045 – 2200 Awards Presentation & Guest Speaker –

Invited GEN Richard A. Cody, VCSA

Friday March 10, 2006 – Bob Jones Auditorium

0800 – 1200 Attendees invited to attend General Officer Review Board (GORB) at the Bob Jones Auditorium - Sparkman Center

*Uniform will be:

APS Attendees: Military – Duty Uniform

Civilian – Appropriate Civilian Attire

Speakers: Military – Class A/Civilian – Coat & Tie

Evening Session: Military – Class A/Civilian – Coat & Tie



**AAAA Joseph P. Cribbins
32nd Annual Aviation Product Symposium
Registration Form**



Von Braun Center ♦ Huntsville, AL ♦ March 8 – 9, 2006

SPONSORED BY THE TENNESSEE VALLEY CHAPTER OF THE ARMY AVIATION ASSOCIATION
REGISTRATION DEADLINE: March 06, 2006

MILITARY/CIVILIAN RANK (if applicable): _____

NAME (as you want it to appear on your badge): _____

POSITION (as you want it to appear on your badge): _____

UNIT/COMPANY (as you want it to appear on your badge): _____

COMPANY/MAILING ADDRESS: _____

CITY: _____ STATE: _____ ZIP _____

TEL: _____ FAX: _____ EMAIL: _____

INDUSTRY

(Retired military and others working for a Defense Contractor on a Full-Time, Part-Time or Consulting basis, are NOT eligible for GovtMil registration fee).

	Reg Fee	Lunch	Dinner	Total
AAAA Member	<input type="checkbox"/> \$335	Included	Included	\$ _____
Non AAAA Member	<input type="checkbox"/> \$360	Included	Included	\$ _____
<input type="checkbox"/> Spouse: _____		<input type="checkbox"/> \$20	<input type="checkbox"/> \$30	\$ _____
<input type="checkbox"/> Late Registration Fee \$50 (same day, postmarked after)				\$ _____
<input type="checkbox"/> Membership to AAAA \$26.00 (those paying for membership may use AAAA member rates)				\$ _____

GOVERNMENT/MILITARY

	Reg Fee	Lunch	Dinner	Total
AAAA Member	<input type="checkbox"/> \$45	<input type="checkbox"/> \$20	<input type="checkbox"/> \$30	\$ _____
Non AAAA Member	<input type="checkbox"/> \$50	<input type="checkbox"/> \$20	<input type="checkbox"/> \$30	\$ _____
<input type="checkbox"/> Spouse: _____		<input type="checkbox"/> \$20	<input type="checkbox"/> \$30	\$ _____
<input type="checkbox"/> Late Registration Fee \$50 (same day, postmarked after)				\$ _____
<input type="checkbox"/> Membership to AAAA \$26.00 (those paying for membership may use AAAA member rates)				\$ _____

Method of Payment: Cash Personal Check Business Check Credit Card

(Please Make Checks payable to: AAAA Aviation Product Symposium)

Visa/MasterCard #: - - -

American Express #: - -

Signature: _____ Expiration Date: _____

Please return completed registration form & appropriate fees to:

AEPCO, Inc./Attn: Debi Charlier

Meadow Green Centre, 9238 Madison Blvd., Building 2, Suite 110, Madison, AL 35758

TEL: (256) 464-9191 FAX: (256) 464-9291 E-MAIL: debi.charlier@aepco.com

Cancellations made after March 2, 2006 will be subject to a \$50.00 administrative fee – Cancellations after will not be refunded

Hotel Reservations

TO MAKE YOUR RESERVATION, CONTACT THE HUNTSVILLE HOLIDAY INN DIRECTLY AT (256) 533-1400
Please refer to the "AAAA Aviation Product Symposium" to receive the reduced rate.



LEGISLATIVE REPORT

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

Berdux Signs Off

I wish to thank all of the members of AAAA for the opportunity to have been your representative to The Military Coalition. This is my 83rd and final Legislative Report that I will write. It has been my pleasure, these past 11 years, to work with numerous dedicated professionals representing the 34 Veteran Service Organizations comprising TMC. Their goal, as well as AAAA's, has been and continues to be the improvement of the quality of life for our active, guard, reserve and retiree members.

I wish to particularly thank our Executive Director Bill Harris who approached me in 1997 on writing a monthly article on the activities of the TMC. I have thoroughly enjoyed the research, numerous meetings and the interaction with other VSOs, members of Congress, senior DoD leaders and their staffs, as I prepared each article.

LTC (Ret.) JoAnn Eberle will be AAAA's new TMC representative. She will continue reporting to you on the numerous goals and objectives of the TMC, and the issues, activities and pending bills ongoing in Congress, what's new with the Veterans Administration and DoD.

Thanks,
Sy Berdux

FY2006 DEFENSE AUTHORIZATION BILL

■ In November the Senate finished its \$491.6 billion version of the FY2006 Defense Authorization Bill (S. 1042), passing it by a vote of 98 to 0. The House passed its version of the bill (H.R. 1815) more than five months ago.

Now, House and Senate Armed Services Committee leaders must convene a conference committee to hammer out a compromise on hundreds of provisions that differ between the two bills. Some of the most significant provisions of interest include:

■ Sen. Bill Nelson's (D-FL) amendment to implement 30-year paid-up Survivor Benefit Plan (SBP) coverage and end the deduction of VA survivor benefits from SBP annuities when the member's death is caused by military service. Both provisions would take effect Oct 1, 2005.

■ Sen. Harry Reid's (D-NV) amendment to provide full, immediate concurrent receipt for disabled retirees rated "unemployable" by the Veteran's Administration, retroactive to Jan. 1, 2005.

■ Sen. Lindsey Graham's (R-SC) amendment to authorize permanent, premium-based TRICARE coverage for all drilling Guard and Reserve members (and their families) who agree to continue in Selected Reserve status.

These negotiations normally take two or three months, but the Senate's late start compressed the conference schedule this year. That put great pressure on House and Senate Armed Services Committee leaders to complete their negotiations. As of press time neither the Senate nor the House leadership had appointed conferees for the defense spending bill.

Leading Senate Defense Appropriations Subcommittee Chairman Ted Stevens said that there are differing views on the reason for the delay. He believes the problem is a disagreement on whether to include Sen. John McCain's detainee abuse provision, while his counterpart in the House, Rep. C.W. Bill Young, says that the bill may "become a vehicle for other items."

MEDICARE PART D vs. TRICARE PHARMACY BENEFITS

The media blitz about Medicare Part D has numerous AAAA and VSO members wondering if Medicare will provide them with better pharmacy benefits than TRICARE. It's TMC's opinion, it is unlikely that Medicare Part D would provide better coverage than TRICARE's benefits.

Most retirees don't need Medicare Part D. If you choose to enroll in Part D, your TRICARE pharmacy benefits will be affected, as TRICARE becomes the final payer behind Medicare.

VA CALLS OFF PTSD FILE REVIEWS

In a sudden reversal, Secretary of Veterans' Affairs James Nicholson announced Nov. 10 he has canceled a planned review of 72,000 claims for disability for post-traumatic stress disorder (PTSD).

The planned case review grew out of a VA inspector general study of 2,100 randomly selected veterans with disability ratings for PTSD. The IG reported that some files contained insufficient documentation for the PTSD compensation award.

The problem with these files appears to be administrative in nature, such as missing documents and not fraud. The Secretary conceded that any PTSD documentation technicality issues should be a training topic for VA claims adjudicators, not a reason to put disabled veterans through multiple interrogations.

Recent studies such as one by the prestigious New England Journal of Medicine project that one out of six OIF and OEF veterans may have PTSD symptoms. TMC believes the decision to cancel the review was the right one.

TMC OPPOSES MEDICARE/TRICARE CUTS

In November TMC representatives joined with the American Medical Association, the Texas Medical Association, and the Dallas County Medical Society for a press conference in Dallas to denounce the 4.4 percent planned cut in Medicare physician reimbursement rates.

Medicare physician payment cuts pose a particular health care threat to more than 9 million active duty, National Guard, Reserve and retired military members and their families nationwide. The Senate has approved a provision in its budget reconciliation package (S. 1932) that would reverse the scheduled reduction in Medicare and TRICARE payments and substitute a 1 percent payment increase. TMC believes this is essential to keep doctors from reducing the number of Medicare and TRICARE patients they see.

The Senate-approved package would also defer implementation of an annual \$1,500 cap on Medicare payments for physical therapy that otherwise would take effect in 2006.

The Senate action is a positive step, but it's only a start, because the House's budget plan envisions letting the payment cuts take effect.

VA APPROPRIATIONS & MILITARY CONSTRUCTION

The House and Senate Appropriations conferees have reached an agreement on the FY 2006 Veterans Affairs (VA) and the

Military Construction spending bill in November and recommended over \$70 billion for the VA. \$36.9 billion is for mandatory programs (benefits and compensation) and \$31.8 billion is for discretionary programs.

There is an additional \$1.22 billion in emergency funding for medical services. The priorities reflected in the conference agreement show an increase for mental health for veterans, treatment of posttraumatic stress disorder, and additional funding into Gulf War Illness research.

The agreement contains a new Prosthetics and Integrative Health Care Initiative to treat returning soldiers from Iraq and Afghanistan who have lost limbs in combat.

Other highlights include:

- \$412 million for medical and prosthetic research.

- An additional \$40 million for Veteran Benefits Administration operation expenses to prevent staff reductions in processing disability claims benefits.

- \$85 million for state extended care facilities.

- Creation of three "Centers of Excellence" for mental health medical care.

- Requires the VA to brief Congress on the status of their financial situation quarterly.

- Fully funds all mental health care and PTSD requirements.

Armed Forces construction projects will receive \$6.2 billion. Of that, \$5.1 billion is for Active Duty construction and, \$1.1 million is for Guard and Reserve construction. Family housing will receive \$4 billion, including \$1.81 billion to fully fund family housing construction and construction improvements, and \$2.20 billion for operation and maintenance of existing units.

The conference report funds Base Realignment and Closure (BRAC) implementation at \$1.2 billion.

SBP ONE-YEAR "OPEN SEASON" ENROLLMENT

The FY 2005 National Defense Authorization Act authorized an open enrollment period to allow retirees to participate in the Survivor Benefit Plan (SBP) or increase their level of participation if they were not previously at the maximum allowed level.

The open season, which began Oct. 1 and lasts through Sept. 30, 2006, will give non-enrolled retirees a chance to enroll and provide their spouses significantly improved SBP benefits. Legislation approved last year phased out the current SBP age-62 benefit reduc-

tion by April 1, 2008, effectively providing lifetime SBP annuities of 55 percent of covered retired pay.

Notices were included with the December retired pay statements.

During the one-year open season, current non-participants will be able to elect any coverage they could have elected when previously eligible, generally on retirement from the active force or after receiving a Reserve 20-year retirement letter.

Those currently participating in SBP at less than maximum levels may increase their coverage. The exception is that previous SBP participants who exercised an option to terminate SBP enrollment will not be allowed to re-enroll.

Open season enrollees will have to pay all back premiums from the date of retirement plus interest, either as lump sum or in 24 monthly installments. Members will also begin paying the same monthly premiums they would have been paying at this point if they had enrolled in SBP when first eligible.

Members who enroll during the open season and pay the back premiums and interest will receive credit toward 30-year paid-up SBP coverage as if they had enrolled when first eligible.

To enroll, members must apply by filling out a hard copy form available on the DoD Web site www.dtic.mil/whs/directives/infomgt/forms/eforms/dd2656-9.pdf.

The Defense Department is developing a calculator to help open-season enrollees figure their individual enrollment fees and monthly premiums.

Service personnel officials will be provided with the calculator when released, and Retiree Activity Offices at bases and stations will receive instruction on the new enrollment process.

To guard against "death-bed" enrollments, applicants will have to survive and pay premiums for 24 months for the survivor to receive SBP coverage. If the member dies before the end of 24 months, all paid premiums and the enrollment fee will be refunded.

OTHER SENATE-APPROVED AUTHORIZATION AMENDMENTS

The Senate also voted to adopt a long list of other amendments to the FY2006 Defense Authorization Act.

Here is a summary of selected initiatives adopted:

- Require appointment of special task force to identify servicemembers' and families'

mental health needs and require implementation plan within 12 months.

- Reduce Guard/Reserve retirement age requirement by 3 months for each 3 months served on active duty contingency since 9/11/01 (e.g., retire at age 59 if served one year on active duty since 9/11).

- Authorize an additional \$100 million for military child-care facilities and an extra \$20 million for family assistance centers.

- Establish fund to reimburse members/families for body armor, GPS receivers and certain other individual protective equipment purchased in conjunction with deployment to Iraq/Afghanistan, up to \$1,100.

- Require Pentagon report on actions needed to curb predatory lending practices and the resultant negative effects on servicemembers' and families' finances.

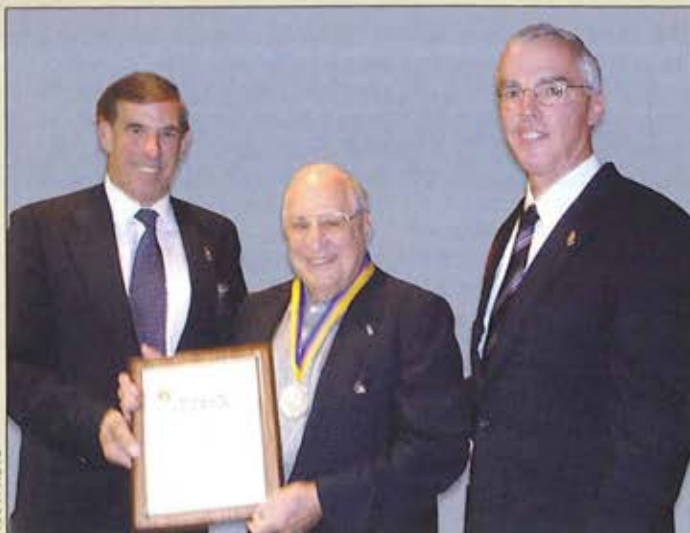
- Require payment of Federal civilian income differential to Guard/Reserve members who have completed 180 days continuous mobilization, completed 24 months on active duty in last 60 months or are involuntarily mobilized less than 6 months after separating from previous active duty mobilization.

- Require improved transitional assistance programs for Guard/Reserve members and families.

- Increase maximum assignment incentive pay from \$1,500 to \$3,000; authorize development of special recruiting incentives; allow Service Secretaries to implement Selective Early Retirement Boards (SERB) for FY2006-2011; and authorize voluntary separation incentive pay (up to three times involuntary separation pay) for members with 6 to 19 years of service. (NOTE: TMC is concerned about the potential for coercive application of the latter package by threatening members with involuntary separation — and even lower compensation — if they don't "volunteer" to leave. TMC believes members with substantial service who are excess to service needs should be authorized the same highly successful voluntary separation/early retirement incentives that were authorized during the post-Gulf War I drawdown.)

- Authorize Guard/Reserve members mobilized for more than 30 days to receive the same locality-based housing allowance that active duty members receive (currently applies only if activated for 140+ days).

- Authorize a variety of improved recruiting and retention incentive programs for active and Guard/Reserve members.



AAPI PHOTO

National Executive Board

Retired officers BG Harry Bendorf and COL Sy Berdux were honored for their career long support of Army Aviation with the Silver award of the Order of St. Michael. The presentations were made October 3 during the AAAA National Executive Board meeting in Washington, D.C. by AAAA National President, retired BG Tom Konitzer, left, and William Harris, AAAA executive director. Bendorf has been the chairman of the AAAA Strategic Planning Committee for many years and has helped shape the future of the AAAA through his efforts. His impact can be seen especially in the AAAA's new initiatives on Soldier support and Bendorf has been the consistent driving force in keeping the Senior Executive Associates program going strong, which is now under the chairmanship of retired GEN Jack Keane.



AAPI PHOTO

National Executive Board

Sy Berdux has been the AAAA representative to The Military Coalition (TMC) in Washington for many years, attending all the monthly meetings, helping to form the legislative positions for the TMC and the AAAA, and providing the monthly Legislative Report to the magazine. Berdux is stepping down from the TMC position as Secretary as of December 31. Retired LTC JoAnn Eberle is replacing Berdux as the next AAAA representative to TMC. Here Berdux receives the silver OSM from Konitzer.

New Chapter Officers

Big Red One:

COL Timothy J. Edens, President; LTC Guy M. Zero, Senior Vice President; CPT Lee S. Fennema, Secretary; CPT Jonathan M. Palin, Treasurer; MAJ Charles R. Bowery, Jr., VP, Membership Enrollment; CW3 Patrick A. Francis, VP, Scholarship; CPT Roderick S. Duplin, VP, Chapter Awards; CSM John J. Moore, Asst. VP Membership; MAJ Michael K. Bentley, Project Officer-Katterbach

Soldier of the Month

A Chapter Program to Recognize Outstanding Aviation Soldiers on a Monthly Basis.

SSG John W. Gooderham

October 2005
(Keystone Chapter)

SGT Lance H. Williams

October 2005
(Aloha Chapter)

SPC Daniel W. Dugal

November 2005
(Aloha Chapter)

SGT Johanny E. Placencia

November 2005
(Aloha Chapter)

Aces

The following members have been recognized as Aces for signing up five new members each.

Ms. Laura L. Bequette
MAJ Donald Mobley, Ret.
Ms. Liz A. Murtaugh
CPT Scott A. Myers

New AAAA Order of St. Michael Recipients (Gold)

BG Howard W. Yellen
(Silver)

LTC Paul J. Murray
CSM Alphonso Mote
(Bronze)

CW4 Gerald Sherrill

CW3 Sean Barcoe
SFC Shaun Young
ISG Lourdes Berrios-Powell
MAJ Brian Almquist

MSG Herbert Reinenger
CW3 Timothy R. Breneman
CSM Archie Davis
CW4 Randall J. Olsan
CW4 David McMahon
CW4 Lawrence Degroff
CW4 David M. Bradshaw
ISG Patrick Curran
ISG Charles Grimm
MAJ Robert P. Huber
CW4 David C. Miller
CW3 Kenneth W. Staton
LTC Jerome F. Pietzman
LTC William J. Petree
COL Harold E. Kerkhoff
LTC Steven B. Hirschowitz
LTC Monty M. McDonald
CW5 Richard L. Miller
CWO James Lapori, Ret.
MAJ Lisa Shodean
CPT Stephen M. Schlesinger
CW3 Richard V. Rogers
MSG Gregory P. Strong
CW5 Noel Seale
CW4 John Reid

New AAAA Order of Our Lady of Loreto Recipients

Katre Stapleton

Jessica LeJeune
Jeanne Schlesinger
Amanda Calvert
Heather Hinze
Megan Wiley
Carmen Kirgiss
Jonna Preciado
Hope Stover
Jennifer Thorson

New AAAA Life Members

COL Sylvester Berdux, Jr., Ret.
CW4 Richard K. Chenault
LTC Michael McClellan, Ret.
CPT Zachary J. Mundell
ISG Stuart C. O'Black
MAJ Bradley D. Osterman
CW3 Charles D. Ott, Jr.
COL Walter Urbach, Jr., Ret.
MSG James Weatherford, Ret.

New Industry Partners

ATK Missiles Systems
Company
Fox Kits, Inc.
Hammerhead Industries, Inc.

In Memoriam

COL Thomas N. Chavis, Ret.

Southern California Chapter

California Army National Guard's 1st Bn., 140th Avn. Regt. returned from Iraq to Los Alamitos Army Airfield on Nov. 3 to the cheers and delight of family, friends and unit members. The SCC helped to sponsor the homecoming welcome for the 130 members of this general support aviation battalion based in Los Alamitos. Activated in September 2004, they deployed after three months of training at Fort Sill, Okla. in December to Iraq. Stationed at Forward Operating Base Speicher near Tikrit, their missions included troop movements, air assaults and logistical support. They successfully flew over 8,000 combat hours and performed over 60,000 hours of organic maintenance. The 1-140th Avn. also has other Soldiers from subordinate units throughout the state, including the 126th MEDEVAC Company (Mather Airfield), 640th DASB (Long Beach), 1st Squadron, 18th Air Cavalry (Los Alamitos) and the 40th Avn. Bde. (Fresno).

ARMY PHOTOS BY C/PT ERIC THIESMEYER



Below: Family members gather to welcome loved ones home.

Inset: SGT Francisco Soto, with Headquarters Co., 1-140th, gets buried in a big hug from his wife and three children.

PHOTOS BY DON HOBLEY



Phantom Corps Chapter

The PCC sponsored a welcome home event for 150 Soldiers of the 1st Cav. Division's Combat Aviation Brigade on Oct. 25 at the Courses of Clear Creek, Fort Hood, Texas. The event was to provide the CAB Soldiers a day of fun and relaxation, including a catered lunch meal from one of the best Texas Bar-B-Q facilities on the golf course. The success of this event was due largely to con-

tributions from the tournament sponsors, the Sikorsky Aircraft Corp. and the AAAA national office. Pictured above welcoming home the Soldiers are (l to r) Sikorsky's Mike Mudd, MG James Simmons, III Corps's deputy commanding general, and COL Gregory Brockman, PCC president; and Soldiers enjoying the lunch.

NEW MEMBERS

AIR ASSAULT CHAPTER FORT CAMPBELL, KY

CW4 John K. Meehan
MAJ Marcus L. Varnadore
CW5 Michael L. Weddington
MAJ Jeff White

ALOHA CHAPTER HONOLULU, HI

MAJ Keith E. Besherse
SPC Christopher J. Cashell
1LT Derek Clark

SSG Thomas F. Coveney
1SG Joseph L. Depenhart
CSM Robert J. Felder
SSG Aimee M. Garcia
CW4 Keith E. Hanson
2LT Erin E. Heupel
MAJ Adam W. Lange
SFC Benjamin Minus
SFC Dean A. Walker
1SG Michael D. White
SFC Judson G. Wilson
CW2 Joseph C. Zalewski

AMERICA'S 1ST COAST CHAPTER JACKSONVILLE, FL

1LT Serena Washington
AVIATION CENTER CHAPTER
FORT RUCKER, AL

CW4 Michael G. Anderson
CW3 Richard B. Ayers, II
WO1 Earlon R. Bamber
CW3 Paul I. Batiz
2LT Jacob E. Bojarski
WO1 Mark D. Bouyer
2LT Evan W. Brainerd
2LT Darryl L. Brown
WO1 Rachel M. Cattin
2LT Erin E. Chagnard
2LT Christopher T. Colbert
WO1 James A. Collins
2LT Micah J. DiGrezio

LTC Mark F. Fassl
WO1 Chad S. Florek
WO1 Dustin C. Garza
2LT Dennis M. Harding, Jr.
WO1 Michael R. Hedgpath
WO1 Justin C. Helton
WO1 Sean Hennessy
WO1 Ryan R. Heuel
WO1 Matthew S. Hicklin
SFC Robert W. Hill
Mr. James E. Jones
2LT Zachary L. Jones
MAJ Cornelius W. Kugler
2LT Eric R. Laslo
WO1 Richard A. Lawson
2LT Mark J. Lee
2LT Zachary M. Lewis
WO1 Oscar R. Lopez
WO1 Michael L. Luna
2LT Brian G. Lutz
WO1 Joseph W. Lutz, III
2LT Peter S. Mamone
WO1 Adam S. Master
2LT Matthew E. Mazar
CW4 Thomas E. McClellain
2LT Benjamin A. McDaniel
CPT Danielle R. Medaglia
WO1 Calvin J. Milbach
CW1 Robert W. Plotts, Jr.
2LT Kevin T. Riley

2LT David G. Rodriguez
2LT Kevin E. Ryan
2LT Robert M. Sedlak
WO1 Mark R. Smith
WO1 Jeffrey R. Stiner
WO1 Truea A. Turner, Jr.
CPT Amanda M. Violette
2LT Jacob A. Wharton

BAVARIAN CHAPTER
HOHENFELS, GERMANY
CPT Richard E. Berry II
BIG RED ONE CHAPTER
ANSBACH, GERMANY
LTC Christopher H. Chun
CPT Timothy R. Jaeger
MAJ Christopher S. Luekenga
LTC Paul K. Reist

BLACK KNIGHTS CHAPTER WEST POINT, NY

CDT Craig S. Kormannshaus
CEDAR RAPIDS CHAPTER
CEDAR RAPIDS, IOWA
Mr. Verl W. Day
CONNECTICUT CHAPTER
STRATFORD, CT
Mr. Marvin D. Mirsky
SFC Rick Scavetta
CORPUS CHRISTI CHAPTER
CORPUS CHRISTI, TX
Mr. Nathan A. Day
Mr. Douglas L. Drake
Mr. James A. Fulton
Ms. Elsa Marines
LTC Timothy W. Orner
LCDR George Sandor, Ret.
Mr. Curtis M. VanDerwerken

DELAWARE VALLEY CHAPTER PHILADELPHIA, PA

Mr. Valvert L. Fox
FRONTIER ARMY CHAPTER
FORT LEAVENWORTH, KS
CW3 James A. Nix
GREATER ATLANTA CHAPTER
ATLANTA, GA
CPT Edelmiro A. Escobedo
Mr. Charles L. Prichard
HIGH DESERT CHAPTER
FORT IRWIN, CA
CW3 Ronald D. Petet
JIMMY DOOLITTLE CHAPTER
COLUMBIA, SC
SGT Matthew S. Brewer
1SG Henry Watkins
CPT Marc A. Werner
KEYSTONE CHAPTER
INDIANTOWN GAP, PA
CPT Gregory L. Coffield
SSG John W. Gooderham
MID-AMERICA CHAPTER
FORT RILEY, KS
CW3 David L. Pearson
MINUTEMAN CHAPTER
WESTOVER AFB, MA
Mr. William V. Carroll
MONMOUTH CHAPTER
FORT MONMOUTH, NJ
Mr. Nelson V. Capan
MOUNT RAINIER CHAPTER
FORT LEWIS, WA
CW4 Shawn M. Hayes

NORTH TEXAS CHAPTER DALLAS/FORT WORTH

CW2 James N. Gisclair
LTC George R. Nelson, Ret.
Ms. Kathy Nordhaus
Mr. Steven M. Rehard
LTC Donald G. Reininger, Ret.

OREGON TRAIL CHAPTER SALEM, OREGON

CW2 Devin C. Dupree
PHANTOM CORPS CHAPTER
FORT HOOD, TX
CW2 George Aldridge
CW3 Robert W. Andrews
SPC Brandon J. Arther
WO1 Joseph M. Alkinson
SFC Keith A. Bauman
SGT Andrew C. Bozyllinski
SPC Anthony R. Carrier
SPC James N. Combs
SFC James P. Corr
CPT Daniel Dickson, Ret.
Mr. Daniel D. Elliott
CW3 Fernando M. Estrella
CPT Lee A. Evans
CW4 Thomas E. Frierson
SSG Johnathan P. Gaballo
CW3 Ernesto J. Hansen
MAJ David S. Hocker
SPC Christopher M. Jackson
CPT Samuel E. Kim
SGT Jesse J. Lopez
CW4 Clifford K. Mead
SPC Jason D. Mueller
CPT Patrick J. Petrino
SGT Tim R. Rykaczewski
CW2 Jason L. Seeley
CW2 Randy L. Smith
SPC Kyle R. Squires
PIKES PEAK CHAPTER
FORT CARSON, CO
1SG Thomas R. Flatau
RHINE VALLEY CHAPTER
HEIDELBERG, GERMANY
SFC Rickey P. Donkel
RIO GRANDE CHAPTER
EL PASO, TX
COL Donald Cowan, Ret.
SAVANNAH CHAPTER
FT STEWART/HUNTER AAF, GA
SPC Robert Boatwright
SGT Eric K. Eshun
CW4 Duane D. Oldfather
CW3 Stephen M. Sheahan
SPC Marie St. Cyr
CPT Jonathan P. Tackaberry
SGT Samuel J. Woodall
SHOWME CHAPTER
JEFFERSON CITY, MO
CW3 Christopher F. Smith
SINAI CHAPTER
SINAI, EGYPT
Mr. Lawrence K. Bonkoski, II
SSG William A. Clayton
CW4 Kenneth R. Gatewood
SFC Kevin C. Healey
SGT Aaron M. McDonald
MAJ Gregory M. Otto
SOUTHERN CALIFORNIA CHAPTER
LOS ANGELES, CA
Mr. Mark Bursek
CW3 Daniel H. O'Connor
SGT Ryan C. Reichard

STONEWALL JACKSON CHAPTER SANDSTON, VA

WO1 David P. Bulger
TARHEEL CHAPTER
RALEIGH, NC
MAJ Jeffrey L. Copeland
TAUNUS CHAPTER
WIESBADEN, GERMANY
MAJ Gerald L. Bonner, Jr.
TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL
Ms. Bonnie G. Caldwell
Mr. Clay M. Carnes
Mr. Deven T. Conley
Mr. Charles E. Elkins
Mr. Kirk A. Finley
Ms. Carrie A. Flores
Mr. William Hurst
Ms. Belinda A. Isbell
Mr. Frank Libutti
Mr. Charles B. Mason
Mr. Garry A. Mercaldi
MAJ Kenneth S. Merwin
Mr. Roger R. Perkins
Mr. Richard A. Ramey
Mr. Edward G. Rawlinson
Mr. Stacey G. Rock
Mr. Gary S. Ryan
Mr. Jeffrey S. Sears
Ms. Margie S. Shaneyfelt
Mr. Jeffrey K. Smith
Ms. Michelle F. Staggs
Mr. Robert B. Stevens
Mr. Joseph L. Summers
Mr. Steven L. Thornton
Mr. Joseph E. Wathen
Mr. Michael W. Wicks
VMI/VVIL CHAPTER
LEXINGTON, VA
Mr. Shawn L. Driver
CDT Kirby T. Smith
VOODOO CHAPTER
NEW ORLEANS, LA
CW4 Lois R. Christensen
CSM Myron J. Creecy
LTC George R. Gwaltney
SGM Robert C. Mitchell
WASHINGTON-POTOMAC CHAPTER
WASHINGTON, DC
COL Kent D. Menser, Ret.
WINGS OF VICTORY CHAPTER
GIEBELSTADT, GERMANY
CW3 Christopher C. Palumbo
MEMBERS WITHOUT
CHAPTER AFFILIATION
Mr. Dane H. Boss
BG Robert T. Cutting, M.D.
CW4(Ret) Robert E. Davis
Mr. B. Kevin Fox
Mr. Brian K. Fox, Sr.
Mr. Joseph R. Fox
Ms. Karen W. Fox
Mr. Shelby N. Fox
Ms. Valerie A. Fox
Mr. David Guzier
LTC Fred C. Headley, Ret.
SPC Stacy N. Hite
CPT Ryan C. Kendall
Mr. Robert L. Lamanna
Mr. Charles L. McCoy
SPC Sarah R. Stephens
SPC Robert L. Webb

The SPIRIT of GIVING



Now is the time, perhaps the best time of the year to give.
To help secure someone else's future, donate to the AAAA Scholarship Foundation today.
Deadline for the AAAA Scholarship Program Applications is May 1st
For details, including information about our Corporate Matching Fund program,
please call 203.268.2450 or visit www.quad-a.org



AAAA Scholarship Foundation, Inc.
755 Main Street, Suite 4D • Monroe, CT 06468-2830
www.quad-a.org • email: aaaa@quad-a.org
(203) 268-2450 • Fax: (203) 268-5870

Ad written and designed courtesy of DynCorp International

Upcoming Events

JANUARY 2006

- ☛ Jan. 11-13 AUSA Army Aviation Symposium, Ronald Reagan Building & International Trade Center, Washington, D.C.
- ☛ Jan. 27 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- ☛ Jan. 28 AAAA Nat. Awards Committee Meeting, NGRC, Arlington, VA
- ☛ Jan. 30 - Feb 3 Aviation Senior Leaders Conference, Fort Rucker, Alabama

FEBRUARY 2006

- ☛ Feb. 1 2005 LTG Ellis D. Parker Awards Lunch, Fort Rucker, AL
- ☛ Feb. 1 AAAA Functional Awards Dinner, Fort Rucker, AL
- ☛ Feb. 15-17 AUSA Winter Symposium & Exhibition, Fort Lauderdale Convention Center, FL
- ☛ Feb. 26-28 HAI HELI-EXPO 2006, Dallas, TX

MARCH 2006

- ☛ March 8-9 Joseph Cribbins Avn. Product Symposium, Huntsville, AL
- ☛ March 14-17 2006 USAEUR Avn. Leaders' Conference, Garmisch, Germany

APRIL 2006

- ☛ April 9-12 AAAA Annual Convention, Gaylord Opryland, Nashville, TN

MAY 2006

- ☛ May 9-12 AHS International, 62nd Annual Forum, Phoenix AZ

JULY 2006

- ☛ July 2 - 6 VHPA 23rd Nat. Annual Reunion, Washington, DC
- ☛ July 21 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- ☛ July 22 AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA

ARMY AVIATION

Upcoming Special Focus:

January Issue

- **Product Support**
- Deputy Chief of Staff for Logistics, Aviation Division Update
- **Maintenance**
- AMCOM PEO Aviation Theater Aviation Single Manager (TASM).
- U.S. Army Logistics School

February Issue

Program Manager Hardware Updates

- PM Scout/Recon - ARH
- PM Fixed Wing
- PM Utility - LUH
- PM Cargo

Contact: Bob Lachowski
Advertising Director
Tel: (203) 268-2450 x131
E-mail: bob@quad-a.org



AAAA Scholarship Foundation

Mrs. Connie Hansen, AAAA Scholarship Foundation, Inc. secretary, announced October 3 during the SFI Board of Governors meeting in Washington, D.C., she has established a permanently endowed scholarship named for her late husband, CW3 Stephen A. Hansen. Stephen was a Night Stalker with the 160th Special Operations Avn. Regt. who died in 1988. Hansen has been donating \$1,000 per year for award, but is now instituting an endowed fund. Pictured above is Hansen presenting a check to Foundation President retired MG Carl H. McNair, Jr. with Ron Kurowski, Foundation treasurer.



AAAA Scholarship Foundation

Janice F. Smith, president of System Studies & Simulation, Inc. of Huntsville, Ala. announced at the same meeting that her company would donate \$15,000 to become the latest AAAASFI Corporate Matching Fund donor. The money will be matched by the AAAA in order to generate \$1,000 per year in perpetuity. Pictured here are Smith shaking hands with McNair, along with Kurowski.

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.

Nominations are now open. Suspense is May 1, 2006.

See www.quad-a.org or contact the AAAA National Office for details at (203) 268-2450

William T. Piper, Sr. Army Aviation Hall of Fame 1976 Induction

William T. Piper, Sr., a Spanish-American War veteran and a World War I captain in the Corps of Engineers, was an early advocate of the use of light planes by the military services.

In February 1941, he proposed to the War Department that light planes be employed to "control troop movements, scout, patrol, drop bombs and torpedoes, ferry personnel, carry messages and be used for blind flying training" — the first proposal ever made that enumerated the many military and non-military purposes to which Army light planes -and eventually helicopters - were to be developed for.

Through his persistence, the War Department approved the trial use of light planes in large scale Army maneuvers in Tennessee in June 1941, and later in maneuvers in Texas, Louisiana, and the Carolinas.

At his own expense, Piper supplied eight new J-3 Cub airplanes equipped with radios, and a contingent of factory pilots and mechanics, a fleet later augmented by four aircraft from two other light aircraft manufacturers.

This civilian fleet, operating through the trying days of the summer and fall of 1941, earned the respect of LTG Walter Kreuger and MG Ennis P. Swift, as well as staff officers COL Dwight D. Eisenhower and MAJ Mark Clark.

The flexibility and capability of the light planes were proven in the maneuvers, and the Army's after-action reports called for their continued use. Their eventual adoption by the Field Artillery branch for aerial observation, and their successful use in WW II, confirmed the concept of organic Army Aviation as it is known today.

This panorama of acceptance and growth over four decades is a tribute in great part to the foresight, determination and leadership of William T. Piper, Sr., a true visionary who was convinced that small light planes could aid the defense forces of his country, and went to considerable lengths to prove it.



The C-27J Spartan.

Our Troops
Deserve The Best.



The C-27J Spartan. The right solution for the warfighter, the right solution for Army FCA. More speed, more range, more cargo, more safety, more flexibility than ever before.

There's simply nothing like it.



GLOBAL MILITARY
AIRCRAFT SYSTEMS
No Compromise

A JOINT VENTURE BETWEEN



NORTH AMERICA
A FINMECCANICA COMPANY



communications

PROUDLY SUPPORTED BY

WWW.C-27J.COM



Rolls-Royce

Honeywell

DOWTY

smiths