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ON THE COVER

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ABOUT THE COVER – Now equipped with the CH-47F, the 82nd Airborne has a long history of using the Chinook in combat, resupply and transport operations. Photo Credit: Boeing.

Caption provided by the advertiser.

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Thomas Receives First Star



PHOTO BY BAY SPANARD

U.S. Army Aviation Center of Excellence and Fort Rucker Deputy Commander, Brig. Gen. Kelly J. Thomas, receives his stars from his daughter, Kristen Cummings, and daughter-in-law, Lindsay Thomas, in a Nov. 13 ceremony at the U.S. Army Aviation Museum. Thomas celebrated 28 years of military service during an Honor Eagle ceremony that day.

Retired Army Aviator Takes Command of International Space Station

At 9 a.m., Wed., Nov. 25, U.S. Astronaut, Army Colonel (Retired) Jeffrey Williams, NASA Expedition 21 Commander, assumed command of the International Space Station (ISS) as the Space Shuttle Atlantis crew prepared to depart after being docked for a week. Expedition 21 Flight Engineers, Maxim Suraev, Roman Romanenko, Robert Thirsk and Frank De Winne remained until their return to Earth in a Soyuz capsule on 30 Nov. Williams, a retired Master Army Aviator with over 2,500 flight hours in more than 50 different aircraft, served as a flight engineer and commander for Expedition 21 and will serve as commander of Expedition 22. He previously resided on the space station for six months in 2006 as a member of Expedition 13.



NASA PHOTO

Pictured with Williams (lower right) in the Destiny Laboratory of the ISS are (clockwise from bottom) Russian cosmonauts Maxim Suraev and Roman Romanenko, European Space Agency astronaut Frank De Winne, Canadian Space Agency astronaut Robert Thirsk and NASA astronaut Nicole Stott, Space Shuttle Atlantis mission specialist (center).

Campbell Aviation Brigade To Deploy In 2010

The Department of Defense announced on Oct. 8 that a Fort Campbell aviation brigade will deploy to

Afghanistan in the spring. 2,800 soldiers of the 101st Combat Aviation Brigade will deploy in early 2010. The Pentagon also announced 3,300 soldiers from Fort Carson, Colo., will deploy. The brigade will deploy a few months ahead of the 101st Airborne Division command group, which will take command of Regional Command-East in Afghanistan. LTC George B. Cox, the deputy commander, said there is a high demand for aviation support in Afghanistan. Cox said the unit will be training in the coming months to deal with the high elevations, terrain and extreme temperatures.

Pentagon Launches Probe Of Fort Hood Rampage

U.S. Defense Secretary Robert Gates announced on Nov. 19 a thorough investigation into the Fort Hood shootings to examine if warning signs were missed and to ensure such a rampage never happens again. U.S. Army psychiatrist Major Nidal Hasan has been charged with the murder of 13 people in the November 5 attack at the military base in Texas, in which 42 people were also wounded. Hasan is being investigated for links to Islamic extremism, including his contacts with a radical cleric who blessed the killing spree as an acceptable form of jihad, or holy war. Gates has asked former army secretary Togo West and former chief of naval operations Admiral Vernon Clark to lead a probe into possible "lapses or problems" that had raised "serious questions."

Editor's Note: While the Army Aviation community was spared having any of our Soldiers or family members injured or killed, our thoughts and prayers go out to our Brothers and Sisters and their families who were not so fortunate. If you are interested in helping, a donation may be made directly to the USO at Fort Hood. The mailing address is: USO Fort Hood, Bldg 1871, Fort Hood, TX 76544...the website is USO.org.

End of An Era



US ARMY PHOTO BY AUCOM TAG

Dr. Bill McCorkle, Director of the Aviation and Missile Research Development and Engineering Center (AMRDEC), was recognized at a retirement ceremony on Nov. 23 for 52 years of civilian service in leading the development of missile, aviation and simulation technology at Redstone Arsenal, Ala. Among the many local, state and national dignitaries on hand to recognize McCorkle, 81 (right) were (from the left) Sen. Richard Shelby and Rep. Parker Griffith.

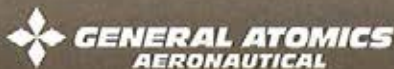
Combat Deployed



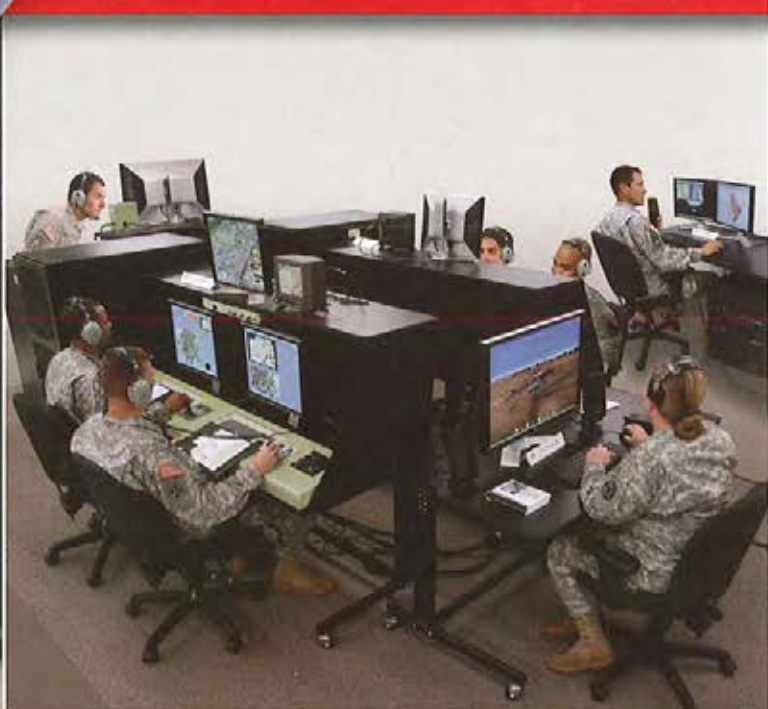
The U.S. Army's Sky Warrior unmanned aircraft are on the job and contributing to battlefield success, providing soldiers with superior situational awareness for even greater combat effectiveness.

Sky Warrior's 30-hour airborne endurance, Lynx SAR, and streaming EO/IR video enable persistent surveillance, swift target identification, and time-sensitive precision strike. Fielded more than a year ahead of Army requirements, the latest aircraft variant is equipped with a heavy-fuel engine for simplified battlefield logistics. Future Sky Warrior versions will expand capabilities to include four Hellfire missiles, TCDL communications, auto takeoff and landing, and control from the Army's One System GCS.

A powerful combat multiplier, Sky Warrior is already earning its place as the most sophisticated, reliable, and capable aircraft in the U.S. Army's UAS inventory.



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AAI is a worldwide leader in the design and implementation of military training systems. For Army Aviation, the company's Shadow Crew Trainer provides an ideal solution for developing and sustaining unmanned aircraft system operators and crew.

Other training products for U.S. and international defense customers include maintenance trainers, electronic warfare trainers, mission systems trainers, and air defense trainers. AAI also performs modifications and upgrades to existing systems, and provides logistics support services for installed systems.

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SUPPORTING

AAI's Services unit supports Army Aviation with an award-winning performance based contractor logistics program for RQ-7B Shadow Tactical Unmanned Aircraft Systems. This includes the deployment to Iraq and Afghanistan of skilled AAI field service reps who work shoulder-to-shoulder with military aircraft maintenance personnel.

Moreover, AAI Services delivers a full portfolio of support to Department of Defense aviation depots and air logistics centers, optimizing maintenance processes, sustainment, parts availability, and training while minimizing customer costs.



Off and Running In The New Year

As you receive this copy of our magazine, we will have the holiday season behind us and most of us have launched off into another busy year. I hope you had time during the special season to enjoy family, friends and give thanks for those who are not with their families, but providing us the opportunity to enjoy ours.

We hear it often, but sometimes people forget that freedom isn't free. To every soldier and family member, thank you for your sacrifices.

This past year, AAAA again has supported the Army Aviation Soldier and Family: through donations from the national board and local chapters; through award programs that recognizes so many outstanding soldiers, NCOs, Warrant Officers and Officers at Banquets, Symposia, the Annual Convention; through our Scholarship Program which donated over \$200,000 to your children; and, through our magazine which continues to spread the word on all of your accomplishments in theater and at home.

In December we concluded the third in a series of back

to back AAAA sponsored symposia that addressed critical areas in Army Aviation: Unmanned Aircraft Systems, UAS; Aircraft Survivability Equipment, ASE; and Maintenance/Sustainment.

I firmly believe and have witnessed materiel, training, and maintenance solutions emerge from these events, especially during the 'Question and Answer' sessions.

Many times in the last few months at these symposia, I have seen NCOs and Officers bring awareness to critical issues directly from theater and their respective home stations to the attention of aviation leadership.

We at AAAA could not be prouder to have some small role in fostering these exchanges that bring real world changes to our soldiers in the field.

Looking ahead to the 2010 event schedule, February 10-12, the Tennessee Valley Chapter will host the 36th Joseph P. Cribbins Product Support Symposium at the Von Braun Center, Huntsville, Alabama.

From April 14-17, we will hold our 51st AAAA Annual Convention in one of our favorite sites – Fort Worth, Texas. Before you take me to task for claiming the 51st, let me explain that our celebration three years ago was the 50th Anniversary of our Organization.

The first AAAA Convention was held in Washington D.C. on June 6, 1959 a little over two years after we were organized. Our first banquet speaker was Senator John McClellan. Attending the banquet were more than 650 guests including seven U.S. Senators, five U.S. Congressmen and spouses - "WOW" what a start.

The convention brochure is riding along with this issue and actually bound into the next month's issue. Please take the time to look over the schedule and make plans to join us.

We have an outstanding professional program planned, over 250,000 square feet of government and industry exhibits, Hall of Fame inductions, National Award ceremonies and Banquet entertainment by Darryl Worley.

All this in a relaxed and professional family-friendly environment of Fort Worth's downtown area.

The Hotel and Convention event registration link is available online through our web site www.quad-a.org

Thank you again for making our organization successful in our mission of 'Supporting the U.S. Army Aviation Soldier and Family'.

Please let me know how we can better serve you. The door is always open!

BG (Ret.) Rod Wolfe
AAAA President
rod.wolfe@quad-a.org

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Another Amazing Year in Army Aviation

By MG James O. Barclay III



We are already well into another Fiscal Year and are about to turn the page on the calendar to 2010 as well. I know very well how busy each and every Aviation Team member is all year and I took some time recently to consider some of the incredible accomplishments you all achieved in 2009.

It doesn't really matter what part of the Army Aviation team you represent, the burdens you carry and the work you do is an essential part of the One Team, One Fight, One Future approach to our business.

We cannot provide the Aviation Capability our nation needs without everyone's work and dedication and you do not hear that often enough.

I am privileged to not only see the work we do here at Ft. Rucker, but to meet and interact with our Soldiers and Leaders in the field and the

An AH-64D Apache attack helicopter from 1st "Attack" Battalion, 227th Aviation Regiment, 1st Air Cavalry Brigade, 1st Cavalry Division, fires 2.75 inch rockets at a target during Iron Horse Rampage, a lane training exercise for 1st Brigade Combat Team, 1st Cav. Div., at Fort Hood, Texas, Sept. 16.

ground maneuver commanders who rely on us for the needed Combat Power we deliver as the Third Dimension force of today's battlefield.

2009 presented significant challenges as we support our Army in an era of persistent conflict. You have all set a benchmark of accomplishments of which you should be proud.

As you read on you will likely be struck by the sheer numbers. Keep in mind it is not the statistics that are the issue here.

They merely underscore the metrics by which we plan, execute and grade ourselves to insure we remain relevant and out ahead of the demand for Combat Aviation in support for our Nation.

Supporting Deployed/Deploying Warriors and Families

Your Aviation Team supported five Combat Aviation Brigades (CABs) as they completed their train up, and deployment to both theaters of operation. You simultaneously supported the CABs already deployed while taking care of the Families of all of the Soldiers in those units.

You set our units up for success as the Aviation Branch provided ten Mobile Training Teams across various skill sets.

These included Unmanned Aerial Systems (UAS) training for systems never before deployed to the warfight, Basic Non Commissioned Officer courses at "Home" station to

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reduce NCO time away from families, and Aviator qualification training at multiple CONUS locations to assist with individual training in the Army Force Generation cycle.

These efforts were invaluable to each CAB preparing to deploy in 2009. In addition you conducted twelve Aviation Training Exercises to assist with Unit collective training requirements covering each component of the Branch.

The Directorate of Evaluation and Standardization (DES) visited every deploying brigade twice. They assisted in home station training and then again while the CABs were deployed.

While supporting individual training requirements, DES also carried the messages of Lesson Learned Integration, made assessments in training and safety and helped each deployed brigade posture itself for a safe re-deployment back and preparation to begin the Force Generation cycle all over again.

The Schoolhouse

In the schoolhouses we ramped up the OPTEMPO and delivered training to support the deployment schedule.

The Aviation Logistics School at Ft. Eustis expanded to three full shifts of training. The UAS Training Battalion at Ft. Huachuca increased its student throughput by 600 Soldiers and flew more than 4700 hrs.

The Aviation Center of Excellence witnessed the full implementation of Level-C Survival, Evasion, Resistance, and Escape (SERE), produced more combat aviators than the training requirement called for, flew more than 240,000 flight hours, all while simultaneously updating and improving our professional development courses.

We implemented Basic Officer Leadership Course-B (BOLC-B) five months earlier than the Army Objective and are reducing the waiting time for training with every course we graduate.

All of this was accomplished with the investment of approximately 1.2 Billion dollars in the training base alone. That may sound expensive but I would honestly tell anyone who asks, this investment is a bargain no matter how you look at it.

The impact you all have on producing this generation's premier combat Aviation Soldier cannot be understated.

Pause, Reflect, then Move Out Smartly

So, I urge you all to take some time when you can.

Pause for a moment and appreciate your efforts, evaluate what you can do better, and then pick right up in 2010 from the tremendous position of advantage your work made possible.

There is no break in our OPTEMPO.

You have all set the bar of achievement very high and our Soldiers believe you will deliver just as you have always done in the past.

As your Branch Chief, I thought it important to share this information with you and again, ask you to pass my thanks along to all of your team members, Soldiers, Civilians and their Families.

Without you, we cannot sustain the high standards we have all come to rely on in Army Aviation.

Above the Best!



MG James O. Barclay III is the Aviation branch chief and the commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, Ala.

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Training With Industry

By CW5 Jeffrey A. Reichard

As new technologies are developed and incorporated into our ever evolving Army, the importance of our relationship with our industry counterparts grows.

Every day systems are outdated and replaced with the industries' latest and greatest. With this in mind we want what's best for the Army and our industry counterparts, since we rely on one another.

One of the Army's best ways of ensuring we get what's best, and industry having access to our own highly experienced personnel to help them develop it, is the Training With Industry (TWI) program.

The TWI program was initiated in the 1970's in response to the Army's need for officers with cutting edge industrial skills in industrial practices and procedures not found in military or civilian education.

Students of the TWI program are submerged with their industry counterparts for a year and exposed to the latest technology development processes and corporate management techniques.

The Army's main reason for endorsing the program is to develop soldiers with higher level managerial skills who understand the relationship with industry, so they can use this information when they return to their organizations to improve the Army's ability to interact and conduct business.

As of now, two aviation Warrant Officers are TWI with the Boeing Company. CW3 Jerry Irick, a 151A, is TWI with Boeing in Ridley Park, PA, and provides us with the following insight.

Self-Designed – Multi-Faceted

Training with Industry is a self-designed, tailored professional development program that affords officers the distinctive opportunity to gain valuable work experience with a private, civilian industry.

TWI is multi-faceted in that it



CW3 Jerry Irick (left) and Joe Huppman (lead QA Inspector) in Boeing's Dynamics Center discussing the finer points of a CH-47 aft vertical shaft. The Dynamics Center assembles, paints and tests transmission components and rotor heads for the Chinook.

introduces participants to the industry's most innovative practices, procedures, and techniques and affords the participant the chance to peer into a highly successful corporate business world to learn new technical skills which strengthen abilities to manage personnel, tools, and equipment.

Opportunities are available to develop high-level managerial skills, expand technical expertise from original system designers, and gain current and exploitable aviation-centered logistical understanding that can have significant applicability and benefit to the Army.

The industry affiliated with Army aviation under the TWI program is Boeing, located in Mesa, AZ and Ridley Park, PA.

Staying on the Cusp

The value of this program is that I am given liberty to pick and choose from a wide range of options based not only on my particular interests but also on areas of unfamiliarity. I can observe a process or event for as little

or as long as I like which I believe fuels the learning process.

I am often asked where do I want go? My first response has always been, "Where is the action?" As I see it, the best way to stay on the cusp of current events and maximize learning is to find out where the significant events are taking place.

So far, I have had the unique experience of being part of an FAA audit to re-certify ISO 9001 credentials. This was much like an ARMS (Aviation Resource Management Survey) inspection where processes, procedures, and overall work environments were checked for compliance with applicable regulations.

I also have been part of a root cause analysis team tasked with determining why a mechanical failure occurred at the company's rotor blade test facility (whirl tower). Further, I was allowed to observe challenges associated with improving the CH-47 rotor blade tie bar manufacturing process.

Between these hot issues, I spent

time shadowing all aspects of the non-destructive inspection process for rotor blades as well as their fabrication and refurbishment.

The "buffet-style" approach to TWI here at Boeing is unlike the Army in that it transcends all the various skill sets and levels of tenure and experience within the corporation; thus, TWI is unique in that it involves daily building and design of a perpetually expanding individualized aviation education program.

Practical Problem Solving

Most recently, I have discovered an opportunity to utilize my unique position as an active-duty Soldier embedded with Boeing to overcome a quality control problem of which I was made aware.

The challenge involved accessing 2410 information by Dynamics QA personnel via a secure Army website; a procedure which was growing cumbersome and inefficient.

The solution is to provide users of this database CAC access by working with Boeing's IT security personnel and the DoD's verification system to provide easier and more efficient access to the database without compromising security. Resolution is currently about 80% complete.

I see this as augmenting the learning process by actually putting to use in a practical way what I've learned.

Further enabling Boeing's unhindered continuity of production with my service would accomplish something for Boeing as well as being ultimately advantageous to the Army as well.

A special thanks to CW3 Jerry Irick for his input. TWI is such a powerful tool the Army uses to expose its own Soldiers to incredible opportunities with first hand experiences and interaction with our industrial counterparts.

TWI graduates return to their unit assignments much more knowledgeable, ready to teach and mentor Soldiers as other officers are sent to train with industry. It is a cycle that is much needed in the Army and especially in Army Aviation.

To learn how to apply for the TWI program, visit <https://www.perscomonline.army.mil>.



CW5 Jeffrey A. Reichard is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, Alabama.

IT TAKES ONE TO KNOW ONE



Photo courtesy of SFC Kevin Dofeny

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Welcomed Changes

By CSM Tod L. Glidewell

Another fiscal year has come and gone, and we usher in a new year which will bring some overdue and welcomed changes to the Aviation Branch.

Some are relatively small changes like the approval to move to 15 ship MEDEVAC companies and the reflagging of Task Force 49 headquarters to the 16th Combat Aviation Brigade.

More notable are the approval of the 15E MOS and the modernization of our Noncommissioned Officer Education system which has arguably needed to be updated for several years.

New Aviation Branch UAS MOS

Welcome aboard 15E's; effective September 30, 2009 Army G-1 approved the new 15E Military Occupational Specialty (MOS) for the Aviation Branch.

The 15J's who currently maintain Unmanned Aircraft Systems (UAS) that are qualified will be reclassified into the new MOS 15E (Unmanned Aircraft Systems Repairer) as directed by Human Resources Command (HRC), National Guard Bureau (NGB) and U.S. Army Reserve Command (USARC) no later than 31 January 2010.

This will allow Aviation to pick up the mission as Ordnance and Military Intelligence Soldiers are returned to their career fields.

The 15E course will still be taught at Ft Huachuca as a 17 week course and will train 374 maintainers per year.

After course completion, Soldiers will earn Additional Skill Identifier (ASI) U2 (Shadow Unmanned Aerial Vehicle Repair), U3 (Hunter Unmanned Aerial Vehicle Repair) and U5 (Extended Range Multi-Purpose (ERMP) Unmanned Aerial Vehicle) depending on unit of assignment.

The 15E transformation will improve the effectiveness of Army Aviation Maintainers by providing a dedicated UAS maintainer with in-depth knowledge on these systems.

The 15E will track the maintainer career progression route and merge into MOS 15Z (Aircraft Senior Maintenance Sergeant) at the rank of Master Sergeant.

NCO Education System Updated

On October 1, 2009, the Basic Noncommissioned Officer Course (BNCOC) officially became the Advanced Leader Course (ALC) and Advanced Noncommissioned Officer Course (ANCOC) became the Senior Leader Course (SLC).

These changes are more than a name change and will continue to modernize the way we develop future leaders.

The Noncommissioned Officer Education System (NCOES) will remain the foundation for NCO development as it has since its inception over three decades ago.

NCOES and leader development will still focus on the three pillars: intuitional training and education, opera-



Soldiers from the Fort Rucker NCO Academy participate in a Leadership Reaction Course obstacle. The course tested NCO leadership abilities, teamwork and communication skills.

tional assignments and self development, but will shift how and when the Soldier is trained.

These changes will support the goal of training our leaders how to think, not just what to think.

So, what has changed?

Gone are the First Sergeant Course and many of the antiquated systems of the past that were in dire need of updating or were taught too late in the career of the Soldier.

The new courses aim at reducing the time the Soldier spends away from home while providing an environment to conduct technical training and share experiences while they are together.



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The new NCOES structure will enhance the leadership abilities of our Junior and Senior NCOs and provide tactical and technical training to meet today's challenges.

Many of the current tasks from ANCOC will migrate to the ALC course and various tasks covered in *Battle Staff* and the *First Sergeant Course* will similarly move to the SLC course.

New Locations for Some Courses

Some courses have been relocated as well. The 15N ALC will now be taught at Ft Eustis. The course not only has moved but has been completely overhauled to add several of the new, recently fielded systems. The 15W SLC has moved from Ft Huachuca to Ft Rucker as well, and has been redesigned to include Aviation related tasks.

The new 15W ALC will focus on UAS mission commander responsibilities and standardization.

These restructuring efforts and course relocations will support a higher degree of technical training to prepare NCOs to meet the demands imposed by the global war on terrorism while still focusing on the professional development needs of the Soldier.

We will continue to support these demands with Mobile Training Teams where possible, reducing the amount of time the Soldiers spend away.

Training 92A's Assigned To Aviation Units

The Quartermaster Center and School will start a Unit Level Logistics System-Aviation Enhanced (ULLS-AE) Additional Skill Identifier (ASI-C7) course.

This course will fill the training gap for Soldiers being assigned to Aviation units without any training or experience in Tech and Shop supply as it relates to Aviation equipment and procedures.

This course can be viewed and training seats reserved in the Army Training Requirements and Resources System (ATRRS). The school code is 101 (for Fort Lee) and the course number is 551-ASIC7 Tech Supply User Course if the link does not work.

The first class began on 19 Oct 2009. Please get the word out to our Soldiers.

For further information you can contact Mr Jerome Pepper at (804) 734-3477 or email at jerome.pepper@us.army.mil.

Many of these changes are long overdue and welcomed additions that should help to reduce time away from home station and stress on the force.

Our entire Aviation training base is working to support those units in the field to ensure mission success.

The key to success will be the Soldier's ability to complete distance learning requirements and the unit's ability to get Soldiers to school during the reset period.

Lastly, as leaders it is our duty to take care of Soldiers and to train the generation that will lead this Army in the future.

Above the Best!



CSM Tod L. Glidewell is the command sergeant major of the Aviation branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, Ala.

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A Happy and Safe Holiday Season

By BG William T. Wolf

As we observe the holiday season, Soldiers both here and abroad have many reasons to celebrate. Many of you will be spending time with Family and friends, while others will be celebrating a safe return home from an extended overseas deployment.

There is additional cause for celebration as we at the U.S. Army Combat Readiness/Safety Center continue to review accident statistics for fiscal 2009. During this single year, our Army's total accidental fatalities dropped to their lowest number since the terrorist attacks on Sept. 11, 2001.

As a result of your engagement and dedication to safety each and every day, approximately 30 more Soldiers are alive in 2009 to spend the holidays with their loved ones.

Even with these successes, there is more work to be done. In the first few weeks of fiscal 2010, our Army experienced a rash of off-duty fatalities that threaten to reverse the positive gains made in 2009.

The circumstances leading to each of these accidents is nearly identical: speed, lack of seat belts, late evening or early morning travel and alcohol are often all listed as contributing factors.

In one particular accident, a 27-year-old Soldier was killed when he lost control of his SUV on an icy interstate highway. The vehicle rolled over three times, ejecting both the Soldier and his fiancée, neither of whom were wearing seat belts.

The Soldier was reportedly driving too fast for the road conditions, which had deteriorated due to rain and freezing temperatures. While alcohol was not suspected as a contributing factor, the combination of speed, no seat belts and dangerous road conditions proved lethal for this Soldier.

This accident clearly illustrates a simple but deadly fact that has troubled Army Leaders for many years.



U.S. ARMY CRISC PHOTO

When on duty, we expect our Soldiers to adhere to standards of discipline and personal accountability.

However, this mindset often fails to carry over into off-duty time.

Although we have made impressive progress in reducing off-duty fatalities, indiscipline remains a primary factor in a majority of Soldier-involved, off-duty accidents.

Please continue to encourage your Soldiers to eliminate the distinction between work and play.

I encourage you to ensure your junior Leaders are actively engaged with their Soldiers and reinforce the principles and practices we know to be successful in mitigating risk and preventing accidental losses. However, engaged leadership is only part of the formula for success.

If we are to eliminate risk and reduce these off-duty tragedies, our approach must also include Soldiers taking care of Soldiers, personifying the Band of Brothers and Sisters philosophy.

Families embracing risk management and connecting with their loved ones is especially critical this time of year, when holiday stress is high and traveling for most is increasingly hazardous.

Winter is upon us at home and in most of our operational theaters.

Sleet, snow and ice are creating treacherous driving conditions across much of the United States, necessitating extra caution for all drivers on our nation's roadways. Some Soldiers are also gearing up for winter sports such as skiing and snowboarding and must be mindful of the risks associated with these activities.

The USACR/Safety Center team has developed several new posters, videos and other media as part of our current Army Safe Fall/Winter safety campaign, all available for your use on our Web site <https://safety.army.mil/>.

Our Army has made great strides over the past eight years, and I am confident we will continue this downward trend as we move forward into the New Year. Thank you all for what you do every day to keep our Band of Brothers and Sisters safe.

I wish each of you and your Families a happy, healthy and safe holiday season!

Army Safe is Army Strong!



BG William T. Wolf is the director of Army Safety and the commanding general of the U.S. Army Combat Readiness/Safety Center at Fort Rucker, Ala.

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Science and Engineering Services, Inc.

"The Right Team, The Right Choice"

By COL (Ret.) Rich Enderle



PHOTO BY CHAG SHANNWELL

Established in 1996 with the goal to become "the Wal-Mart of DOD small business", Science and Engineering Services, (SES) Inc., contributes daily to the readiness of Army Aviation formations and Soldiers.

From its corporate headquarters in Columbia, Maryland, to its main base of operations in Huntsville, Alabama, SES's employees perform a multitude of critical maintenance, modification, integration, manufacturing, and training tasks to sustain Army Aviation's role in the war on terrorism.

Working hand in hand with our government customers and the Original Equipment Manufacturers (OEM), SES's highly experienced, dedicated professionals provide full spectrum support to multiple Army

Aviation platforms worldwide, at a moment's notice.

Focused for the Future

Shifting SES's strategy from manufacturing to an Aviation centric organization required the establishment of a core team of Aviation professionals and facilities second to none.

SES seeks the very best, and our employees are our most prized asset. Whether performing manufacturing, maintenance and modification, training, or program management, no other small business possesses such talent and professional expertise.

Finding a location and building a state-of-the-art Aviation Integration Facility in the heart of Huntsville was no small task. However, the former Dunlop tire facility provided the perfect location.



Mission complete, the crew gets ready to return Aircraft 749 to home station.

This 1.2 million square foot facility allows SES to focus on current requirements, while also providing growth for the future.

SES Science & Engineering Services, Inc.

The Right Team, The Right Choice,
The Right Reason.



At SES, our Warfighters are at the heart of what we do.

When our men and women are at war, it's important that they have the most technologically advanced solutions out there. Science and Engineering Services, Inc. (SES) has accepted the challenge of bringing these technologies directly to the warfighter. Through advanced research and development, prototyping, manufacturing, training, and total systems integration, our team has the knowledge and firepower to handle most any project, no matter how large or small.

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PHOTOS BY CRAIG SHAWWELL



Technicians work the internal wiring on a Blackhawk.



Technicians working a Kiowa mod.

Quality Delivered Each and Every Time

Possessing quality credentials that are nationally and internationally recognized, SES is ISO 9001:2000 with AS9100/2004 Revision B certified and registered with Eagle Services.

As an FAA Certified Part 145 repair station, SES works on both military and commercial fixed and rotary wing platforms.

Additionally, SES is an approved DCMA Alternate Parts Release Program Manufacturer, a distinction held by very few small businesses, with a DCMA Approved Purchasing System and Property Management System.

Our proven track record ensures a quality product is delivered each and every time.

Manufacturing

SES's roots lie deep in manufacturing. Our excellent on-time delivery and quality ratings enhance our manufacturing capabilities which include milling, turning of metal, sheet metal, Alodine, painting, welding, electrical assembly, cable fabrication, printed circuit board fabrication and conformal coating, hydraulics repair, kitting, and integration.

Additionally, there are two (2) certified painting booths, capable of spraying chemical agent resistant coating (CARC) paint, and all are EPA approved.

Tailored Robust Aviation Capability

SES remains one of the leading providers of comprehensive Aviation maintenance services within the Department of Defense.

In addition to standard Aviation maintenance capabilities, SES provides the full spectrum of Integrated Logistics Support to include Modification Work Order (MWO) prototyping, validation and verification activities, and all provisioning activities.

SES not only provides maintenance support to all systems in the Army Aviation inventory, we also maintain or modify aircraft for other services, foreign countries and civilian aircraft under FAA oversight.

SES conducts Aviation operations at our Aviation Integration Facility, at the customer's location or a forward deployed location.

The Aviation Integration Facility is located 3.5 miles from Redstone Arsenal, and one mile from the Huntsville International Airport.

Equipped with a railhead, helipads, loading docks, and a helicopter flight and ground operations center, this facility is state-of-the-art in every aspect.

The Aviation Integration Facility offers space for manufacturing and integration, hangar and flight operations, aircraft modification, bonded and classified stores, warehousing, welding facility, non-destructive inspection (NDI), blade repair facility, machine shop, classrooms, and office space.

SES recently procured a large aircraft paint and wash rack facility capable of stripping and painting any helicopter in the DOD inventory. Both will be operational December 2009. SES's goal is to provide full spectrum capability to our Aviation customers.

One example demonstrating SES's capabilities is the HH-60 Sponson Mounted FLIR effort. Faced with an urgent operational requirement, SES and its engineering partner, L3 COM, were able to rapidly design, integrate and develop installation instructions for mounting the FLIR on the HH-60 Sponson.

In addition, SES fabricated required cables and harnesses and then deployed installation teams to numerous field locations, to include Afghanistan, while the MWO was undergoing review and approval.

Other high priority efforts include integration and prototyping capabilities in support of the UH-60 and HH-60 Integrated Vehicle Health Monitoring Systems (IVHMS), Common Missile Warning Sensor (CMWS) 5th Sensor, and the AVR-2B Laser Detection Systems integration efforts, as well as modifications to OH-58D Kiowa Warrior.

Versatility and responsiveness are other facets of SES's capabilities. Faced with the need to conduct out of cycle UH-60M fielding and training at Fort Riley, KS, the Army turned to SES to provide a maintenance team to support the PM's Mobile Training Team.

SES provided a full complement of mechanics and avionics personnel to support training operations. The effort was so successful it is the model for future fielding efforts.

SES is proud to be a part of one of the most challenging

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Aerial View of the SES Aviation and Integration Facility.

modification efforts ever attempted by the US Army.

Under the Logistics Support Facility (LSF) contract, SES will modify the Bell 407 aircraft for foreign military sales. The prototypes are currently undergoing design and qualification efforts by the AMRDEC Prototype Integration Facility.

Training Solutions

From the institutional level to the combat zones, SES supports Army Aviation training.

SES provides New Equipment Training (NETT), formal TRADOC

Institution Training, courseware development and mobile training teams providing turn-key solutions for full spectrum training support.

SES Courseware Developers and Trainers have trained over 500 Soldiers, DA Civilians and contractors across all Combat Aviation Brigades, the U.S. Army Aviation Center of Excellence and School, and other government agencies in the last year and a half.

Ongoing programs include Courseware development and training for Aviation Blue Force Tracking Systems, the UH-60 helicopter systems and sub-systems on the IVHMS

and AVR-2B Laser Detection Systems, fielding and familiarization training on the Generic Aviation Nitrogen Generator (GANG), Nondestructive Test Equipment (NDTE) and Digital Aircraft Weight Scales (DAWS).

Training support has also been provided to the National Guard Bureau during the fielding of the Aviation A92 Tool Sets and related fix base shop support equipment, and at the Aviation Center with platform instruction and courseware development for the Aviation Operations Specialty Course (15P10) and the Air Traffic Controller Course (15Q10).

Giving Back

SES believes in giving back to those who have given so much to protect our way of life.

As a proud employer of our Wounded Warriors and through contributions to Still Serving Veterans, SES supports Soldiers and their Families as they deal with life changing injuries while reintegrating into civilian lives and careers.

Our community ties are important and SES continues to invest in Aviation and our community through our support at both the national level and local AAAA chapter level, through scholarship programs and community support programs.

Committed to the Future

SES is committed to the ever-changing environment that is Army Aviation, knowing our Soldiers deserve the very best we have to offer.



COL (Ret.) Rich Enderle is SES's Vice President for Business Development based in Huntsville, Ala.



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AeroVironment, Inc. Industry Support and Challenges

By David Hendrickson



The success of Raven has contributed to recent interest in expanding the SUAS capability set in the Army.

U.S. Army operations in Iraq and Afghanistan have driven the growing demand for intelligence, surveillance and reconnaissance (ISR) assets to support combat operations.

The rapid increase in the number of unmanned aircraft systems (UAS), providing real-time visual information to field commanders, helps to satisfy this demand.

Ground forces frequently operate across large geographic areas, often far removed from their bases and relying mainly on that which they can carry in their packs or vehicles.

Small, hand-launched UAS are organic assets carried and used by ground forces to increase situational awareness, combat effectiveness, and force protection.

AeroVironment (AV), a technology company based in Southern California, develops, produces, supplies and supports a portfolio of Small UAS (SUAS) that includes the Raven B, Wasp III and Puma AE, while also developing new UAS capabilities for future introduction.

Each of these production platforms is hand-launched and carries electro-optical and infrared sensors that transmit live, streaming video directly to a hand-held controller with an embedded color monitor.

The information that these systems provide helps U.S. and allied ground forces operate more effectively and more safely in situations where knowing what lies beyond the next hill or the next building saves lives.

Raven B

The RQ-11B Raven has become the most widely deployed UAS in the United States military arsenal, with thousands procured by the Department of Defense.

With a wingspan of 4.5 feet and weighing only 4.2 pounds, the rugged, battery-powered Raven has performed hundreds of thousands of flight hours in support of combat missions.

The Raven has seen numerous improvements, most recently completing upgrades and fielding to an eight channel analog configuration, which provides alternate analog channel selections to permit continued operations in a complex frequency spectrum.

The Raven is currently in the midst of a major enhancement with its conversion to a new digital format called Digital Data Link (DDL) that will

When their terrain changes **VERSATILITY** is key.

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UAS: **RAVEN**
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Around an embankment, beyond the horizon, or over the sea, continue to gather critical data undetected without putting your troops or civilians in harm's way. Each AeroVironment UAS is uniquely designed to maximize results without compromising the mission. Be prepared for any situation with our family of UAS ready for your deployment today.



WASP
RANGE - 5 km
ENDURANCE - 45 minutes
WEIGHT - 0.95 lbs (430 g)

RAVEN
RANGE - 10 km
ENDURANCE - 60-90 minutes
WEIGHT - 4.2 lbs (1.9 kg)

PUMA^{AE}
RANGE - 15 km
ENDURANCE - 2 hours
WEIGHT - 13 lbs (5.9 kg)

allow fully encrypted, compressed digital transmission of the video and data to meet operational demand for secure links, and will more than quadruple the channel selection in the same frequency allocation.

In addition, the DDL upgrade provides the ability to extend link ranges via communication relay to other Ravens and provides VOIP pass-through between soldiers on the ground as a combat multiplier.

"We are committed to providing our military forces with reliable, capable small UAS that help them succeed whenever and wherever they need them," said Tim Conner, Chairman and Chief Executive Officer of AeroVironment.

"The digital Raven system is an example of the expanding utility of our platforms to provide greater value to our customers, and of our commitment to working with our customers to respond to and anticipate their evolving needs".

Raven is employed by all four departments of the U.S. military and flown either manually or programmed for autonomous operation using advanced avionics and precise GPS navigation. Raven provides 90-minute aerial observation capability, day or night, at line-of-sight ranges up to 10 kilometers.

As the lead proponent of the Small UAS System (SUAS) Program for the Services, Army PM UAS administers the Raven program.

The success of Raven has con-



PHOTOS COURTESY OF AEROVIRONMENT, INC.

tributed to recent interest in expanding the SUAS capability set in the Army.

This, in turn, is raising interest in other AV SUAS programs of record, Puma AE and Wasp III, both featuring AV's hand-held ground control system, which acts as the common controller and interface for each of these air vehicles as well as for the Raven.

Puma AE

Awarded by USSOCOM in July 2008 to meet the All-Environment Capable Variant (AECV) SUAS program, AV's Puma AE is already making its presence felt in theater under a U.S. Army Rapid Equipping Force

sponsored effort.

Puma is larger than Raven, at a 9-foot wingspan and 13 pounds, but is still hand-launched and auto lands like Raven to the ground.

Its unique fuselage design with fully sealed line replaceable units also permits landings on fresh and salt water.

Puma is the first UAS in its class to feature a fully stabilized mechanically gimbaled sensor with digital image stabilization, providing high quality, persistent intelligence, surveillance, and reconnaissance and targeting data for two hours on a rechargeable battery.

Wasp III

Although selected under the US Air Force's Battlefield Air Tactical Micro Air Vehicle (BATMAV) program in 2006, the Wasp has seen significant use in combat by the U.S. Marine Corps, which issues the Wasp at the platoon level while also issuing the Raven B at company and battalion levels.

The Wasp III is small and lightweight, with a wingspan of only 28.3 inches and total weight of only one pound.

The Wasp offers day and night targeting capability similar to that of the Raven, has a 45-minute endurance and is exceptionally quiet in operation. As with Raven and Puma AE, operators may employ Wasp manually or program GPS-based autonomous operation.

The work of supplying, supporting and training on AV's Small UAS family is important and the AV team at its Simi Valley UAS production facility,





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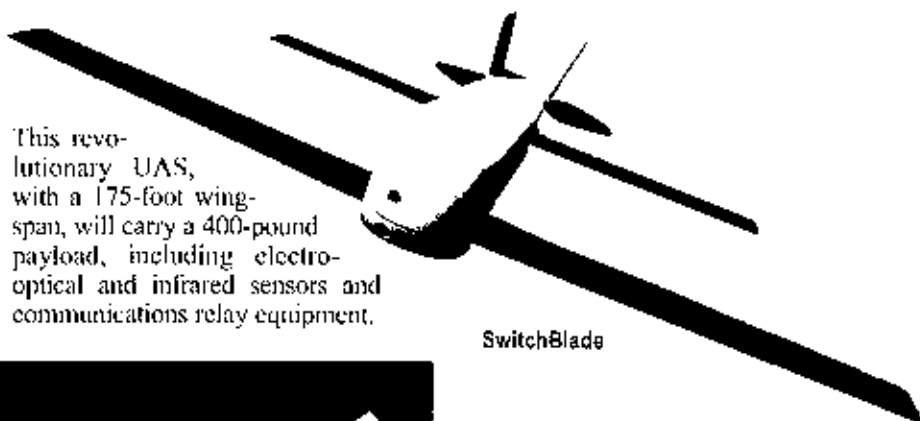
A Case for Rugged... The Next Generation VT Miltope TSC V3-GM45 is built rugged, down to its Intel® Core™ 2 Duo technology. Now, the fastest brains match the toughest brawn. Equipped with a 2.53 GHz T9400 Intel® Core™ 2 Duo mobile processor and up to 8 GB of RAM, it can support the mission in any environment. With a larger 15.4" WXGA enhanced MILBRITE ELG low-power display, the TSC is readable in low or very bright light. VT Miltope's patented modular I/O technology can handle many optional configurations. On a flight line or in a hangar, it's qualified to operate with surrounding equipment without interference. TSC V3-GM45 is the most powerful rugged laptop computer for military operations. The TSC V3-GM45... built rugged for generations.

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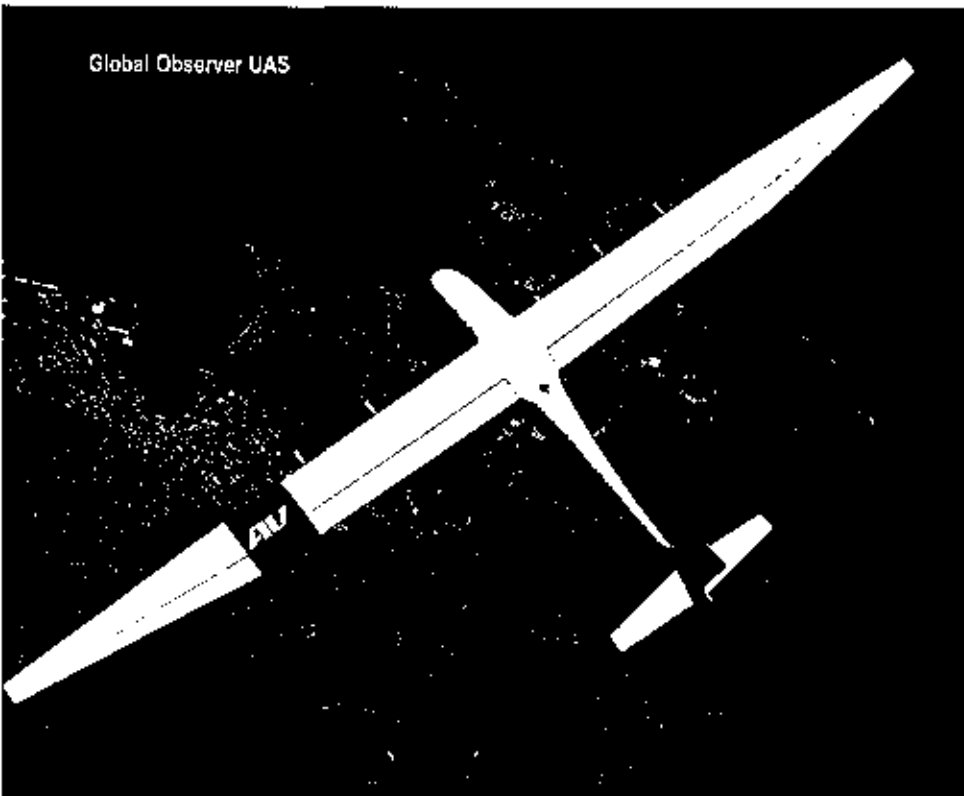
forward deployed repair depot, Huntsville, AL and Navarre, FL training operations is dedicated to the success of the DoD user.

AV also looks to and leverages the extensive experience of its nearly ten percent U.S. military veteran workforce in support of its UAS programs and in developing and extending AV's technology base.

This revolutionary UAS, with a 175-foot wingspan, will carry a 400-pound payload, including electro-optical and infrared sensors and communications relay equipment.



SwitchBlade



Global Observer UAS

Meanwhile, new developments in work offer exciting new capabilities. These include the Global Observer and the Switchblade lethal aerial munition.

Global Observer

Designed to address the growing need for affordable and persistent remote sensing and communications relay, Global Observer is a large unmanned aircraft optimized for long duration flight of up to a week at stratospheric altitudes of 55,000 to 65,000 feet.

Among other missions, Global Observer is designed to enhance communications and surveillance in steep, mountainous terrain.

Three Global Observer aircraft are at various stages of assembly under a Joint Capability Technology Demonstration program funded by six U.S. government agencies.

A system consisting of two aircraft, trading position over a designated geographic area could provide continuous coverage at a significantly lower cost than available alternatives.

This persistent coverage capability will address the coverage seams associated with conventional aircraft and satellites.

SwitchBlade

One of the more dramatic capabilities in development at AV is the SwitchBlade lethal aerial munition.

The back-packable, battery-powered Switchblade is launched from a tube, unfolds its tandem wings, and sends streaming video from an electro-optical sensor to the operator by way of AV's common GCS.

When a target is detected, the operator designates it on the handheld controller; and the Switchblade becomes a weapon, autonomously

guided by video tracker to the target, exploding the small warhead with high precision and low probability for collateral damage.

Small UAVs are tools that provide reliable, real-time, organic ISR to ground forces and deliver great value in today's threat environment.

AeroVironment's portfolio of small UAS, integrated with its common and interoperable ground control system, is helping U.S. and allied ground forces prosecute their missions more safely and effectively.

New UAS solutions in development hold the potential to increase operating effectiveness wherever and whenever needed, placing AV at the forefront of a class of technology that is transforming military operations.

About AeroVironment, Inc. (AVI)

Building on a history of technological innovation, AV designs, develops, produces, and supports an advanced portfolio of Unmanned Aircraft Systems (UAS) and efficient electric energy systems.

Agencies of the U.S. Department of Defense and allied military services use the company's hand-launched UAS to provide situational awareness to tactical operating units through real-time, airborne reconnaissance, surveillance, and target acquisition.

Commercial and government entities use AV's clean transportation solutions such as power cycling and test systems and electric vehicle fast charge systems.

More information about AV is available at www.avinc.com.



David Hendrickson is a retired Army Aviator and Director of Business Development for AeroVironment, Inc.



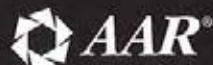
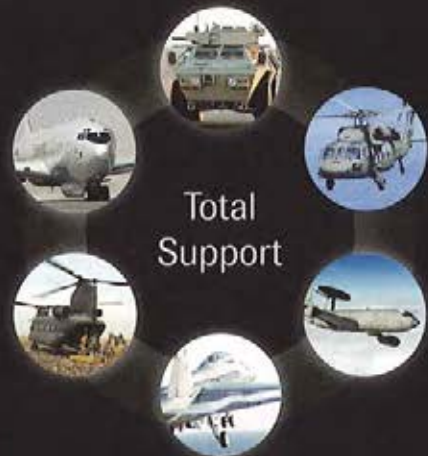
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The U.S. Army's new UH-72A Lakota is being equipped with the latest Goodrich external hoist.

Industry Support and Challenges

By COL (Ret.) Robert Kenneally and Laurie Tardif

Goodrich Corporation has been right alongside Army Aviation since before MG Carl H. McNair, Jr. received the order authorizing aviation as a branch.

Not only does Goodrich provide critical products that fly on Army aircraft, it has employees that have served in the Army and flown these same aircraft since the branch's inception.

With its decades of experience providing capabilities to Army Aviation, Goodrich has developed a unique perspective, and leverages its experience to develop many new products and capabilities to support the aviation Soldier.

Goodrich is headquartered in Charlotte, North Carolina, and employs more than 24,000 people worldwide in approximately 80 facilities across 16 countries.

Its highly experienced and professional workforce provides numerous products and systems to Army Aviation, including: health and usage management systems (HUMS); laser detection; reconnaissance, surveil-

lance, target acquisition and wide area motion imagery; mission data recorders; rescue hoists; electronic engine controls; systems and Dura-Therm Ice Protection..

The world situation requires helicopter use now more than ever, and we are working on technologies that will significantly enhance Army Aviation's mission readiness now and into the future.

Health and Usage Management Systems (HUMS)

Goodrich helicopter health and usage management systems (HUMS) are well-known in the Army Aviation community, with operational experience on the UH-60 and CH-47 fleets.

Goodrich continues to improve the system based on data received from operators and the improvements are paying off.

On the UH-60 fleet alone, the Goodrich vehicle health management system (VHMS) has proven to be a great benefit by increasing readiness and safety while reducing the mainte-

nance burden on soldiers: the Army reports more than 200,000 combat flight hours on the system with a benefit of reducing Non-Mission Capability Maintenance rates (NMCM) by 10%.

This equates to having an additional five aircraft available for missions in each combat aviation brigade.

Recent Army studies conducted by the Army Aviation and Missile Research, Development, and Engineering Center (AMRDEC) show the system also reduces costs and soldier burden by reducing unscheduled maintenance by 52%, mission aborts by 48%, and maintenance test flights by 30%.

Comments from CW4 Rob Bonino, 4-101 Production Control Officer describe the benefits of the Goodrich HUMS. "We have gained so much knowledge and understanding of the aircraft and its operations that we are all better maintainers for it.... The time and dollars saved are immeasurable, but the results are clear; we have some of the best maintained and



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Goodrich's Vehicle Health Management System (VHMS) is a highly effective mission enabler that monitors helicopter systems and is combat proven to provide significant increases in mission readiness, reduced troubleshooting, fleet wide visibility of maintenance status and cost savings due to early identification of maintenance requirements.

VHMS is so successful that the U.S. Army's 159th Combat Aviation Brigade achieved a 27% increase in missions accomplished on their BLACK HAWKS while sustaining an operational readiness rate of 89%.

For every aspect of your helicopter operations, you can depend on Goodrich. Mission critical systems for defense.

For more information about Goodrich Vehicle Health Management Systems, email sis@goodrich.com

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safest aircraft in the Army today....Every unit needs to have this comprehensive capability”.

Based upon HUMS' proven capability, efforts to implement condition based maintenance (CBM) processes are moving forward.

The key to this is having highly accurate health indications that provide insight and no false alarms – a far cry from the less sophisticated HUMS equipment in the past that performed little more than vibration monitoring.

Timely alerts in advance of required actions help the maintainer keep the helicopter flying and plan for unavoidable maintenance tasks that lie ahead.

Laser Detection Systems

Goodrich protects US Army aircrews daily from laser aided weapon systems as an integral part of onboard aircraft survivability equipment (ASE).

The AN/AVR-2 family of laser detecting sets has met this mission for over twenty years. Building upon the success of its current laser detector, Goodrich has delivered over 1,300 systems worldwide.

The latest laser detecting variant uses advanced technologies to protect aircrews. The system detects and alerts crew members to laser rangefinders, laser target designators and laser beam rider missiles that have targeted the platform, thus giving ample warning time for controlled, evasive action.



Goodrich's CA-247 provides situational awareness to Soldiers by delivering persistent surveillance over a wide geographical area both day and night.

PHOTO BY LARRY LARSON

The first upgraded laser detectors were delivered to the U.S. Army in 2007, and to date more than 475 systems have been delivered.

Current fielding of the system includes the AH-64, MH-47, OH-58D, and UH-60 helicopters.

Goodrich continues to adapt laser detection technology to meet advancing threats by integrating its capabilities to work with other onboard ASE systems.

We are currently working with the U.S. Army and other industry partners to exploit the unique capabilities of this combat proven system to further aid in the detection of hostile fire.

Reconnaissance, Surveillance, Target Acquisition and Wide Area Motion Imagery

Goodrich leads the way in the emerging areas of wide-area motion imagery and short wave infrared sensors (SWIR).

Work with the Army, Navy and Air Force research directorates have resulted in a new dual band wide-area surveillance sensor. This camera integrates advanced optics, stabilization, and software to provide a large field of view capable of wide-area surveillance to provide situational awareness to ground troops in both urban and rural environments.

Goodrich's wide-area sensors enhance current operational systems with a visible and infrared, surveillance capability.

We are integrating SWIR sensors on UAVs that detect all lasers on the battlefield and increase their targeting capability by seeing through fog and haze.

Goodrich has also successfully integrated SWIR and long wave IR sensors into the Raven nose cone, and have fused the imagery. This fused imagery has resulted in enhanced performance of the Raven during day and dawn/dusk crossover periods.

Mission Data Recorders

Goodrich's mission data recorder's video capability complements other Goodrich systems in providing actionable intelligence to the warfighter.

Apache pilots have used Goodrich airborne video tape recorders (AVTRs) since the AH-64 was introduced into service.



PHOTO BY AL MCGOWAN

A technician at Goodrich's Sensors and Integrated Systems business in Monterrey Park, California performs acceptance test procedure on a mission data recorder.



AN/AVR-2B(V)

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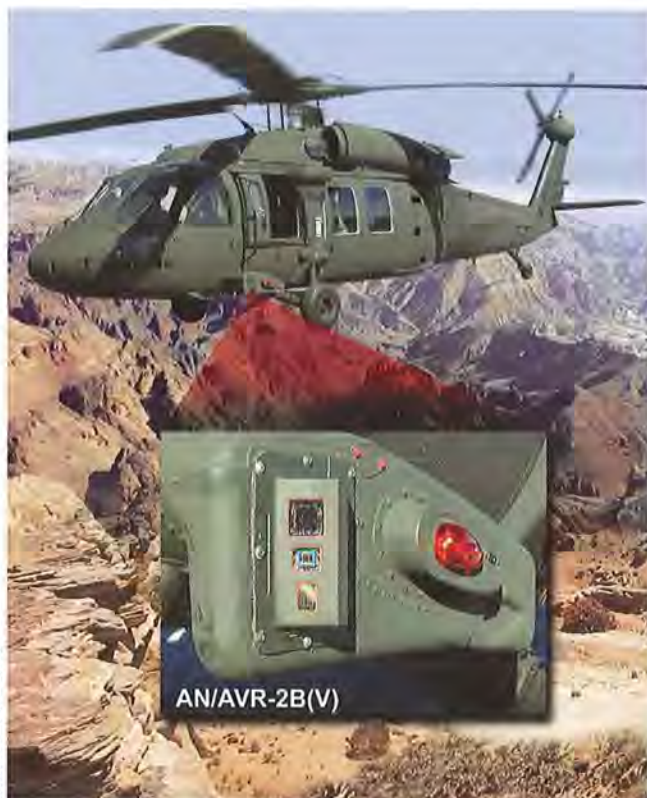
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The U.S. Army Black Hawk is equipped with the latest Goodrich Laser Detection System.

Now using Goodrich's third generation solid state digital mission data digital recorders (MDDR), the Apache pilot is able to use high quality in-flight video replay to perform their missions.

We are now in the process of upgrading the single-channel MDDR with multi-channel capabilities to enable simultaneous recording and playback of numerous video inputs.

The upgraded MDDRs are integral to the new AH-64 Apache helicopter's MUM-T (formerly called VUIT-2) program, and support MUM-T's remote video sources from unmanned aerial systems, Air Force and Navy aircraft targeting pods, plus all current Apache video sources.

The upgrade enables processing and storing of these comprehensive video inputs for real-time viewing in the cockpit, relay to other MUM-T equipped helicopters and for use in after action reviews.

Rescue Hoists

The helicopter rescue mission continues to increase for both military and civilian operators.

Army aviators are well familiar with Goodrich rescue hoist and winch systems, having decades of operational experience with both active and reserve forces.

The Goodrich internal rescue hoist is the workhorse for the MEDEVAC community, with thousands of hours of experience flying with H-60 A/L crews.

Recently Goodrich was awarded a five year retrofit contract to support the overhaul and upgrade of up to 350 Army internal hoist systems.

Increasingly capable helicopters, combined with enhanced training and skills for rescue teams, drives the need for greater performance across a broad range of scenarios.

The new UH-72A Lakota is being equipped with the latest Goodrich external hoist that allows for safe rapid, controlled directional changes at extreme flight angles.

Electronic Engine Controls

Helicopter engine fuel controls have made tremendous strides from the days of the T53 engine's mechanical control comprised of more than 1,000 moving parts.

Full Authority Digital Electronic Controls (FADEC) has become the standard, and Goodrich continues to lead the way in small engine electronic controls.

Goodrich most recently was selected to provide the electronic engine control for the GE T700, the world's most popular helicopter engine in its class.

Now the AH-64 and UH-60 join the family of Goodrich helicopter FADECs, which includes the CH-47, OH-58, and MH-6. And Goodrich continues to support the old mechanical control as well, performing hundreds of precision by-hand overhauls on the venerable control.

DuraTherm Ice Protection

The U.S. Army Apache helicopter fleet is to be equipped with the DuraTherm ice protection system as part of the Block III upgrade program.

The DuraTherm proprietary heater mat technology incorporates an electronic mesh embedded into an advanced durable composite material to form the engine nose gearbox fairing.

DuraTherm not only performs anti-icing, it is also highly resistant to fatigue and foreign object damage.

This results in increased overall system reliability, enhanced operational capability and improved flight crew safety by allowing continued operation in both icing and battlefield conditions.

Goodrich's People and Support

Goodrich recognizes the need for the Army Aviation community to receive the products and services they need with speed and ease and to that end is increasing its level of field support, expanding its ability for rapid response repairs and providing field training.

Goodrich has created an integrated customer-facing team to help ensure mutual success. We also know that the key to success is having the right people in the right place at the right time.

Experience tells Goodrich that people with military service have unique capabilities such as technical training, hands-on product experience and customer knowledge and insight.

Goodrich seeks former service people for a variety of jobs such as program management, engineering, maintenance and field service representatives.

You can learn more about Goodrich's people and products at www.goodrich.com.

At Goodrich we are committed to providing the highest quality products that enable Army Aviation's continued success now and into the future. Goodrich is proud to be a member of the Army Aviation team.



COL (Ret.) Robert Kenneally is a former Army Aviator and the Director of U.S. Army Programs and Laurie Tardif is the Manager of Media Relations for Goodrich Corporation.



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Please see our Industry Partners listing on page 51.

The Army Aviation Industry

Partners Directory is a paid advertising section which includes Army Aviation's world-wide, year-round reference of individuals and organizations engaged in the overall field of U.S. Army Aviation. The organizations are listed by the following categories:



- 1) Manufacturing
- 2) Maintenance & Product Overhaul
- 3) Consultants/ Special Services
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- 5) Research and Development.

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 06469-2830; Telephone: (203) 268-2450 ext. 131; or email: bob@quad-a.org.

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Flying at 800 feet during a route recon after departing a dry river bed, Capt. Glenn Shields of HHC, 28th CAB and Warrant Officer Adam Kellerman of Alpha Co. 1/106th GSAB, pilot the helicopter in foreground.

Combatant Trainer Preparing the USAR Aviation Warfighter

By COL Robert Samborski

The 75th Battle Command Training Division (BCTD), headquartered at Ellington Field Joint Reserve Base in Houston, Texas, with Battle Command Training Brigades (BCTB) and Battle Command Training Groups (BCTG) located in Calif., Colo., Texas, Okla., Ala., Ill., and N.J. has been training Aviation Brigades for deployment since 2003 when it began training the 36th Combat Aviation Brigade (CAB) at Fort Hood, Texas.

This was a unique deployment as the 36th was transforming to a CAB, modernizing their aircraft at mobilization stations, and training for mobilization all at the same time.

At that time, the Active Component Lanes Brigades were part of the 75th Division.

The 36th CAB mobilization training was conducted by elements of the Division Headquarters, 1st, 2nd and 3rd Brigades. I was part of that training team, along with the team that helped train the 34th CAB, the 449th TAB, and the 28th CAB.

While training the 28th CAB, I was asked by the Adjutant General of the Pennsylvania Army National Guard, MG Jessica Wright and the 28th CAB Commander, COL Teresa Gallagher, if I would deploy to Iraq with the Brigade.

Hence, I was able to see the training as a participant as well as a trainer and can attest to the usefulness of the training program.

All-In-One Training Organization

The 75th BCTD has come a long way supporting Army Aviation mobilization training since training the 36th CAB and brings a unique multi-echelon training capability to the process.

While none of the training capabilities by themselves are unique or special, having them all under one organization is unique.

Battle Staff training in a live, virtual and constructive environment is a core element of the organization.

The 75th operates five Battle Simulation Centers located within every region of the Continental United States. The locations of these centers



A CH-47 Chinook conducts a sling-load operation along the flight line on Contingency Operating Base Adder.



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Landing in a dry lake bed, an up armored Humvee provides security during a route reconnaissance mission in Iraq.

allows mobilizing reserve, guard and active component units to efficiently and effectively train within proximity of their mobilization platforms.

The 1st Brigade, 75th BCTD along with their partner the 166th Aviation Brigade, Division West, formerly the 3rd Bde., 75th Div., specializes in building aviation mobilization training exercises that include: Command Post Exercises (CPXs), Aviation Training Exercises (ATXs), and Mobilization Readiness Exercises (MRXs).

The 75th Division also provides military decision making process (MDMP) seminars that are linked with the Army Battle Command Systems (ABCS) tools and upon request troop leading procedure (TLP) seminars.

The goal of the Division is to replicate as close as possible operations as they occur in theater and then design an exercise or series of exercises that meet the client unit commanders training objectives.

The Division has a suite of computers and the networking personnel to set them up for the exercises and/or seminars. These computers are used for classified, unclassified or replicated classified operations.

Exercise products will come over secure internet protocol router (SIPR), Non-Secure Internet Protocol Router (NIPR), and Centcom Regional Intelligence Exchange System (CENTRIX) networks.

The Army battle Command System (ABCS) used includes: Blue Force Tracker (BFT), Command Post of the Future (CPOF), Combined Information Data Network Exchange (CIDNE), and Tactical Air Space Integration System (TAIS) along with Falcon View, Aviation Mission Planning Systems, (AMPS), and Tactical Terrain Visualization System (TTVS).

Having the automated data processing systems is only a small part of the

mobilization training. Being able to replicate a higher, adjacent, lower, supporting and supported unit staff (HALSS) with the training enablers that go with it is another benefit provided by the Division.

Training Enablers Provide Benefits

The training enablers provided by the training team are a tremendous benefit to the deploying unit.

The deploying unit starts with a base order and each exercise builds off the previous exercise allowing the commanders and staff to continually monitor their progress.

During the exercises a plethora of products are issued ranging from daily Corps and Division Fragmentary Orders, intelligence summaries, and other tactical, administrative and logistical reports.

The 75th BCTD has been very successful integrating their trainers into the pre-deployment site surveys (PDSS) conducted by the client unit which facilitates the preparation of the training products.

The mobilization exercise planning and preparation in a perfect world

would begin 18 months prior to a client unit deploying but normally begins about 9 months out with a meeting at the client unit home station.

I normally attended that initial meeting to help establish the goals and objectives of the mobilization training plan. It is imperative that the training plan is established and agreed upon by the client commander as soon as practicable.

There is a distinct difference in training when Soldiers are doing it because they have to (check the block) or doing the training because they want to (they have made it their own).

It is all about getting the training support package together that will best meet the commander's training objectives and still train the core aviation tasks and the battle staff processes.

The product cycle begins with a base Corps or Division order depending on where the client unit in theater is being assigned. This base order is threaded all the way through the training process beginning with the MDMP seminar and finishing with the unit validation exercise.

I was able to experience firsthand the effects of the mobilization training process when I transferred from a senior Aviation, Observer Trainer to the Deputy Commander of the 28th CAB.

The Battle Staff Training Process Works

The exercise environment allowed the staff to practice processes and validate standard operating procedures in a semi-controlled environment.

The commander's ability to watch the staff execute and provide guid-



An aerial view of Forward Operating Base Hunter prior to landing to refuel during a route recon.



The author switches roles from a 75th Battle Command Training Division trainer to Deputy Commander, 28th Combat Aviation Brigade, Pennsylvania Army National Guard. Pictured from left, Samborski, Col. Teresa Gallagher, 28th CAB's Cdr., Lt. Col. Dominick Nati and Command Sgt. Maj. Michael Wevodau.

ance, and then retrain procedures when necessary is extremely important to the deploying force.

Knowing that each of the staff sections has successfully executed multiple repetitions of their battle drills and staff process in a replicated theater environment made my job as the deputy commander easier.

I did not have to live in the TOC waiting for events to happen because I knew whatever event came up, the staff could handle because they already had demonstrated to 75th OC/T's their competency.

Not having to stay in the TOC allows the commander and me to focus on other issues; like aircraft maintenance.

On one mission, I was in the back with the deputy commander of the 4/1 BCT as we flew a route recon.

It was a routine mission for our pilots but for the BCT it saved a lot of time and kept them off the ground.

Ensuring our helicopters are ready to go is a big part of our mission and the maintenance team is doing a great job keeping our helicopters flying.

Coming Together As A Team

It is a good feeling watching the whole brigade come together as a team and execute the mission. For me personally, the transfer of authority (ToA) ceremony was a big day. It was like a "rite of passage" when I went from a trainer/consultant to an executer.

Upon completion of this deployment, my goal is to take the operational experience I have gained back to the 75th Division and integrate it into their training program.

While the Division has a large number of Soldiers with operational experience, there needs to be a constant flow of Soldiers returning from theater as the techniques, tactics, and procedures (TTPs) along with the missions themselves are constantly changing.

First Army has instituted a "Shadow Program" where Soldiers from their training ranks deploy with the unit for 100-120 days and we had 8 such trainers with our formation.

This relationship worked exceedingly well with the deploying unit having "street wise" and motivated Soldiers assisting the unit establishing itself. When the tour is complete, trainers get Soldiers with firsthand operational experience to take back to the training community.

MG Eldon P. Regua, 75th Division Commander, has actively sought out more theatre training opportunities and understands the benefits of this concept and am grateful he allowed me serve as the assistant brigade commander.

My experiences with the 28th CAB, have allowed me to see first hand the challenges commanders and their staffs face and am convinced the 75th Division should pursue a permanent "Shadow Program" for their Controller Trainers.



COL Robert P. Samborski is the Deputy Commanding Officer of the 28th Combat Aviation Brigade located at COB Adder, Iraq. Prior to this assignment he was the Commander of the 2nd Battle Command Training Group, 1st Brigade, 75th Battle Command Training Division, Houston, Texas.



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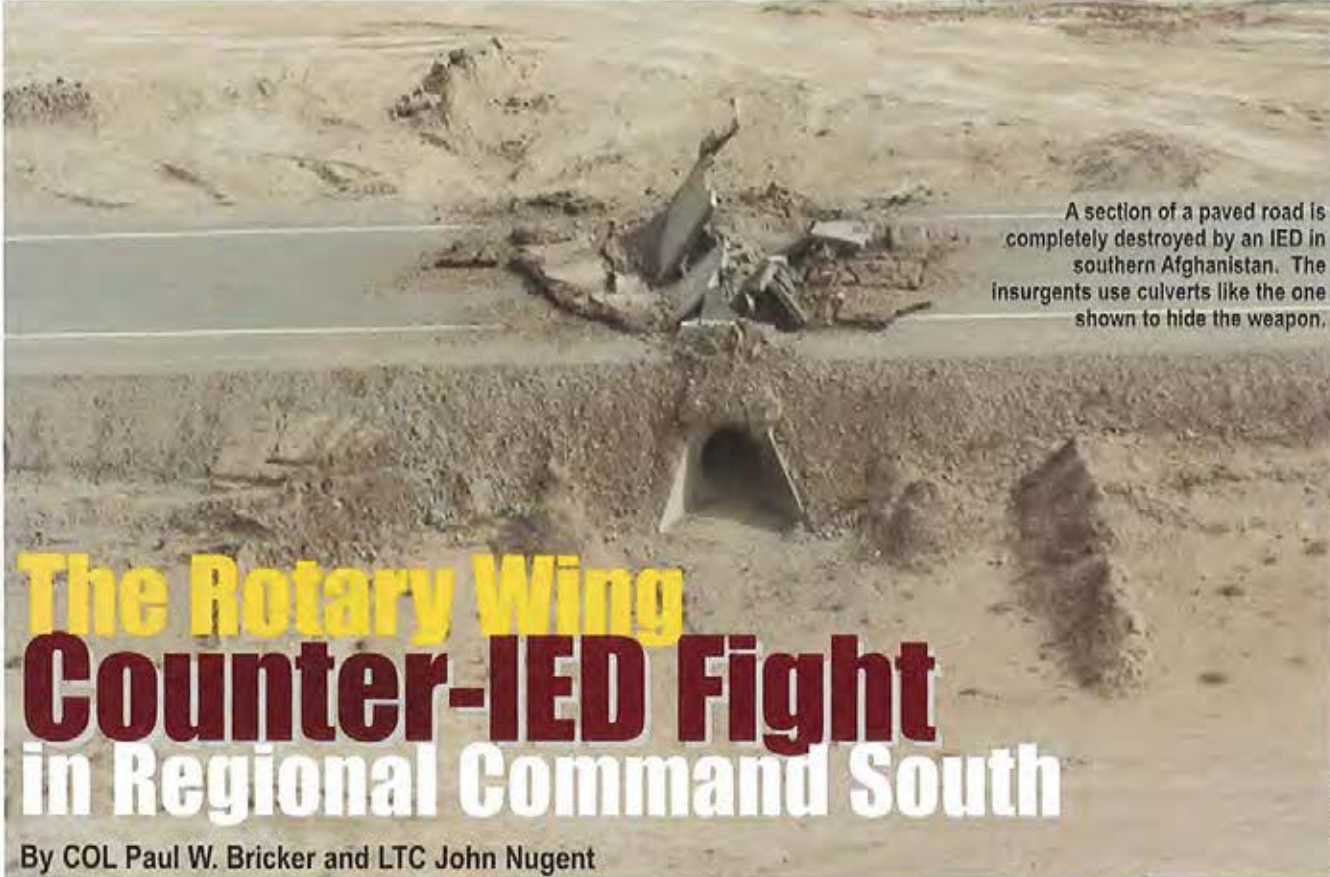


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A section of a paved road is completely destroyed by an IED in southern Afghanistan. The insurgents use culverts like the one shown to hide the weapon.

The Rotary Wing Counter-IED Fight in Regional Command South

By COL Paul W. Bricker and LTC John Nugent

Southern Afghanistan remains arguably the single most dangerous region in the US Central Command area of operation.

The insurgency in this region has experienced increased levels of support among disenfranchised Afghans who continue to distrust their central government – much due to the lack of security and essential services.

Our efforts are clearly focused on protecting Afghans; we are in a race with the Taliban to win the support of the Afghan people, oftentimes wresting it back from insurgent control.

Until very recently, the low number of International Security and Assistance Force (ISAF) ground troops in the south created conditions that were ripe for insurgency growth. Since the accelerated arrival of US forces beginning last spring, the tide is beginning to change.

Tactical success is seen daily with ISAF momentum growing quickly.

However, this progress comes at significant cost in terms of Coalition and Afghan lives and treasure.

The nature of the insurgency is violent and lethal, though insurgent leadership acknowledges they are no match for toe-to-toe fighting with Coalition troops, with rotary wing aircraft remaining their paramount concern.

Consequently, the insurgent weapon

of choice remains the deadly improvised explosive device (IED); the lethal effects continue to take a terrible toll on Coalition troops, Afghans, and our equipment.

The asymmetrical threat of the simple, yet devastating IED continues to remain a threat upon which considerable ISAF effort is focused. Every IED casualty is a punch to the gut to all of us who have the means to help in its prevention.

Though we have had great success in destroying and disrupting IED emplacers with our Kiowa Warriors and Apaches, we are constantly reviewing our tactics, techniques, procedures (TTPs), insurgent IED emplacement trends, and all sources of intelligence in our effort to better understand insurgent tactics.

The IED network is a complex network with five distinct and sometimes overlapping participants: commander; financier; builder; trainer; and emplacer.

Although we affect each of these, to one degree or another, during shaping operations, this article focuses on one of these: the IED emplacer.

What Happens

The death of the IED emplacer by rotary wing aircraft is a somewhat predictable event – ‘somebody’ sees a group of insurgents, typically one to

eight, emplacing an IED. Or perhaps ‘somebody’ hears activity which leads ultimately to visual sighting.

After clearing the area with the appropriate battlespace owner, the IED emplacers are engaged. Subsequent exploitation of the site often provides information that helps us build a better picture of the overall IED network.

This is a very simple summary but highlights some key conceptual thoughts with regard to the counter-IED fight, with the key enablers being our ability to see and our ability to hear.

The engagement of IED emplacers represents the final opportunity we have to prevent IED injuries and deaths – when we engage emplacers, all other IED network destruction TTPs have failed.

This is a necessary offensive approach to ensure freedom of movement of ISAF and the Afghans. We simply cannot surrender critical lines of communication and roads to the enemy.

Aggressively attacking IED emplacers serves to remind insurgents that the emplacement of an IED is likely to lead to their violent destruction.

Moreover, the killing of IED emplacers from distances beyond their visible or audible range has a powerful psychological effect and instills a fear of attack and reconnaissance rotary wing aircraft.

U.S. ARMY PHOTO

These aircraft are proving to be tremendously effective in removing those insurgents from the battlefield that choose to emplace IEDs.

They also provide a necessary deterrent to those unwilling insurgents whose convictions are not yet firmly behind the Taliban.

See The Enemy

The introduction of the Modernized-Target Acquisition Designation Sight (M-TADS) equipped AH-64D Apache helicopter in Iraq had an enormous and immediate effect on the fight. Suddenly, AH-64Ds could loiter beyond visual and audible range, with sensor resolution sufficient to detect weapons and observe enemy demeanor.

What the M-TADS Apache provided was quite simple – it allowed us to see and engage the enemy when he could not see or hear us. This capability dramatically propelled the effectiveness of the attack helicopter.

We are seeing devastating effects here in Afghanistan with these same M-TADs equipped Apaches. However, the expansive battlespace in which we operate in southern Afghanistan simply exceeds the coverage capability of



AN/PDR-13 (V)1 SIGINT system.

U.S. ARMY PHOTO

one Attack Reconnaissance Battalion (ARB).

Consequently, we rely on our thirty OH-58D Kiowa Warrior helicopters to conduct armed reconnaissance along critical lines of communication and armed escort for ISAF convoys.

Their near constant presence disrupts the freedom of movement the insurgents desperately require to resupply caches and emplace IEDs that threaten ISAF and the Afghan people.

Furthermore, we employ teams of UH-60L Blackhawks to conduct

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A truck is blown off the road, and the road is rendered impassable after an IED explosion in southern Afghanistan.

reconnaissance along these same critical lines of communication with the same purpose: provide relentless aerial reconnaissance focused on denying the emplacement of IEDs. This strategy is proving effective.

Although IED-related deaths of ISAF and Afghans are lower than previous years, the insurgent continues to prove most adaptive. Their healthy respect for rotary wing aircraft continues to manifest itself in emerging TTPs, and it is in this adaptation that we remain alert.

The bottom line is that the complementary employment of the Kiowa Warrior and the M-TADS equipped Apache is making significant advances in taking back the critical lines of communication from the insurgents.

Until Afghans have a perception that they can travel freely along their own roads, especially those that connect the larger population centers here in the south, reconstruction, governance, and development efforts will not take root.

Be that as it may, there are additional technologies that can further increase the effects of our attack and reconnaissance aircraft.

Many other new and existing systems allow us to better see the enemy – these systems will yield results.

These systems include various intelligence, surveillance, and reconnaissance (ISR) platforms, Video from Unmanned Aircraft Systems for Interoperability Teaming – Level 2 (VUIT-2), and the Visible/Near Infrared (V/NIR) sight system for AH-64D.

I urge all involved in the development, procurement, and leveraging of technology that increases the effectiveness of rotary wing aviation in counterinsurgency (COIN) operations to accelerate the momentum in bringing these technologies to the warfighter.

The Aviation branch must follow and pursue technologies which conceptually emulate the greatly successful M-TADS; anything and everything that helps crews with increased situational awareness is most useful.

Hear The Enemy

With proper sensors we can literally read the enemy's playbook. Payoffs can be enormous and can lead to such things as the disruption (or destruction) of entire IED networks. An additional benefit to signals intelligence (SIGINT) capabilities is the enemy command and control (C2) disruption which results when the enemy knows we're listening. To do this, we need tactical localized rotary wing sensors. Upon arrival here in



southern Afghanistan, we quickly realized there was a capabilities gap with respect to rotary wing localized SIGINT throughout the battle-space; there were literally no rotary wing usable systems. In an effort to fill this gap as quickly as possible, the 82nd Combat Aviation Brigade (CAB) teamed with the 159th CAB and our supporting institutions to procure a completely new direction finding (DF) SIGINT system.

Additionally, we conducted theater integration of one SIGINT system, with two more now in the works. The responses from the aviation enterprise were fantastic. However, we should always strive to anticipate requirements. The COIN Warfighter would be well served with the accelerated development of a variety of localized SIGINT packages for employment on the Blackhawk.

Conclusions

The counter-IED fight is very much analogous to the 'missile/countermeasure/missile...' cycle of technology. With the counter-IED fight, the enemy is adaptive and innovative – both tactically and technically.

With our unmistakable goal of 100% success, we must constantly ask ourselves, "What do we need?" The answer to that question is difficult but must also begin with questions: "Does it help me see the enemy?" and "Does it help me hear the enemy?"

Some technological applications may not be direct answers to these questions, but many, through second-order effects, yield the same results.

An example of such a system, capable of immediate impact through second-order effects, is the M134 mini-gun installed on the UH-60L. This system would allow the UH-60L to perform self-escort on routine general support missions which currently, because of threat, require armed escort.

The net effect in Regional Command-South would be the 'freeing' of nine AH/OH sorties every single day which could then be committed to the counter-IED fight – increasing our chances of disrupting and destroying



An AH-64 Apache helicopter assigned to 1st Bn., 82nd Avn. Regt., the Attack Reconnaissance Bn. of the 82nd Cbt. Avn. Bde. These helicopters, equipped with M-TADS, can detect weapons and observe the enemy from well beyond visual and audible range.



A US Air Force HH-60 helicopter equipped with the M134 mini-gun. This system would allow the UH-60L to perform self-escort on routine general support missions which currently, because of threat, require armed escort.

the insurgent IED emplacers.

Rotary wing aviation and our world-class troopers are continuing to achieve significant positive effects here in southern Afghanistan. Our number one focus remains freedom of movement.

Accelerated assistance in areas discussed in this article will only increase the effectiveness of our team in attacking the IED network, especially the insurgent whose actions present a very clear and present danger: the IED emplacer.




COL Paul W. Bricker is the Commander of the 82nd Combat Aviation Brigade, Task Force Pegasus and LTC John Nugent is the Task Force Experimental Test Pilot.

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Utility Helicopter Update

Fielding the Mobile Training Team

By LTC Norbert E. Vergez

With many deployments accomplished and another on the horizon for 1st Infantry Division, the Army leadership searched for a balanced plan to prepare the unit for their next mission.

The Plan

The Program Executive Office, Aviation, in concert with the U.S. Army Aviation Center of Excellence (USAACE) developed a Mobile Training Team (MTT) concept. This effort is designed to field new end items without requiring extensive temporary duty of 1st Inf. Div. Soldiers.



Major Brad Bruce hands over the keys and records for a new UH-60M to LTC Andrew Cole, 3rd Bn. Commander.



Transportable Black Hawk Simulator enhances MTT effort.

In April 2009, the Utility Helicopters Project Office (UHPO) fielded the first of 30 new UH-60M BLACK HAWK helicopters to the 3rd Aviation Battalion, Combat Aviation Brigade (CAB) of the 1st Infantry Division, at Fort Riley, Kansas.

The Project Office also provided a Transportable Black Hawk Simulator, a maintenance contact team, parts and special tools to support the effort.

Impacting Quality of Life

In the interest of the quality of life for these aviation Soldiers, UHPO, the USAACE Directorate of Evaluation and Standardization (DES), Training and Doctrine Command (TRADOC), and the United States Army Forces Command (FORSCOM), put together an MTT that began in late April with the first of six UH-60M qualification courses taught by a team of DES instructor pilots.

The United States Army Aviation Logistics School (USAALS), Ft Eustis sent two Category-B trainers and a team of instructors to conduct the maintainer training for enlisted Soldiers.

All training is on track to be completed in December, resulting in over 50 pilots and 100 crew chiefs qualified, current and prepared to per-

form their wartime mission in the new UH-60M.

"The MTT course currently being conducted at Ft Riley is building a cohesive training environment enabling 3-1 Avn. to meet and exceed its ability to conduct combat operations," according to CW4 Mark Mata, 601st Avn. Spt. Bn. Quality Control OIC.

Schoolhouse Benefits

In addition to allowing these Soldiers to go home at night to their families, the MTT reduces some of the workload on both the Ft Rucker schoolhouse and USAALS maintainer training at Ft Eustis.

The DES-led pilot MTT has recruited instructor pilots from Ft Rucker, Special Operations Aviation (SOA), the Aviation Technical Test Center (ATTC) and the National Guard, as well as the unit itself.

This initial success has generated a new UH-60M Maintenance Test Pilot course slated for late September that will qualify 6-8 out of the Combat Aviation Brigade's UH-60M Maintenance Test Pilots at home station.



LTC Norbert E. Vergez, is the Product Manager for UH-60A/L/M, Program Executive Office for Aviation, Redstone Arsenal, AL.



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AAAA Hosts 2009 ASE Symposium

By CW4 (Ret.) Joe Pisano



ASP PHOTOS

Nashville's Sheraton Music City hotel was the site of the AAAA annual Aircraft Survivability Symposium November 9-12. This event began in 1983 and has proven to be a critical asset to our warfighters.

Year after year maintainers, research and development, acquisition, training and doctrine personnel, and our operator-Soldiers seek solutions to better protect our brothers and sisters at the tip of the spear. This year's theme, "ASE - Integrated Capabilities for the Warfighter," explored the diversity of those efforts.

The ASE symposium was another step in achieving the Association's mission statement: "AAAA: Supporting the U.S. Army Aviation Soldier and Family."

Branch Chief, MG James O. Barclay III, delivered the keynote address kicking off the event which featured speakers representing Army organizations and joint venues, and included sensing sessions for emerging insights in the ASE arena from recent field commanders and tactical operations officers.

Other featured speakers included MG James R. Myles, Commanding General, U.S. Army Aviation and Missile Command, BG Thomas M. Cole, Program Executive Officer Intelligence, Electronic Warfare & Sensors (PEO IEW&S), BG William T. Crosby, PEO Aviation and Aviation Branch Tactical Operations Officer,

CW5 Joseph P. Shores.

On Tuesday evening at the banquet, guest speaker MG Joseph L. Votel, Deputy Commanding General of Joint Special Operations Command (JSOC), assisted with the presentation of the 2009 AAAA ASE award.

This year's award recipient is Mr. John Reilly, the U.S. Army Research, Development and Engineering Command's lead Systems Engineer and Project Leader for the AN/ALQ-212

Panelists (l to r) CW5 Pat Shores, Avn. Br. TACOPS Officer, COL Joe Jellison, Dir. Concepts & Requirements Directorate, U.S. Army Avn. Ctr. of Excellence (USAACE), COL Clay Hutmacher, Cdr., 160th Spec. Ops. Avn. Regt. (SOAR), COL Pat Tierney, former Cdr., 4th Cbt. Avn. Bde., and COL Steve Smith, Dir. of Eval. & Stdzn. (DES) USAACE answer questions during the Warfighters Panel.

Common Infrared Countermeasure (CIRCM) System and the AN/APR-39 family of radar detecting sets located at Fort Monmouth, New Jersey.

The ASE award is sponsored by BAE Systems.

The symposium ended with a day of classified sessions held in the Air National Guard facilities at the Nashville International Airport.

These meetings included tactical operations officers from across Army Aviation and an informal sensing session hosted by BG Crosby and LTC Raymond D. Pickering, Infrared Countermeasures Program Manager, representing BG Cole.



CW4 (Ret.) Joe Pisano is the deputy to the AAAA Executive Director and Editor, ARMY AVIATION Magazine.



2009 ASE award winner, Mr. John Reilly with, from the left, Mr. Jim Riser, Mr. John Nyllis (both BAE), MG Votel, Reilly, his friend, Linda McGarry, AAAA President, BG (Ret.) Rod Wolfe, and Mr. Matt Merryman (BAE).

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Mixing Energy Drinks and Flying

By Dr. (MAJ) Nicole Powell-Dunford

Q: *There are so many different energy drinks on the market - How safe are they?*

FS: Herbs and supplements, unlike medications, are not regulated by the Food and Drug Administration and may be marketed without proof of any manufacturer claim.

Most energy drinks contain caffeine as well as various herbs, vitamins and amino acids which may or may not be safe for an individual consumer.

Caffeine, in appropriate doses, will often improve alertness. However more research needs to be done with regards to the effects of supplements such as ginseng and high dose amino acids in combination preparations.

High doses of caffeine can cause effects ranging from jitteriness to lethal heart beat abnormalities.

Certain herbs can cause problems with blood clotting and several types of high dose multi vitamins can cause serious health problems when taken chronically.

Energy drinks which contain extremely high doses of

caffeine can be particularly dangerous, especially when taken with certain medications or other forms of caffeine.

Caffeine cannot change the rate at which alcohol metabolizes - therefore power drinks should never be consumed with alcohol in order to 'accelerate' removal of alcohol from the blood stream.

Intoxicated Soldiers may sometimes feel fit to drive after an 'energy boost' drink, leading to needless roadside fatalities.

Soldiers who have consumed several power drinks in one sitting have become critically ill.

Always use moderation and common sense when consuming an energy drink.

Q: *Which energy drinks are approved for flight status?*

FS: Sports drinks which contain a mixture of carbohydrates, vitamins and minerals without creatine, ephedra or herbs are considered to be generally safe for flight.

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Energy drinks which contain more than carbohydrates, vitamins and minerals need to be reviewed by your flight surgeon and/or aeromedical physician assistant.

You should never perform flight duties after consuming an energy drink that you have never tried before or in quantities that you are not used to.

Ephedra in particular can lead to dehydration and kidney problems – it should never be used in either drink or pill form.

Also be aware that there are several “energy” drinks on the market that actually contain up to 6-12% alcohol. Brands include Sparks®, Joose®, Torque, Liquid Charge®, and Rockstar 21®.

The cans all look similar to non-alcoholic energy drinks – make sure you read the label!

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to AskFS@quad-a.org. Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues. As always, fly safe!

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



Dr. (MAJ) Nicole Powell-Dunford is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, Ala.

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Can a Non-Aviator, Non-Officer Spouse Join AAAA?

By Effie Martin Nicke

Have you ever had this moment? You hear a particular word for the first time and all of a sudden you hear that word five times in the next twenty-four hour period.

Or you're thinking of buying a car, and then you notice that car at every turn? Well, so began my journey on the road to joining AAAA!

I was asked by a good friend who was preparing a dinner speech where spouses would be in attendance: "What topics would a military spouse like to hear about from a military affiliated organization?"

Desirable Attributes for a Military Affiliated Organization

Well, I could only speak for myself and for my friends, but most of the wives I speak with want:

1. All inclusive Army community involvement: What is the organization doing to help all Soldiers, not just mine?
2. Benefits for our children (service member's children usually pay a high price for their parent's service): How can this organization help me help my child?
3. A set agenda to help Army families (too many organizations ask for dues and deliver very little in return): Does their agenda serve the Soldier or the almighty dollar?"

To my amazement, my friend replied, "Great, I can talk about all of those topics and how AAAA contributes directly to each concern."

I commented silently, "Really, then why haven't I heard of these wonderful works being accomplished?"

The Order of St. Michael Award

An hour later, I received an email from my husband's Company Commander requesting my participation in gathering my husband's NCOER's for use in writing a surprise Order of Saint Michael nomination. Being slightly leery of getting involved, I



agreed to assist but immediately Googled 'Order of Saint Michael award'

Established in 1990 as a joint venture between the AAAA and the U.S. Army Aviation Center (USAAVNC), the Order of Saint Michael recognizes individuals who have contributed significantly to the promotion of Army Aviation in ways that stand out in the eyes of the recipient's seniors, subordinates, and peers.

Okay, someone or something definitely nudged me with a large stick, so I set off on a research mission. Does AAAA really support the Army Soldier and his/her family in a meaningful and tangible way?

Using my statements made earlier in the day as the basis for my research, I led the internet search with Army Aviation community involvement.

AAAA National and Functional Awards

Not including the order of Saint Michael and the Lady of Loreto, AAAA awards over 38 national and functional awards which are sponsored by AAAA and various Soldier friendly companies. These yearly awards recognize top performance in several diverse categories: Department of Army Civilian, Army National Guard Aviation Unit, United States Army Reserve Aviation Unit, Noncommissioned officer, Crew Chief and Soldier of the Year, to name a few.

Well, many organizations honor military excellence with awards, but

what about the behind the scenes actions? Was there any hard core thankless work being conducted on behalf of Soldiers, which did not present a photo opportunity? Guess what my research unearthed?

The Military Coalition

AAAA is one of 34 military, veterans and uniformed service organizations that comprise The Military Coalition (TMC). Over 5 million Active Duty, Guard, Reserve, retired, and former members plus their families, rally in joint pursuit of representing uniformed military service initiatives.

AAAA has supported TMC in bringing top-level awareness to Guard and Reserve tax penalties, advocating Veteran's status for all service members, and currently opposed the proposed increase in TRICARE fees for retirees.

Well now I was surprised and baffled at how little I knew about AAAA. They are concerned about my husband's retirement benefits, and he isn't even retired yet?

Not enjoying my glowing ignorance, my pessimistic side assured me that there was bound to be a flaw somewhere, so I moved on to the next topic: Benefits for service member's children.





AAA Scholarship Foundation

Established in 1963, The AAA Scholarship Foundation has presented over \$200,000 in scholarships each year to more than 150 students. The Foundation is funded by financial contributions from AAA National and Chapter activities, private businesses and specific meetings and symposia held by the AAA worldwide Chapter activities. The AAA Grant and Loan program is a merit based

financial assistance program open to spouses, sons, daughters, and grandchildren of AAA members.

Merit based? So the scholarship program is not based on "who you know?" I started to see the big picture from my puzzle pieces. One last topic: Is AAA setting a money making agenda, or an Army family agenda?

Donations to Chapter Events

AAA donated over \$80,000 last year directly to chapters to help them support the Army Aviation Soldier: Welcome Home events, holiday banquets, fundraisers such as Girl Scout cookies for deployed soldiers, Wreaths for Veterans program, golf tournaments to sponsor Army Emergency Relief and direct donations to the Wounded Warrior Program.

So after work, while sitting at the dinner table with my husband, I announced, "I'm joining AAA!"

My husband countered, "What????? Can a non-aviator, non-officer spouse join AAA?"

Why I Support AAA

I began listing the attributes of this organization that truly supports the

Soldier and his family to my husband who has been part of the aviation community as an Air Traffic Controller for seven years.

I wondered how many other people have asked the same question, thinking AAA is merely an unofficial Senior Officers club. I wondered how many people in the aviation community have no idea what AAA has accomplished and will accomplish on behalf of the Army Aviation Soldier and family.

I decided right then that if AAA can serve and support my military spouse and others without acknowledgement, I will support and contribute to AAA.

So, here I am writing this article for the Family Readiness corner with hopes that my contribution will make a difference to an organization that makes a difference in the everyday lives of Army Aviation Soldiers and their families.



Effie Martin Nicke is an Army wife and works for Raytheon at Fort Rucker, Ala.

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“What’s In It For Me?” Associate and Sustaining Membership, and Membership Recruiting Tools

Who are the members we are supporting at the chapter level, and what do they want for their membership dollars?

By focusing on the answers to these two questions throughout the start-up process, the organizers of the new chapter are better prepared to sell their idea of a new AAAAA Chapter.

And, by asking these two questions at each meeting of the chapter, the elected and appointed leaders are best poised to respond when a prospective new member asks, “So what’s in this Quad-A for me?”

Fifteen dollars may put a few days’ gas in the fuel tank of an enlisted member’s car.

For our Reserve Component members, this same fifteen dollars will enable them to affiliate with an Association that seeks Enlisted Career Incentive Pay and Aviation Career Incentive Pay parity between the active and reserve components.

For a few dollars more, what Aviation Commissioned or Warrant Officer wouldn’t agree that a professional organization chartered specifically to serve our Branch – and all the things that represents – isn’t worth the look?

On the other hand, if the “sales pitch” for our Association is confined to the promise of a pizza party, then the membership dues check will never be written.

To that end, understanding the needs and desires of our members at the local level is tantamount to the very success of that chapter – no matter how large or small. Whether these successes are grand or modest, they are each important to the local chapter.

I was pleased to return recently to Kentucky to take part in the dedication of a Historic Marker to Corporal Eddie Ward – our Nation’s first Aviation Soldier.

The recognition of Corporal Ward

is important to our Association and our Nation’s history on so many levels, and it was the effort started by a local chapter that found itself in regional and national news.

When examining the shape of our membership rosters, we must consider their entirety – including the local merchants just off-post who genuinely would like to be included in our daily and long-term successes.

Aviation captures the imagination of every local merchant with every whop of the rotor blade; and many of these local business people have served our Armed Forces – and are still looking to be involved in some way.

Our Associate Membership is tailored just for the sole proprietor, and recognizes them in special ways for a few dollars above an individual Officer’s membership.

Slightly larger businesses benefit in similar ways from the Sustaining Membership program – modestly priced to include two complimentary memberships.

Many of these merchants and small businesses perpetuate this good will to their fellow AAAAA members with discounts and special offers.

Details on the Associate and Sustaining membership programs may be found in the *InfoFile*, or are available from the AAAAA National office at aaaa@quad-a.org, or 203-268-2450.

In my recent correspondence with several of our chapters, I have been pleased with every response.

Some chapter officers had specific questions about individual membership, and others wanted to freshen their membership rosters on file at the national office; while yet others wanted to share success stories of some of the unique and innovative programs they’ve implemented in serving the specific needs of our members.



PHOTO BY MS. KAY MORROW, LIBRARIAN, MCCREARY COUNTY LIBRARY

Mark Grapin next to the Ward Historic Marker on US Highway 27 in Pine Knot, KY at dedication ceremony, Aug. 12, 2009

I have appreciated every note, and am so glad to have been at least a small part of their success.

Next month, we’ll look into how developing chapter goals may directly benefit the chapter roster.

I ask in the meantime that we renew our efforts to update these rosters at the chapter level, and to reach out to each of those with memberships coming up for renewal, and share how their chapter will represent their interests in Army Aviation.

Details on each of the Membership programs are further described in the AAAAA *InfoFile*, and I welcome your questions.



CW5 Mark Grapin
AAAA Vice President for Membership
mark.grapin@quad-a.org

Industry News

And Announcements Related to Army Aviation Matters

BLACK HAWKS In Iraq & Afghanistan Fly Over One Million Hours



Sikorsky BLACK HAWK helicopters flown by the U.S. Army in the Iraq and Afghanistan theaters of war have accumulated more than 1 million fleet flight hours without a single Class A material failure with the aircraft, Sikorsky Aircraft Corp. reported on Nov. 17 from the Dubai Air Show. Sikorsky is a subsidiary of United Technologies Corp. The U.S. Army currently operates more than 350 BLACK HAWK

helicopters combined in these two Overseas Contingency Operations. BLACK HAWK helicopters have flown these missions since February 2003 and are maintaining an 84 percent mission capable readiness rate while operating in the extreme heat, wind, and sand conditions. While the U.S. Army's fleet of BLACK HAWK helicopters continues to log fleet hours in theater, BLACK HAWK aircraft operating in the Middle East region are also performing well for Sikorsky customers. There are approximately 150 BLACK HAWK helicopters operating elsewhere in the Middle East.

SAIC Awarded Task Order to Support AMRDEC

Science Applications International Corporation (SAIC) announced Nov. 18, they have been awarded a follow on task order from the U.S. Army Aviation and Missile Command (AMCOM) to provide professional and engineering support services to the Army Aviation & Missile Research, Development & Engineering Center (AMRDEC) Software Engineering Directorate (SED). The single award, indefinite-delivery/indefinite-quantity task order has a five-year period of performance and a ceiling value of \$848 million. Work will be performed as required at Redstone Arsenal in Huntsville, Ala. The Systems and Computer Resources Support (SCRS) task order was awarded under the AMCOM Expedited Professional & Engineering Support Services (EXPRESS) contract.

L3 Wescam MX-15 Turret Validated for UH-72

Flight tests have been completed with the electro-optical/infrared sensor turret for UH-72A Lakotas that will be operated by the U.S. Army National Guard in Security and Support (S&S) missions. The L3 Wescam MX-15 turret's chin-mounted centerline installation was validated during flight tests with an EC145 – the helicopter on which EADS North America's UH-72A is based. Completion of these tests marks a major milestone in the integration of the Army National Guard's full mission equipment package. The Army National Guard will be a major operator of UH-72A Lakotas, receiving aircraft configured for the S&S mission, as well as for use in medical evacuation and multi-role transportation.

AAI Awarded Funding For Shadow UAS Proposal

AAI Corp., Hunt Valley, Md., was awarded on Nov. 18, 2009, a \$15,855,517 firm-fixed-price contract. This contract is a Change Order Modification to fund re-wing engineering change Proposal for the Shadow unmanned aircraft system (UAS). The Shadow UAS provides flexible and responsive near real-time reconnaissance, surveillance, and target acquisition, battle damage assessment, and battle management support to Army ground maneuver commanders. Work is to be performed in Hunt Valley, Md., with an estimated completion date of Jan. 31, 2011.

EADS North American Defense, Arlington, Va., was awarded on Dec. 1, 2009, a \$247,242,722 firm-fixed-price contract. This contract is for the funding of program year 2005 of the Army's Light Utility Helicopter program for 45 light utility helicopters (UH-72A), 30 medical evacuation (MEDEVAC) mission equipment packages, 30 MEDEVAC B-kits, 30 hoist B-kits, four very important personnel mission equipment packages, 11 engine inlet barrier filters, 34 environmental control units, and 45 airborne radio communication 231s. Work is to be performed in Columbus, Miss., with an estimated completion date of June 30, 2011.

The Boeing Company, Ridley Park, Pa., was awarded on Nov. 25, 2009, a \$21,000,000 cost-plus-fixed-fee contract for interim contract support Phase II. Work is to be performed in Ridley Park, Pa., with an estimated completion date of Dec. 31, 2010.

Longbow LLC, Orlando, Fla., was awarded on Nov. 6, 2009, a \$29,962,000 firm-fixed-price contract for the procurement of mast mounted assemblies for the National Guard. Work is to be performed in Orlando, Fla., with an estimated completion date of Oct. 30, 2012.

Rolls-Royce Corp., Indianapolis, Ind., was awarded on Nov. 6, 2009, a \$11,123,996 firm-fixed-price contract for a minimum of 20 and a maximum quantity of 135 gas turbine engines (model 250/C30R/3) to support the OH-58D Kiowa safety enhancement program. Work is to be performed in Indianapolis, Ind., with an estimated completion date of Dec. 31, 2012.

Sikorsky Delivers First Aircraft With Polish-Built Cabin to U.S. Army Stratford, Conn., Oct. 29, 2009 – Sikorsky Aircraft Corp. today announced it has delivered the first aircraft with a cabin produced at PZL Mielec, a Sikorsky company in Poland. The 145th UH-60M BLACK HAWK helicopter was delivered to the U.S. Army on Sept. 30. It is the first of three UH-60M BLACK HAWK helicopter cabins produced by the Polish facility to date for use in UH-60M BLACK HAWK helicopters built at Sikorsky's main manufacturing plant in the U.S.

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AVIATION GENERAL OFFICERS

The chief of staff, Army announced the following assignments:



BG Golden Jr.

Brig. Gen. Walter M. Golden Jr. from assistant division commander (maneuver), 2d Infantry Division, Eighth U.S. Army, Korea, to Director, J-1, The Joint Staff, Washington, D.C.



BG Mangum

Brig. Gen. Kevin W. Mangum, from commanding general, Iraq National Counter-Terrorism Force Transition Team, Multi-National Security Transition Command-Iraq, to deputy commanding general, Multi-National Division-Baghdad, Operation Iraqi Freedom, Iraq.

CHANGES OF COMMAND AND RESPONSIBILITY



42nd CAB Changes Leaders
Col. Mark Stryker, a 26-year veteran of the Army Reserve and the Army National Guard took command of the New York Army National Guard's 42nd Combat Aviation Brigade on Saturday, Nov. 7 in Latham, New York. He replaced Col. Michael Bobeck, who is taking charge of the Army National Guard's fixed-wing aviation program in Washington, D.C. Stryker, a pilot for the New York State Police since 1986, has served in both Desert Shield/Desert Storm and Operation Iraqi Freedom.



Task Force Falcon Takes Over in Afghanistan
Col. Don Galli, (right) commander of the 3rd Combat Aviation Brigade and the 3rd CAB **Command Sgt. Maj. Richard Stidley**, uncased the brigade colors during a transfer of authority ceremony at Bagram Airfield, Afghanistan, Nov. 24.

The majority of Soldiers from the 3rd CAB, or Task Force Falcon, based out of Hunter Army Airfield in Savannah, Ga., began arriving in late summer in support of Operation Enduring Freedom, taking over for 159th CAB, or Task Force Thunder, 101st Airborne Division (Air Assault).

Command Sergeants Major Change Responsibility in Five-Battalion Ceremony

In an unusual ceremony on Oct. 8 at Marshall Airfield, Fort Riley, Kansas all five battalions in the 1st Combat Aviation Brigade (1st CAB) conducted a command sergeant major (CSM) change of responsibility within the same ceremony. First, **CSM Donald Wright** handed control of the 2nd General Support Aviation Battalion, 1st CAB to **CSM Jason Werner** and then took control of the 1st Squadron, 6th Cavalry Regiment from CSM Stephen Waller. Next, **CSM Brian Wood** gave control of the 1st Attack Reconnaissance Battalion, 1st CAB to **CSM Michael O'Donnell** and then assumed responsibility of the 3rd Assault Helicopter Battalion, 1st CAB from **CSM Leeferd Cain**, who, in turn accepted responsibility of the 601st Aviation Support Battalion from Sgt. Maj. Brian Hauke. In addition to more than 150 years of service collectively, the CSMs have a combined 120 months of combat operations and have been stationed in 17 different states and seven countries overseas.



Taking the ceremonial saber from the hands of the brigade Command Sgt. Maj. James Thomson, **Command Sgt. Maj. Jason Werner** assumes responsibility of 2-1 GSAB.



Brigade Command Sgt. Maj. James Thomson passes the ceremonial saber to **Command Sgt. Maj. Michael O'Donnell**, the new CSM for 1-1 ARB.



Command Sgt. Maj. Brian Wood, new CSM for 3-1 AHB, speaks during the change of responsibility ceremony.

HONORS



CW5 John M. Harris (left), Co. B, 640th Avn. Spt. Bn., Cbt. Avn. Bde., 40th Inf. Div., California Army National Guard (CAARNG), is shown being awarded a Legion of Merit on the occasion of his retirement culminating 40 years of continuous service. The award was presented by BG Daniel J. Nelan (right), Asst. Adjutant General and most senior Army Aviator in the CAARNG. Over the course of his career, Harris served in all three components, to include combat tours in Vietnam and Somalia. He is an AAAA Life Member in the Southern California Chapter, a former chapter officer and has been a continuous member of AAAA since he first joined as a warrant officer candidate in 1971.

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PEOPLE ON THE MOVE

PROMOTION SELECTIONS

The active Army fiscal year 09 Colonel, Army Competitive Category, Selection Board Results were released on Oct. 29. AAAA congratulates the 26 Aviation LTC selected for promotion to COL.

Arey, Howard E.
Bennett, Brian D.
Bradley, James H. *
Christensen, Kevin *
Chronis, Nicholas P. *
Conyers, Todd Z. *
Corson, Michael E.
Evans, John R.
Farrall, Adrian R.
Fisher, William O. *
Hersey, Neil S.
Hibbard, Lonnie G.
Jernigan, David O. *
Krall, David M. *
Lindsay, John J. *
Lippert, Andrew J. *
Lynch, John M. *
Marnon, Paul V. *
McGarrity, William
Mcrae, Stuart J. *
Morgan, John M. *
Moser, Mark A. *
Nitti, Donald R.
Pepin, Allan M. *
Snelson, Nicholas R. *
Wolfe, Christopher *

FLIGHT CLASS TRACK GRADUATIONS

65 Officers, November 12

AH-64D
LT Nathaniel A. Peper DG
WO1 Neil A. Covington HG
WO1 Jody L. Simmons HG
WO1 Kyle L. Walker HG
WO1 Robert D. Biter
WO1 Gary T. Duncan II *
LT Wayne E. Griffin
CW2 Christopher D. Langston
WO1 Jared L. Lundberg
LT Michelle R. Morrison *
LT Travis N. Owsley *
LT Randall W. Phillips *
WO1 Andrew Potts
WO1 David M. Rosamond *
LT Andrew W. Schwillk
CW2 Jamie B. Seymore *
WO1 Andrew J. Simon
LT Taylor S. Watson

WO1 Edward R. Wolfe
WO1 Jeremy C. Young *

CH-47D

LT Zachary L. Burton *
WO1 James W. Goebel *
LT Matthew P. Marcella *
LT Joshua P. McClure
LT Jessica C. Pizur *
CW2 Christopher D. Rucker *

OH-58D/R

WO1 Timothy B. Browne * DG
WO1 David E. Bartholome *
WO1 Jonathan T. Bennett *
LT David Broome *
WO1 Cory J. Burggraff *
LT Edward A. Clark
LT Andrew S. Howell *
CPT Thomas G. Jones *
CW2 Christopher K. Mead
WO1 Benjamin H. Moore III *
WO1 Robert R. Reed *

UH-60

LT Zachary A. Miller * DG
WO1 Jacob J. Schmidt DG
WO1 Brandon L. Budge * HG
WO1 Richard E. Cooper * HG
WO1 Jason D. Crandell * HG
WO1 Alissa A. Bare *
WO1 Christopher J. Brunettin
LT Michael B. Byrn
WO1 Brian P. Caslin
LT Nathaniel C. Cave
LT David A. Eldredge
WO1 Stephen Ellis *
WO1 Mark P. Fernandez *
WO1 Luke M. Henderson *
WO1 Shawn N. Hinds *
WO1 Phillip A. Iniguez
WO1 Shawn M. Johnson *
WO1 Bryan W. Marchman *
LT John M. Melancon *
WO1 Michael A. Norris *
WO1 William J. Preston *
WO1 Jason A. Reider
WO1 Collin M. Rowe
LT Michael D. Schreckengost *
WO1 Jeffrey Scroggins
WO1 Bud Sommerville
LT Joseph S. Viverette *
WO1 Matthew A. Wilder *

Flight Class Track Graduations 16 Officers, November 24

CH-47D

WO1 Peter D. Caffrey *
WO1 Eliud W. Machuki *

UH-60

WO1 Nicholas B. Booker * HG
WO1 Timothy D. Delp HG
WO1 Zackery L. Martin * DG
WO1 Jeffery M. Decker *
WO1 Aaron M. Hearne
WO1 David McPherson *
WO1 Luis J. Pagan-Renta *
WO1 Christopher S. Pimley *
WO1 Anthony A. Pringle *
WO1 Donald P. Rafford *
WO1 Michael L. Reisig
LT Joseph A. Stack *
WO1 Brian N. Stevenson *
WO1 Pierre R. Summerton *

UAS OPERATOR GRADUATIONS

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

Shadow (RQ-7A)

Class: 09-017

November 16, 14 Graduates

PFC Bui, Alvin
PVT Caraballo, Michael D.
PV2 Cuthbertson, Amber R.
PFC Enoch, Andrew C.
PV2 Keil, Alexander H.
SGT Llewellyn, William E.
PVT Mills, Gary E. Jr.
PFC Parra, Bryan
PFC Rodriguez, Virginia
PVT Roller, Robert J.
PFC Schotter, Robin J.
SPC Seelye, Aaron D.
PVT Wade, Nicole L.
PFC Weiler, Jason S.

Shadow (RQ-7A)

Class: 09-577

November 16, 16 Graduates

PVT Arnold, Adam G.
PV2 Currier, Joseph W. Jr.
PV2 Edwards, Jeremy R.
PFC Fullwood, Earnest A.
PVT Garcia, Gabriel E.
PFC Giese, Anton R. II
PVT Kozik, Alexander G.
PV2 Maines, Shawn M.
PFC Mccauley, Cullen T.
PV2 Miller, Richard S.
PV2 Romero, Maria J.
PVT Smith, Donald A. Jr.
SPC Whitney, Ryan F.
PVT Wilkinson, Kurtis A.
PV2 Williams, Andrew D.
PFC Williams, Jason P.

Shadow (RQ-7A)

Class: 09-578

November 16, 19 Graduates

SFC Begg, Douglas J.
SFC Bouchard, Anthony G.
SPC Brown, Michael J.
PVT Day, Nicholas G.
SSG Demster, Jarrad D.
SPC Duda, Richard L.
PFC Fasnacht, Joshua C.
SPC Foster, Brian A.
PVT Froese, Charles E.
SFC Gonzalez, Jose R. III
PVT Hardaway, Darcell L.
PVT Mascitelli, John D.
SPC Mayfield, Scott R.
PFC Mcduffie, Christian D.
SPC Mcwhorter, Aaron A.
SPC Riggs, Matthew A.
SPC Sova, Adam P.
SPC White, Gary L.
PV2 Young, John M.

Warrior A

Class 09-005

October 23, 11 Graduates

SFC Burris, Christopher E.
PV2 Connelly, Ryan J.
PV2 Currin, Simon N.
PFC Hake, Jesse M.
PFC Hershey, Richard B.
PV2 Lewis, Kenneth E.
SSG Napier, Tracy W.
PFC Rodriguez, Arturo
SSG Smith, Lael L.
PFC Tyler, Bryan M.
PV2 Vargas, Davey

Hunter (RQ-RA)

Class 09-002

September 21, 10 Graduates

PFC Burgess, Ryan M.
PV2 Dudley, Alexander J.
PVT Fournier, Anthony F.
PV2 Gurganus, Andrew P.
PV2 Herrera, Paul G.
PV2 Mutehart, Eric S.
PV2 Parigi, Max V.
PVT Saine, William E.
PV2 Sevon, Seth E.
PVT Wilson, Matthew A.

Hunter

Class 09-001

September 22, 3 Graduates

PFC Johnson, Benjamin D.
PFC Sullivan, Thomas P.
SGT Turner, Caleb A.

* = AAAA Member
* = Life Member
DG = Distinguished Graduate
HG = Honor Graduate
CLG = Commanant's List Graduate

2010 APPROPRIATIONS ACTIONS CONTINUE

Although the 2010 National Defense Authorization Act was approved on Oct. 28 with about 95% of the president's request, the full scope of DoD operations will not be determined until the appropriations act providing the funding is approved.

Prior to this approval DoD can continue to operate under a Continuing Resolution at 2009 spending rates through Dec. 18.

Both houses have passed appropriations bills totaling \$639.3 billion.

Conference committee activities are underway to resolve differences.

Some of the items being discussed, not requested by the president, include 5 presidential helicopters, an alternate engine for the Joint Strike Fighter and the Kinetic Energy Interceptor.

Pundits suggest that the appropriations bill will be stalled until the end of the legislative year for use in piggy-backing less popular bills to approval and perhaps as a core of an omnibus bill funding for other government agencies.

FUTURE BUDGET CONSTRAINTS

The domestic recession, the large national deficit and the costs of the wars are exerting strong pressures to limit DoD expenditures.

This situation has resulted in continued support of war operations, the cancellation of a number of large weapons programs, a 40 percent cut in research and development, a shift to maintaining and upgrading the equipment we have, and increased personnel costs.

Even with the DoD-expressed need for more Army aviation to support current wars, resources are expected to be focused on operations, maintenance and training.

Many believe during this war period that the DoD budget should remain 5 percent of Gross Domestic Product with the Army portion at 28 percent.

The 2011 Army aviation budget is expected to build on the Army's 2010 aviation budget plan and adjusted by the 2010 Quadrennial Defense Review, the Aviation II Study and the Armed Scout Program Analysis of Alternatives.

MEDICARE/TRICARE FEE FIX NEEDED

Congress, with the strong support of The Military Coalition, is working diligently to repeal the flawed statutory formula before the end of 2009 that was enacted during the 1990s to lower the Medicare and TRICARE costs by reducing payments annually to doctors.

With the compounding of previous deferred cuts, a 21 percent reduction in the doctor fees is to begin in Jan. 2010.

Such a cut is expected to place large numbers of military and elderly beneficiaries at risk since fewer doctors are expected to accept new patients or continue treating existing patients.



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

After several years of last minute fixes, a permanent fix is being sought outside of the "Pay-As-You-Go" principle rules to permanently fix this problem with a 10-year \$250B bill.

CARE FOR HOMELESS VETERANS

On Nov. 3 VA Secretary Eric K. Shinseki announced a 5-year VA plan to prevent veterans from being homeless and to rescue those living on the streets.

Roughly 131,000 of the nation's 24 million veterans may be homeless on any given night with about twice as many being homeless sometime during a year.

About 3 percent of those who served in Iraq and Afghanistan are found to have become homeless faster than other veterans.

To attack the downward cycle that ends in homelessness, the focus is being placed on providing better health care, psychological care, education, employment opportunities and addressing substance abuse.

ABSENTEE VOTING PROCESS IMPROVED

The Military and Overseas Voters Empowerment Act strongly supported by the TMC was approved as a part of the 2010 National Defense Authorization Act after 1 in 4 of military absentee votes were found not to have been counted in the last presidential election.

Areas of improvement include providing ballots no later than 45 days prior to the election, requiring the states to provide the ballots electronically, expanding the Federal Voting Assistance Program and barring states from rejecting military ballots for lack of a notary signature.

DES PILOT EXPANDED

The Wounded Warrior Disability Evaluation System pilot is being expanded by DoD and VA from 21 to 27 locations in Jan. 2010.

The Defense Authorization Act of 2008 authorized a pilot study in response to the recommendations of prominent groups that examined the DES difficulties at Walter Reed Army Hospital.

The pilot is testing new processes to eliminate duplicative, time-consuming and often confusing elements of the two departments' disability processes.

The key streamlining features of the DES pilot, which include one medical evaluation and a single sourced disability rating, have received favorable reviews after serving more than 5,431 service members.

ARMY LEADS C-27J TESTING

After DoD moved the direct support C-27J Spartan mission from the Army to the Air Force during the 2010 budget process, the Army is completing the previously planned Multi-Service Operational Evaluation.

The C-27J is the first aircraft that will go straight from the production line to the Air National Guard.

Currently, the Ohio ANG is testing the direct support concept of delivering the Army's time-sensitive and mission-critical payloads.

The aircraft is expected to be deployed to South East Asia in about a year.

MILITARY SPOUSE RELIEF ACT

The Military Spouse Residency Relief Act (S. 475) signed by the president on Nov. 11 allows a military spouse who moves out of a state with their service member under military orders to have the option to claim the same state of domicile as their active duty spouse, regardless of where they are stationed.

The Act will help ease administrative and tax filing challenges associated with relocations, allow spouses to vote in the same state, assist spouses with portable careers and aid establishing credit records.

MILITARY FAMILY CAUCUS LAUNCHED

On Nov. 4 co-chairs Cathy McMorris Roberts (R-WA) and Rep. Sanford Bishop, Jr. (D-GA) with more than 70 other representatives launched The Congressional Military Caucus.

The caucus is to foster the interests of family members of the uniformed services by educating members of Congress and their staffs on the daily challenges of the military families.

The caucus plans to focus on the effects of multiple deployments, childcare, education, DOD healthcare, families with special needs dependents, and spouse employment.

The Chairman of the Joint Chiefs of Staff, Admiral Mike Mullen, remarked that if you want to learn what is going on with military families, speak with the spouses.

Order Of St. Michael and Our Lady of Loreto Awards

Alamo Chapter



PHOTO BY CHRIS NIELSEN/USARMC

On Oct. 7, at the Texas Army National Guard (TXARNG) Warrant Officer Symposium in San Antonio, Texas, 3 senior warrant officers were recognized for their outstanding service as they retire with a combination of over 120 years of service. **CW5 Luis Alvarado** was awarded a Silver Order of St. Michael for his achievements over a 40 year career culminating with his position as the Command Chief Warrant Officer for the TXARNG. A Silver Order of St. Michael was also awarded to **CW5 Craig T. Roberts** for his outstanding service as the Aviation Safety and Standardization Officer for the State of Texas as well as his accomplishments over the past 41 years. And **CW5 Stephen M. Sampson** received a Silver Order of St. Michael for his achievements as the Fort Lewis Regional Flight Center Commander, capping his outstanding service over his 40 year career. The awards were presented by LTC Jim Nugent, 36th Cbt. Avn. Bde. Executive Officer, 36th Inf. Div., TXARNG. From the left: CW5 Luis Alvarado, CW5 Craig Roberts, CW5 Stephen Sampson.

Aviation Center Chapter



ARMY PHOTO

MAJ Thad Weist receives a Bronze Order of Saint Michael from LTC Mikael Ash. MAJ Weist is the outgoing commander of B Company, 1-145th Ave Regt. B Co 1-145th is the largest aviation warrant officer student company in the US Army. Accepting the award with MAJ Weist is his wife, Polly.

Greater Atlanta Chapter



PHOTO BY CDR JAMES LARSON

On Oct. 29, at Camp Arifjan, Kuwait, **CW3(Ret.) Julie S. Sorenson** was presented the Bronze Order of St. Michael by USARCENT (FWD) G32 Aviation, LTC Bob Brinson on behalf of the Greater Atlanta Chapter for her outstanding service as the Theater Aviation Maintenance Program Representative supporting Operation Iraqi Freedom and Operation Enduring Freedom. As the TAMP, she provided oversight on all aviation logistical support requirements for high priority parts for every aviation task force within the theater of operation thereby directly contributing to their combat readiness. From left; COL David N. Gereski, Commander, 1106th AVCRAD (TAMP), CW3(R) Julie S. Sorenson, LTC Bob Brinson, G32 Aviation, USARCENT (FWD).

Griffin Chapter



ARMY PHOTO

1SG Ronald Schlanger, Co. B, 412th Avn. Spt. Bn., and his wife, **Yvonne**, were recognized for their outstanding accomplishments in support of the military community in a ceremony on Nov. 2, in Katterbach, Germany. Schlanger was awarded a Bronze Order of St. Michael for his 22 years of aviation service and his wife an Our Lady of Loreto for her outstanding work as the Family Readiness Group Leader on the occasion of their reassignment to Illesheim. The presentation was made by COL Kelly Thomas, Deputy Commanding General/Assistant Commandant U.S. Army Aviation Center of Excellence, Fort Rucker, Alabama, assisted by 412th ASB Commander and Griffin Chapter President, LTC George S. Hamontree III. 1SG Ronald D. Schlanger stands by his wife, Yvonne, as she is awarded the Lady of Loreto by COL Kelly L. Thomas, the Deputy Commanding General of Fort Rucker. Schlanger had just been awarded the Bronze Order of St. Michael.

Iron Mike Chapter



PHOTO BY SGT LOU WILSON

On the occasion of his retirement after 24 years of service, **Chief Warrant Officer 4 Dennis T. Wagner** was awarded the Bronze Order of St. Michael by COL Steven D. Mathias, Director, Special Operations Aviation, United States Army Special Operations Command (USASOC), Fort Bragg, North Carolina. Wagner who was the USASOC Army Service Component Command Aviation Standardization Officer, retired with more than 4,500 flight hours including 570 combat hours. Mathias also awarded Wagner's wife, Tracey, the Our Lady of Loreto Award for her outstanding work as a member of the US Army Special Operations Command Family Readiness council at two different installations and in support of her husband. Wagner will be working as a Safety Supervisor for Crane Company in Cincinnati, Ohio. From the left, COL Steve Mathias, Tracey Wagner, CW4 Troy Wagner.

Jimmy Doolittle Chapter



PHOTO BY SGT ROBERTO DI GIOVINE

In a Nov. 9th retirement ceremony at Columbia, South Carolina, **COL Edwin C. Morehead** was awarded the Bronze Order of St. Michael in recognition of his outstanding support to the South Carolina Army National Guard aviation program as its Active Duty Advisor and for his career achievements over 32 years on active duty. The award was presented by COL Mark G. Dykes, Jimmy Doolittle Chapter President and COL Dale A. Hall, Jr., State Aviation Officer and Commander, 59th Aviation Troop Command. Morehead's wife, Prissy, and son, CPT Chad Morehead, were at his side for the presentation. From the left, CPT Chad Morehead, Prissy Morehead, Morehead, COL Mark Dykes, and COL Dale Hall.

NEW ORDER OF ST. MICHAEL RECIPIENTS



Bronze

CSM Patrick Blair
SGM William Gammon
CSM Jesse Dawson
MAJ Rogers Stinson
1SG Ronald D. Schlangen
1SG John Vanvactor
CW4 Scott Berry
BG Thomas Vandal
COL David T. Merriam, Ret.
CW5 Thomas Landis, Ret.
1SG Trena Dettmer-Parker
LTC Craig Temmer
CW4 Mark Phillips, Ret.
CW3 Michael Johns
CW4 Roger A. Maschek
SFC James Stafford
LTC Bill Davis
CW4 Patrick Garrard
CW4 David B. Greenwood
CW4 Erick M. Morneault
COL Randal A. Dragon
CW5 Carl E. McFarland, Ret.
COL Barry Keeling
COL George Gualiney
SGM Robert Mitchell
LTC Edward Ripp
1SG William G. Elliott
MAJ Eric Puls

NEW CHAPTER OFFICERS

Northern Lights Chapter
CPT Robert L. Crouse III,
Secretary

Pikes Peak Chapter
MAJ Chad Stover, VP
Membership; ILT Aaron Stark,
VP Industry Affairs; Charles
Bogle, VP Retired Affairs

Winged Warriors Chapter
VP Membership, CPT John
Osterson

SOLDIER OF THE MONTH

SPC Joseph J. Holt
October 2009
Armadillo Chapter

ACES

MAJ Josephine E. Thompson
Morning Calm Chapter
MAJ James R. Yastrzemsky
Black Knights Chapter

NEW LIFETIME MEMBERS

CW2 Clarence R. Behan
LTC James P. Coan
1SG Kirk R. Coley
LTC Andrew D. Doehring
CW4 Mark B. Holycross
Kellie L. Keller
CW5 Stephen T. Knowles II, Ret.
LTC William J. Kolb, Ret.
CW5 Joseph C. Roberts
CW5 David T. Ross
CW3 Aaron E. Teichner
LTC Roy D. Templin, Ret.

FALLEN HEROES

AAAA is saddened to announce the loss of the following Soldiers serving in Aviation units in support of contingency operations.

Operation Iraqi Freedom



CW2 Heffelfinger

Two pilots assigned to 2nd Squadron, 6th Cavalry Regiment, 25th Combat Aviation Brigade, 25th Infantry Division died Nov. 8 in Tikrit, Iraq as a result of injuries sustained when their OH-58D Kiowa helicopter crashed.

Deceased are:

CW2 Mathew C. Heffelfinger, 29, of Kimberly, Idaho; and
CW2 Earl R. Scott III, 24, of Jacksonville, Florida.

The circumstances surrounding the incident are under investigation.



CW2 Scott III

AAAA Chapter News



U.S. ARMY PHOTO

Pikes Peak Chapter

Bouncing Back – Serving Aviation Soldiers and Families

Since 9/11, the War on Terror took many units from their homes, displaced families, and put units on the move to new home stations affecting AAAA. The Pikes Peak chapter, located in Colorado Springs, was more than "affected" when 1st Sqdn., 6th Cavalry (OH-58D unit) moved to Fort Riley, Kansas in 2009. The Chapter's organizational structure also left, leaving one of America's largest military and retired military communities without the support AAAA provides. This recently changed with the move of 1st Bn., 2nd Avn. Regt. from Camp Eagle, Korea to Fort Carson in March and the help of the Colorado National Guard (COARNG) to carry on the legacy of the Pikes Peak Chapter following a dormant period. The battalion commander, LTC Michael Hosie was determined to not only transform his unit's military mission, but to expand

1st Bn., 2nd Avn. Rgt. closes on Fort Carson and the Pikes Peak Chapter.

unit focus to providing a service to the community. He called on one of his aviators, CW2 Klay Carroll, to work with the battalion and the former Pikes Peak members to pull the chapter together. Colorado Springs is one of America's largest military and defense communities, home to Fort Carson, Peterson Air Force Base, Shriever Air Force Base, NORAD, and the Air Force Academy. Carroll networked with Army Aviators at all surrounding bases and found COARNG aviators as far as Denver who desired an AAAA chapter be reformed in the area. The group elected LTC Hosie as the President, LTC Craig Temmer from Peterson AFB as the Vice President, and the chapter was reborn on September 3, 2009. The Pikes Peak Chapter is back in action and serving not only the nation in war, but also our Aviation Soldiers and families at home through its support of AAAA. The Chapter invites any AAAA members in the area to contact Chapter Secretary, CW2 Carroll at klaycarroll@msn.com, to get involved.

NEW MEMBERS

Air Assault Chapter

CW4 Scott L. Herrera
CPT John W. Knight
SGT Jimmy Marayag
John F. Romero
CPT Barry A. Warshaw
Aloha Chapter
CW3 Andrew M. Barclay
CW2 Troy Kaal Lincoln
Lawrence A. Rock
CW2 Timothy N. Thomas

America's 1st Coast Chapter

Scott Cope
Dennis M. Courtney
Arizona Chapter
CW2 Joshua B. De Land
MAJ Kirby S. Gonyer
Chuck T. Theobald
Armadillo Chapter
SPC Joseph J. Holt

Aviation Center Chapter

CPT Troy W. Akers
SFC David E. Cofer
Liesl I. Fowler
Gary L. Fugate
Michael J. Hahn
CW4 John D. Hescott
CPT Patrick Hill
J. P. Hughes Sr.
CDT Ian C. Lanigan

Black Knights Chapter

CPT Kristy R. Linginfelter
MAJ John M. Maddox
CW4 James P. McDonough
SFC Brian A. Miller
PFC Keely H. Misemer
Justin O. Mitchell
LTC Ricardo Munoz Jr.
SGT Violeta Rivera

Bavarian Chapter

CPT Dawn Ruminski
CPT Robert A. Scavelli
LTC William D. Schaefer
WO1 Kevin J. Schoenberger
CW4 Ronald L. Thompson
WO1 Daniel J.
VanLangenhoven
GEN William S. Wallace, Ret.
LTC Thomas D. Wells

Black Knights Chapter

CDT Daniel S. Hall
2LT Christen L. Holcombe
2LT Alois M. Renggli
CDT William R. Small
2LT Porter N. Smith
Central Florida Chapter
Frank Culmone
CW4 Luis D. Heredia
Brian Holmes
CDT Austin T. Moore
Frank G. Stroud
Ray A. Vause
Janet Weisenford
James A. Williams

Colonial Virginia Chapter

SFC Samuel W. Gregson, Ret.
SFC Glenn J. Johnson, Ret.
SGM Lawrence A. Schoppe
MSG William D. Swartz
Connecticut Chapter
Bob Carbonell
Oren I. Schmidt
Corpus Christi Chapter
Gene E. Boatman
SSG Andreas J. Burt
Drue J. Combs
Rodolfo R. Davila
William S. Egan

Embry Riddle Eagle Chapter

Maria E. Garcia
Nicholas W. Hurta
Robert A. Hyde
Mathew K. Rowe
Richard O. Serna
David F. Smith
Erica Lynn Webb
Cowboy Chapter
William F. Jaspers
Delaware Valley Chapter
John J. DiMattei
Romulo I. Ordonez, Jr.
Embry Riddle Eagle Chapter
CDT Kyle A. Albrecht
CDT Damon T. Clayton
CDT Casey M. Colbert
CDT Samantha N. Corrier
CDT Erik A. Danielsen
CDT Deborra D. Dawe
CDT Nicholas F. Dobbs
CDT Ciben C. Edwards
CDT Anthony P. Evans
CDT Arik M. Furner
CDT Matthew E. Grulkowski
CDT Wayne J. Hall
CDT Nicholas A. Hasedorn
CDT Cody A. Hill
CDT Erina K. Houk
CDT Jonathan M. Mahony
CDT Garrett A. Martino
SFC Apella N. Paresa
CDT Michael S. Petty
CDT Kyle A. Plussa
CDT Eric R. Sapyta
CDT Nathan W. Shaffer
CDT Curtiss J. Shorkey
CDT Andrew M. Temme
CDT Alexander E. Vacha
CDT Stacey V. Ward

Flying Tigers Chapter

CW4 Christopher Bertrand
SFC Michael T. Dachel
MAJ Gordon D. Schmidt
Greater Atlanta Chapter
CW3 Stuart J. Bothwell
1LT Bryan M. Halpern
MAJ Barry B. Simmons
COL R. Wayne Waddell, Ret.
Greater Chicago Chapter
Chris Clark
CW4 Keith J. Koca
Michael D. Pefley
Hao C. Tran
Christopher E. Vas
Griffin Chapter
Mr. Kahsai Berhane
SFC Kurt J. Brunell
Idaho Snake River Chapter
SPC Thomas Barber
SGT Jared Law
1SG Alan C. Nellis
SGT Spencer P. Showalter
SFC Mark M. Skinner
SPC Albert Vieth
Iron Mike Chapter
John S. Ason
CW2 Tommy L. Feldschneider
GEN Dan K. McNeill, Ret.
Jack H. Dibrell/Alamo
Chapter
Daryl W. Hausmann
Kevin M. Marafioti
William J. Rafferty
Terry Smith
Matthew D. Wright
Jimmy Doolittle Chapter
SPC Chad E. Barnett
SPC Roy R. Beymer

Lindbergh Chapter

Robert D. Barclay
MacArthur Chapter
Michael A. Gulli
Kwan H. Ro
Magnolia Chapter
CW4 Jerry Wayne Wade
Monmouth Chapter
William C. Bauer
Rick Buckwalter
Bala Chidambaram
John Fanelle
Robert Gamache
Robert A. Oshiro
Steven Payne
James Schryver
James Sikora
Isidore Venetos
Darrin Ward
Morning Calm Chapter
1SG Bernard Brooks, Jr.
Narragansett Bay Chapter
Michael J. Crowley
North Country Chapter
SGT Michael J. Kopp
CPT Charles R. Walker
North Star Chapter
MAJ James A. Shirk
North Texas Chapter
CW4 Timothy J. Bonnin, Ret.
Keith Darmody
Rodney D. Mayo, P.E.
Stanley K. Messinger
Myron J. Scholten
Northern Lights Chapter
SGT Jesus R. Arboleda Jr.
CW2 William J. Buck
CW2 Daniel T. Conkel
SSG Chad C. Curry
CPT Andrew Paul Eggers
SSG James S. Grady
SSG Stephen D. Hadder
1SG Russel S. Hawkins
CW2 Eric D. Hopper
CW3 Richard D. Lichtwardt
CW2 Sean M. Martin
SSG Charles B. Parker
WO1 David L. Piggott
1SG Steven R. Pritchett
CW5 John E. Roberts
SSG Robert L. Sanchez Jr.
SFC Lance W. Smith
CSM William M. Steen
CW2 Jean-Claude Suhl
MSG Karl E. Utter
MSG Paul D. Wayfield
Old Tucson Chapter
Mr. Thomas S. Gordon
CW5 Carl E. McFarland, Ret.
Oregon Trail Chapter
Edwin L. Kocher
Phantom Corps Chapter
Lloyd R. Burke
GEN Benjamin S. Griffin, Ret.
COL Benjamin S. Silver, Ret.
1SG Kahrim Singleton
Pikes Peak Chapter
CW2 Brian D. Allison
SFC Garvin George
Prairie Soldier Chapter
WO1 Bradley W. Adams
SSG Rick G. Carter
Ragin' Cajun Chapter
WO1 Michael R. Gray
CW3 William S. Kearns
Rio Grande Chapter
MSG Heather H. Cameron
SGM Gallu P. Satele Sr.

Savannah Chapter

CW4 Michael R. Carman
SSG Samuel J. Watte
Southern California Chapter
COL Lewis M. Jamison
Sam A. Nunn
CW3 Thomas P. Schroeder
Mr. Charles E. Wattam
Stonewall Jackson Chapter
RDML Vincent L. Griffith
COL Laura L. Singer
LT Marcus E. Thomas
Tarheel Chapter
SSG Giovanni L. Ford
SFC Ashley C. Simmons
SGM Douglas W. Wade
Tennessee Valley Chapter
William A. Badoud
Charles W. Beene
SGM Simon Boutin
Everett D. Burner
Lori Campbell-Jones
Kathy Carnell
Joshua J. Clemons
Mitchell Feathers
MAJ Lynda C. Gilliam, Ret.
Jonathan D. Ham
1SG Timothy W. Hastings, Ret.
SSG Tommy J. Haygood
Ernest R. Helmick
Gregory Hoscheit
Bradley J. Huhlein
James L. Hunt
John C. Lohr
COL Stephen P. Moeller, Ret.
Ward W. Overton Jr.
James T. Reisel
Raymond C. Schmitz
Evelyn D. Smith
COL George R. Smith, Ret.
Larry E. Smith
Glenn S. Soule
Joe Valdez Jr.
Andy W. Vest
Paul Wagner
Thunder Mountain Chapter
CPT Jeremy G. Pfeifer
PFC Zachary C. Soderblom
Utah Chapter
Jason Meredith
CW4 Dale P. Zesiger
Volunteer Chapter
SGT Kenneth G. Best
Voodoo Chapter
SPC Dusty K. Ashcraft
SGT Joseph K. Bettevy
SSG Michael P. Callais, Ret.
SPC Chad E. Cannon
SGT Thomas R. Charles
PFC DeAndre M. Davis
SFC Jason D. Debusk
PFC Paul A. Glankler
MSG Christopher L. Harrington
SGT Donald G. Hentze III
SPC Jose L. Hidalgo

Washington-Potomac Chapter

MAJ John J. Knight Jr.
CPT Brian J. Lagarde
WO1 Samuel D. Myers
PFC Prentiss C. Newsome
2LT Michael D. Permenter
SFC Jared L. Ray
SSG David A. Rigney, Ret.
PFC Elizabeth A. Stockstill
SGT Donavan R. Vanmol, Ret.
SGT Barry J. Vincens Jr.
PFC Richard A. Whitney II
SPC Anthony F. Willis
Washington-Potomac Chapter
Walter D. Burch, Jr.
LTC Eric S. Elsmo
Kellie L. Keller
Niels Merino-Thiebaud
2LT Dustin W. Pack
David A. Schiff
CW4 Dennis E. Smith
Samantha A. Ulrich
John P. Van Hooser
CW4 John D. Vassar Jr.
Winged Warriors Chapter
CPT Charles W. Hall
Wright Brothers Chapter
Oscar M. Alvarado
Jonathan H. Brown
No Chapter Affiliation
CDT Brian C. Anderson
Wes W. Atwood
John W. Blahou
MSG Keith S. Cash
Bob Caughran
Fernando Cavale
John S. Davis
CPT Jack H. Denton
Dan A. Fain
Joseph Fernandez
Gerald J. Finnegan
Christopher M. Gouin
CW4 James D. Gramke, Ret.
MAJ Kent P. Guffy
Michael W. Harley-Stead
1LT Nils D. Henderson
SFC Clayton C. Hill
Robert G. Hunt
CW4 Chris A. James
SFC Lewis M. Kaufman
Burt Keirstead
CW3 Jay M. Knopp
Frederick M. Krewson
CW5 David J. Laurie
Nicholas G. Law
CW3 Brady W. Lemmon
CPT Pete J. McCarthy
SPC Corey L. Mitchell
James E. Murguia
Richard J. Nelson
Carlos Pair
Ray Piet
Kenneth C. Razak, Sr.
Sunil Sadhwani
Rodger Shepherd
Jim B. Wickes

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Rio Grande Chapter
MSG Heather H. Cameron
SGM Gallu P. Satele Sr.



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UPCOMING EVENTS

JANUARY 2010

- Jan 5-7 AUSA Aviation Symposium & Exhibition, Arlington, VA
- Jan 22 AAAA Scholarship Executive Committee Meeting
- Jan 23 AAAA National Awards Committee Meeting, NGRC Arlington, VA
- Jan 25-29 Aviation Senior Leaders Conference, Fort Rucker, AL

FEBRUARY 2010

- Feb 10-11 Joseph P. Cribbins Aviation Product Symposium, Huntsville, AL
- Feb 20-23 Heli-Expo 2010, Houston, TX
- Feb 24-26 AUSA Winter Symposium, Fort Lauderdale, FL

APRIL 2010

- Apr 14-17 AAAA Annual Convention, Fort Worth, TX

Aviation Commanders, Operations Officers, Master Gunners and Standardization Instructors are invited to attend the 2010 Master Gunner Working Group

UNITED STATES ARMY AVIATION CENTER OF EXCELLENCE

Topics of discussion include the final draft of the new manual 'Aviation Gunner', duties of the Master Gunner, US and allied unit briefings, and gunnery systems updates. There will be an icebreaker and registration at the Aviator's Landing at Fort Rucker from 1800 to 2000 on February 1, 2010. For more information, contact CW5 Steven Kilgore at steven.e.kilgore@conus.army.mil or DAC Billy Sullivan at billy.e.sullivan@conus.army.mil

1-5 February 2010 Fort Rucker, AL



ARMY AVIATION ASSOCIATION OF AMERICA

755 Main Street, Suite 4D, Monroe, CT 06468-2830
203-268-2450, Fax 203-268-5870, Web www.quad-a.org



UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION

SIMULTANEOUS MEMBERSHIP FORM

AAAA Membership Place "X" in appropriate box

- New Rejoin Renew Data Change Life

USAWOA Membership Place "X" in appropriate box

- New Rejoin Renew Data Change Life

PURPOSE: To maintain organizational records. Used by national, region, and chapter officers, office staff and members (when approved) to generate mailing lists, chapter and region rosters, etc. Failure to furnish information may result in members not receiving the Monthly Magazine, ballots, letters and other correspondence of importance to the membership. Incorrect information may result in erroneous computation of statistical & financial reports and/or credit for prior membership.

MEMBERSHIP DATABASE INFORMATION

Last five digits of your SSN: _____ Rank: _____ MOS: _____ Branch: _____
(Last 5 digits of SSN is used to identify you & is used for your member number. It is not released to anyone for any purpose)

First Name _____ MI _____ Last _____ Suf _____ Joined Service(yy/mm)

Address _____ Date Birth (yyyy-mm-dd) _____

City _____ State _____ ZIP+4 _____ Home Tel _____

Unit of Assignment _____ Work Tel * (*DSN for OCONUS work phones otherwise commercial)

Spouse (First Name) _____ FAX Tel: _____

E-Mail Addresses *
(*AKO - us.army.mil preferred)(If both military and civilian are used, place preferred one first)

RELEASE OF INFORMATION Place "X" in appropriate box: I DO I DO NOT
want the above information released if requested by other members and/or to be provided to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.

CURRENT STATUS Place "X" in appropriate box

- Active Army ARNG* USAR* Retired Former Warrant Officer
 Associate (all others) *AGR please check ARNG or USAR Male Female

CERTIFICATIONS Place "X" in appropriate box

- I HOLD a Warrant issued to me by the Secretary of the Army
 I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO check Associate above)
 I AM I AM NOT entitled to wear several National Defense Medals

TERM OF MEMBERSHIP Place "X" in appropriate box - only one dues category please

- INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST
 REGULAR/ASSOCIATE MEMBER DUES 1 Yr \$50 2 Yrs \$100
 3 Yrs \$150 5 Yrs \$250
 RETIRED MEMBER DUES 1 Yr \$37 2 Yrs \$74
 3 Yrs \$111 5 Yrs \$185

Check or Money Order for dues is enclosed, made out to "AAAA".

Charge my: VISA MC AMEX Diner's Club

Credit Card# (No DEBIT) _____ 3 digit sec. code _____ Expires mm/yy _____

CHAPTER AFFILIATIONS (Check one)

- Please affiliate me with the chapters near my home.
 Affiliate me with the _____ Chapters
 Please DO NOT affiliate me with any specific chapters.

Applicant's Signature and Date _____ Optional Sponsor or Recruiter (rank & name) _____
Simultaneous Membership Form 600-DS (Fill-In) (Revised May 2008)

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 highlights a member of the Hall of Fame.

Nominations for the 2011 induction into the Hall of Fame are currently being accepted, with a deadline date of May 1, 2010.

Contact the AAAA National Office for details at (203) 268-2450.

MAJOR GENERAL ROBERT F. MOLINELLI ARMY AVIATION HALL OF FAME 1989 INDUCTION

Known as a soldier, respected as an officer, and revered as a warrior, General Molinelli's character, courage, and spirit embodied the attributes the Nation seeks in its military professionals.

Rated in 1957, he began his association with aviation as the Armored Platoon Commander, 114th Aviation Company, amassing almost 1,000 combat hours.

Nineteen years later, he served as the Army Aviation Officer, Department of the Army.

In between these tours, this Master Army Aviator accumulated, among many awards, the Distinguished Flying Cross with 7 Oak Leaf Clusters (OLC), the Air Medal with V Device and 62 OLC's, and the Purple Heart with 1 OLC.

AAAA's "Aviator of the Year" in 1970, he led his 2nd Squadron, 17th Cavalry choppers in 1971 into Laos in Operation LAMSON 719, taking on heavy Soviet-made tank concentrations, surface-to-air missiles, and ground fire – the first time helicopters faced a sophisticated threat in large numbers.

Then-LTC Molinelli coordinated the attacks and developed the tactics that ensured the survivability of his unit's aircraft and their crews. Flown back to testify before Congress, he made a straightforward, honest presentation and was able to obtain continuing Congressional support for the Army's attack helicopter program.

In 1976, while in ODCSOPS, DA, he worked tirelessly to ensure that the Black Hawk and Apache programs, just underway, were pursued with vigor.

He was instrumental in forming a Task Force to review the Aviation Requirements for the Combat Structure of the Army III (ARCSA) study, which greatly expanded the aviation force structure in the Army, and to secure Department of the Army approval for the study's recommended force structure changes.

As Commander, 6th Air Cavalry Brigade in 1978, he pioneered in the new important area of AirLand Battle.

Many of the officers, aviation warrant officers, and enlisted men trained by him have become today's leaders.

Always an avid spokesman for Army Aviation's potential, he served, successively, during 1981-1983 as Military Assistant, Acting Deputy, and Assistant Deputy Under Secretary of Defense (Tactical Warfare Programs).

In 1983-1984, while serving as the Department of the Army Aviation Officer, he led the effort to field a new Aviation Force Structure, which put an Aviation Brigade in all Divisions and multiple Aviation Brigades and Groups at the Corps level. He was also instrumental in getting the LHX (Comanche) Program started, securing Army, Department of Defense, and Congressional support for the program.



Answering America's Call

Every day, EADS helps keep our nation safe. Today we continue to deliver the UH-72A Lakota helicopter to the U.S. Army and Army National Guard—on schedule and within budget. Built in Mississippi, the Lakota allows our service members to successfully perform critical missions, including emergency medical evacuations, search and rescue response, and homeland security operations. For forty years, EADS has supported those who answer our nation's call, and will continue to do so for decades to come.

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