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ON THE COVER

PAID ADVERTISEMENT: CAE is developing the foundation for a persistent and dynamic synthetic environment that would allow dynamic events to update a database in real-time and persist to all users of the synthetic environment. The company has also developed a range of UAS mission training solutions for platforms such as the Gray Eagle. Caption provided by the advertiser.

USAACE to Get New CG



U.S. ARMY PHOTO

Crutchfield

The chief of staff, Army announced on Jul. 6 the following general officer assignments: **MG Anthony G. Crutchfield** (left), commanding general, U.S. Army Aviation Center of Excellence (USAACE) and Fort Rucker, Ft. Rucker, AL to chief of staff, U.S. Pacific Command, Camp H. M. Smith, HI; and **MG Kevin W. Mangum**, to commanding general, USAACE and Fort Rucker, Ft. Rucker, AL. He most recently served as commanding general, U.S. Army Special Operations Aviation Command, Ft. Bragg, NC. (see below) The USAACE change of command is scheduled for Aug. 10, 2012 at Fort Rucker, AL.



U.S. ARMY PHOTO

Mangum

National Guard Bureau Gets New Chief



U.S. ARMY PHOTO

Grass

Secretary of Defense Leon E. Panetta announced on Jun. 29 that the President has nominated **LTG Frank J. Grass**, Army National Guard, for appointment to the rank of general and for assignment as chief, National Guard Bureau, Washington, D.C. Grass is currently serving as deputy commander, U.S. Northern Command/vice commander, U.S. element, North American Aerospace Defense Command, Peterson Air Force Base, Colo. He will replace U.S. Air Force Gen. Craig R. McKinley who has been in the position since Nov. 17, 2008.

Hutmacher Takes Over USASOAC



USASOAC PHOTO BY SFC MICHAEL R. WOODLEE

Meadows Field on Fort Bragg, N.C., June 13.

LTG John F. Mulholland, U.S. Army Special Operations Command commanding general, passes the U.S. Army Special Operations Aviation Command colors to **COL Clayton M. Hutmacher**, who assumed command from MG Kevin W. Mangum, during a ceremony at

Mangum was the first commanding general of USASOAC, which was provisionally activated in March 2011. Hutmacher returns to Army Special Operations Aviation after spending three previous tours with the 160th Special Operations Aviation Regiment (Airborne). His last assignment with ARSOA was as the 160th SOAR (A) regimental commander, where four years ago he was also passed the guidon by then outgoing regimental commander Mangum. Hutmacher was nominated for promotion to brigadier general on June 27.

Edens Becomes Director of Army Safety



PHOTO BY ARYAN GALLESPIC

LTG William J. Troy, left, director of the Army staff, passes the U.S. Army Combat Readiness/Safety Center's colors to **BG Timothy J. Edens**, incoming USACR/Safety Center commanding general and director of Army Safety during a change of command ceremony June 22 at the Army Aviation Museum, Fort Rucker, AL. BG William T. Wolf (facing Edens) relinquished command during the ceremony and will be retiring with more than 32 years of service. Edens returns to Ft. Rucker where he previously served as both USAACE chief of staff and deputy commander.

Westphal Visits USAACE



PHOTO BY ANGELA WILLIAMS, ARMY FLIER

Under Secretary of the Army, the **Honorable Dr. Joseph W. Westphal** sits in a simulator at the Warrior Hall simulator complex in Daleville, AL. Westphal was in the Wiregrass Monday, June 25th, to visit the U.S. Army Aviation Center of Excellence and Fort Rucker. He toured USAACE training and maintenance facilities and spoke with MG Anthony G. Crutchfield, USAACE commanding general and several post leaders and Soldiers.

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AAAA: Relevant and Respected

I often reflect on the insight of the Army Aviation visionaries that established AAAA. They saw the need to develop a program that would help keep each Aviation soldier professionally informed.

Since their establishment of Quad-A as a professional fraternal organization 55 years ago our organization has consistently exceeded the test of relevance, ethics, standards, and respect. AAAA has accomplished this through integrating and supporting all aspects of the Army Aviation community from Department of Army Civilians, Active Duty, National Guard, Reserve, industry, local civilian community supporters, and the Land Forces.

We became a strong organization through our various programs and activities led by our all-volunteer national and chapter leadership and especially the efforts of you our members. We understand that our strength is in our Chapters and their members.

We support our Aviation soldiers and their families mostly through our seventy-two chapters.

We now fund over \$300,000 a year in scholarships. AAAA has funded and administered more than 8,000 Orders of Saint Michael since the program began in 1989. We have recognized more than 700 soldiers, units, and DACs with national level awards since AAAA's inception in 1957. We sponsor, fund, and administer the Army Aviation Hall of Fame. AAAA sponsors awards for the distinguished and honor graduates of all Aviation MOS producing courses.

Over \$80,000 a year is donated directly to our chapters from national to support local events like departure and welcome home ceremonies.

Our spouse award program, Our Lady of Loreto, has been presented to 557 deserving spouses. We donate the Army Aviation Magazine plus a 15 month free membership to every Aviation unit soldier, regardless of branch, deploying to a combat zone. We support the Army's programs that recognize Aviation soldier and unit excellence.

We take very seriously professional development. We have a first rate magazine with outstanding relevant articles from throughout the community.

We have a number of focused classified and unclassified forums on subjects like the Aircraft Survivability Forum that have had, and continue to have a direct impact on the Warfighter. The ability to provide this support is generated from the AAAA Annual Professional Forum, which drew over 11,500 attendees this year – the largest ever.

Each year AAAA commits literally hundreds of thousands of dollars to support the Aviation professional forums that bring together all elements of the Aviation enterprise. It is at these forums where all elements of the community



Rebecca "Becky" Pillsbury, co-founder and chairwoman of the board for *Still Serving Veterans*, accepts a donation from AAAA President LTG (Ret.) Dan Petrosky during the AAAA Fixed Wing Professional Forum at the Von Braun Convention Center, Jun. 19, 2012. Founded in 2005, the Huntsville-based organization empowers Veterans, including wounded warriors, and their families by helping them reintegrate into the workforce and community via counseling, coaching, guiding, job transition, and assistance in obtaining all Veterans Administration (VA) benefits to which they are entitled. To date, more than 5,000 Veterans and their families have been helped.

have the opportunity to reach real solutions in tactics, doctrine, R&D, materiel, and training for the Warfighter.

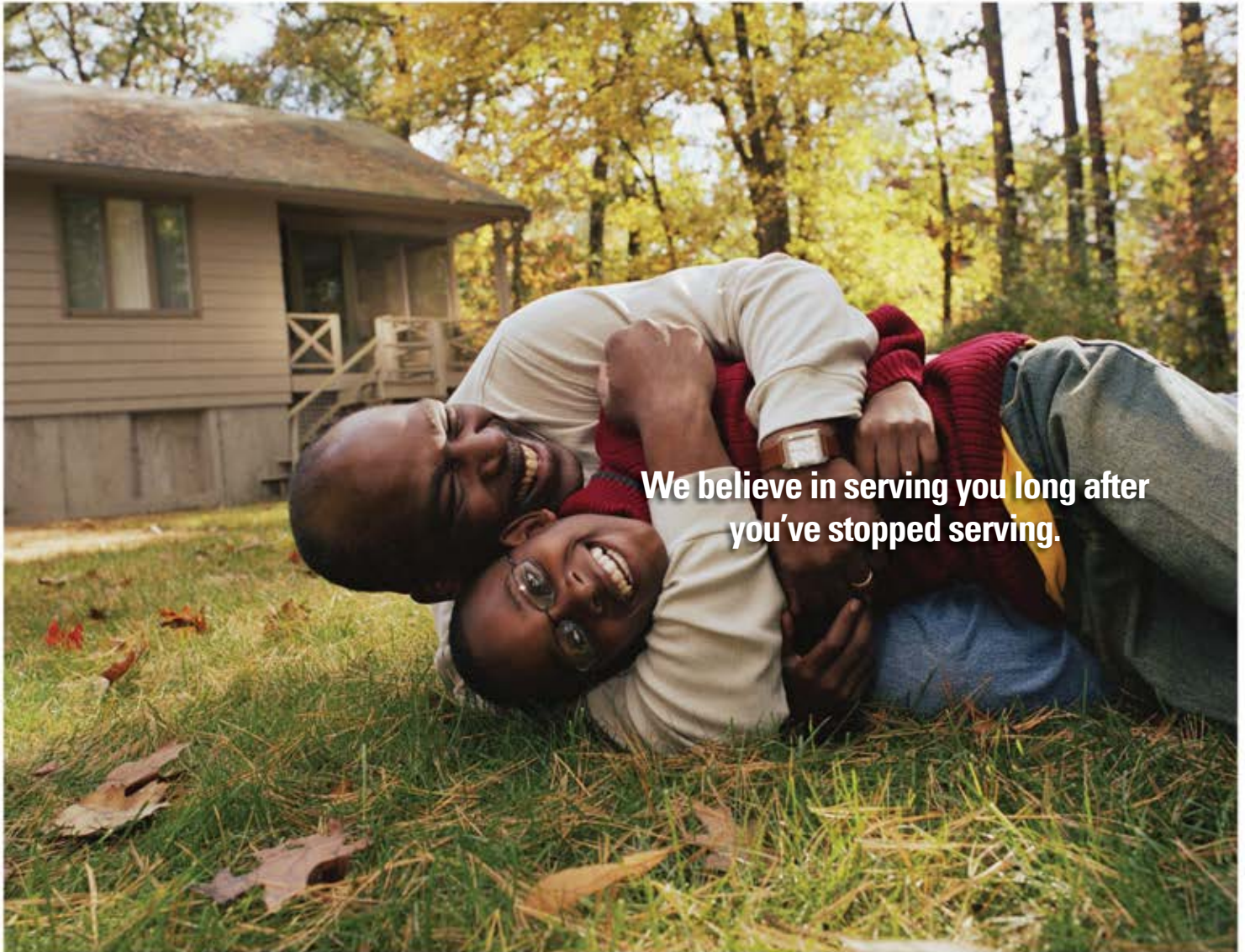
As I mentioned at the beginning of this article, AAAA is a well-respected and trusted organization. This gives AAAA the capability to facilitate top level integration with our national leaders through efforts like sponsoring the monthly Army Aviation Congressional Caucus meetings. The Caucus addresses subjects like the overall Aviation Branch, Special Operations Aviation, and the Aviation industrial base to assist key decision makers to better understand Army Aviation and its relevance to strategic national security.

Our membership in The Military Coalition (TMC) is another vital voice for our members. Our volunteer representative in Washington, DC is COL (Ret.) William Morris who keeps our membership informed through his Legislative Report in the magazine.

Army Aviation has always had visionaries and soldiers who perform above and beyond what is expected of them. Those aviators that created AAAA are no exception. That is why we honor Army Aviation's history at every opportunity.

Thanks to all the wonderful volunteers through the years who have made AAAA what it is today; strong, relevant, and dedicated to our Army, Aviation Soldiers, their families, and the broader aviation community.

❖❖
LTG (Ret.) Dan Petrosky, President



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ARMY AVIATION MAGAZINE



Sustaining Aviation Branch Momentum in a Time of Change

By MG Anthony G. Crutchfield



US ARMY PHOTO BY SSG JOE ARNAS

As the Army transitions from an Army at war to an Army preparing for war, we must ensure that we sustain the momentum that we have worked so hard to gain over the past several years. This is critical if we are to posture ourselves to adapt to any future requirements. Sustaining this momentum reminds me of relief in place/transfer of authority (RIP/TOA) operations in Iraq and Afghanistan.

This highly complex mission involves the transfer of the ongoing mission from one unit to another and the transfer of the assigned zone of operation to the incoming unit.

The key goal of RIP/TOA is to sustain the momentum of ongoing operations to ensure future mission success.

While this is predominately a tactical mission conducted in a combat zone, I think the analogy is quite useful in framing our way ahead as I change command this summer as the Aviation Branch Chief and command-

CW3 Francisco Rocha, (right) a pilot assigned to the 12th Cbt. Avn. Bde., and CW2 Travis Schubee, (left) a pilot assigned to Co. A 'Vultures', Task Force Lobos, 1st Air Cav. Bde., 1st Cav. Div., prepare to launch a UH-60 Black Hawk helicopter during a mission, May 2. The 1st ACB is nearing the end of a year-long tour in support of Operation Enduring Freedom and is currently conducting relief in place operations with 12th CAB, the incoming unit.

ing general of the U.S. Army Aviation Center of Excellence (USAACE).

Like the successful "RIP/TOA" I had with MG Barclay in August 2010, I plan on having an equally successful "RIP/TOA" with MG Mangum.

To be successful you have to know where you are going and what you have already accomplished toward reaching that goal.

What Has Been Accomplished

During my time in command, I have been fortunate to serve with the very best Soldiers and leaders in our Army. I have witnessed your unprecedented efforts to keep our Branch ready and relevant for the Army. We have tack-

led many challenges and have accomplished a great deal. As I look back over our numerous achievements, there are three successes that I want to highlight.

Training Backlog Eliminated

Before I came to Fort Rucker to assume command, GEN Dempsey, the former Training and Doctrine Command (TRADOC) commander, looked me squarely in the eyes and told me to "eliminate the training backlog."

The Army's collective efforts to meet the needs of our deploying combat aviation brigades (CABs) had caused several challenges for us to produce new aviators.

We had students assigned to Fort

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Rucker for over a year and a half trying to complete flight school. In some cases students were waiting over 4 months just to start their advanced aircraft training as part of Flight School XXI. Fixing the backlog was not something that could be done overnight.

As a matter of fact, MG Barclay had already implemented initiatives to eliminate the training backlog.

Building upon his plan, we were able to adjust and accelerate our efforts to attack and eliminate the infamous training backlog that had developed over the past several years.

With a clear understanding of what we had to accomplish, we were able to successfully eliminate the training backlog by April 2011. It is imperative that we do not let it return. That would be detrimental for the branch's future in this time of fiscal constraint.

128th Aviation Brigade Activation

As part of my preparation to assume command of USAACE, I took an opportunity to visit and talk with several Army leaders. This enabled me to develop and publish my commander's intent shortly after my assumption of command.

In my intent I noted the following:

"Nothing is more important than how we train and sustain the flow of highly qualified Aviation professionals to rapidly meet the demands of commanders worldwide and expertly employ the full spectrum capabilities Aviation brings to the Army and joint force."

During my combat aviation brigade visits, I sensed a level of disconnect regarding my intent and the existing relationship between USAACE and the U.S. Army Aviation Logistics School (USAALS) at Joint Base Langley-Eustis (JBLE), VA.

In order to help achieve my intent, I directed a command implementation plan change that would re-designate USAALS as the 128th Aviation Brigade, USAACE's third training brigade. With 70% of our branch (our enlisted) trained at JBLE, I believe this change clearly defines and enhances the 128th Avn. Bde.'s role and responsibility for logistics, sustainment, and maintenance training for the Aviation Branch as well as strengthens our resolve to produce the best trained Aviation maintenance professionals to support commanders worldwide.

Furthermore, it allows the Branch Chief to better prioritize and resource the training needs of our enlisted soldiers.

On March 16, 2012, I attended the official ceremony reflagging USAALS as 128th Aviation Brigade along with the activation of its three subordinate battalions. 1st and 2d Battalion, 210th Aviation Regiment are composed of staff and faculty and conduct training and support functions. The 1st Battalion, 222d Avn. Regt. is responsible for the administrative and sustainment support of the student population.

Aviation Campaign Plan

Many of our key Branch initiatives cross multiple years of execution. Synchronizing and sustaining these competing requirements requires a team effort.

Our established Aviation Enterprise approach fosters a culture of collaboration between the various agencies involved in the sustainment of Aviation initiatives yet we had no singular vision or plan to help unify our efforts.

To help enhance our collective efforts to move towards this common goal, we published a short document called "Army Aviation 2030 Vision."

In this vision paper we acknowledge our requirement to integrate within the Army's efforts for the 2020 timeframe. This work is essential if

we are to build a capable and sustainable Aviation force by 2030.

In order to bring this Aviation vision paper to life, we have developed our first version of an Army Aviation 2030 Campaign Plan within an electronic collaborative environment.

This "virtual" campaign plan capability will enable us to develop the situational understanding we need if we are to negotiate the challenges that face us as we move towards Aim Point 2030.

Sustaining the Momentum of Success

Henry Ford once commented that, "Coming together is a beginning; keeping together is progress; working together is success." After nearly two years in command, I fully appreciate this wisdom. The Aviation Enterprise is working together today to sustain our successful momentum.

We are well on the way to completing the re-organization of our first combat aviation brigade into the "Full Spectrum" CAB structure. Converting our CABs to this common structure with an enhanced manned and unmanned teaming capability will enable us to improve our battlefield influence in the future.

We have simultaneously begun to build a 13th active component CAB which is vital if we are to continue the level of support that our ground commanders demand of us. Our ongoing efforts to enhance enlisted and warrant officer training continue but will take time to realize our vision.

As I am asked to move to accept other challenges in our Army, I am comforted by the fact that the Army has assigned a fully capable leader to sustain the work of our Branch. I am confident MG Mangum will lead this great branch with the requisite skills, drive and reputation to achieve unqualified success. I urge you all to support the new branch chief as you have me, engage him often and impress him as you have impressed me.

Finally, I will miss you. I will always remember my great fortune to be our branch chief. Most importantly, please accept my personal thanks for all that you do for Army Aviation every day.

You are truly ... Above The Best!



MG Anthony G. Crutchfield is the Army Aviation branch chief and the commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.



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Simulator Utilization

By CW5 Michael L. Reese

Flight simulation is a critical aspect of the Air Crew Training Program (ATP) that enhances individual and collective skill sets.

Effective utilization of a unit's simulator program requires a team effort and a strategy that complements short and long term training objectives. This article is not designed to replace your standard operating procedures for use of simulation but to expand the roles of essential personnel in this important component of training.

Army Force Generation (ARFORGEN) with limited dwell time and heavy deployments has resulted in over-all poor utilization rates.

Effective utilization does not exclusively refer to usage rate but more importantly how the devices are being utilized; and that entails instructor operator (IO) training; scenario development; command involvement; and after action review (AAR) process.

Instructor Operator Training

For valid ARFORGEN reasons Aviation units have relied more on Department of the Army Civilians (DAC) and contractors as simulator IOs. In accordance with AR 95-1 these IOs must meet specific training and evaluation requirements if performing as an instructor; otherwise, they are limited to operator duties only.

As dwell time increases, units should consider expanding IO positions to a



Students at the U. S. Army Aviation Center of Excellence train in the CH-47F Transportable Flight Proficiency Simulator.

broader group of personnel within their organization to tap into knowledge/experience from a variety of skill sets. At a minimum, standardization/instructor pilots (SP/IP), master gunners, and tactical operations (TACOPs) officers should be qualified as IOs.

Pilots-in-command (PC) who demonstrate the ability and desire to serve as future instructor pilots should also qualify as IOs and may perform as a

unit trainer (UTs). These are the primary trainers and evaluators of the unit and must be involved in the portion of the ATP that accounts for roughly 20% of an individual's flying requirements.

Simulator training varies from each device but all have a certification process in order to safely operate the system. An ideal role for a company grade TACOPs officer is the IO program and to potentially serve as a UT



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in order to exploit their expertise in aircraft survivability equipment (ASE), tactics, and threat. The master gunner's responsibility should be greater than Table V evaluations; he/she should have scenarios developed that enhance skills in reconnaissance, search/ threat identification techniques and gunnery continuation training.

Scenario Development

The Commander should ensure that the unit has a variety of scenarios developed to support readiness level progressions, those that support the Mission Essential Task List (METL), and involve environmental considerations (over-water, mountainous, desert).

The entire staff should be involved in the development: the S-3 section composing warning/operations orders; TA-COPs developing the ASE/threat base portion; the safety officer providing input to enhance the aviation safety program objectives; and SP/IE/IP/MEs ensuring the appropriate 1000-4000 series tasks are addressed.

To reap the most benefits from simulation it is essential that command involvement and a sense of realism are present. For example, when crews are scheduled for a two hour continuation training simulator period, the ideal program will require: the crew to conduct pre-mission planning and preparation prior to the flight; conduct pre-mission briefing and rehearsal (as required); IO monitor crew briefing and required items for the flight (flight plan, PPC, WX consideration), mission execution and compliance with TACSOP/SOP; and, IO provide detailed AAR upon mission completion.

To meet this continuous training event will require more than IPs and DACs involvement, the key training enablers of the unit should contribute. Correctly managed, this will greatly enhance individual/crew readiness, improve trainer skills, and provide the commander an indicator of proficiency within the organization.

There is very little that our simulators cannot replicate with advanced data bases supporting most operational environments and the near exact aircraft characteristics and software likeness. Commanders can easily improve unit crew coordination, instrument proficiency, gunnery skills, SOP correlation, and most individual skills through rigorous simulation training scenarios.

Future Flying Hour Programs

By meeting today's operational missions around the world most of our proficiency and experience is gained in the actual aircraft.

In the future our aviation brigades will be resourced differently than when in a deployed status, will be constrained by flying hour programs, and will still be responsible to meet the same Aircrew Training Program requirements.

Prior to 9-11 this was the norm and was largely achieved (from the training perspective) by carefully managing all training opportunities and efficient use of simulation.

Solid programs will challenge aviators, provide the commander a baseline for individual/crew proficiency, and enhance combat effectiveness.

"Above the Best!"



CW5 Michael L. Reese is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.



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Remembering the Past to Forge a Strong Future

By CSM James H. Thomson Jr.



SFC Rodney J.T. Yano

On the 17th day of December 1903, two brothers from Dayton, Ohio, Wilbur and Orville Wright, completed the first successful flights of a heavier-than-air flying machine at Kitty Hawk, North Carolina. In doing so, they set in motion the age of aviation.

After winning the bid to provide the first military aircraft ever to the U.S. Army, on June 3rd, 1909, the Wright brothers brought their machine to Fort Meyer for testing and validation.

During one of these demonstrations a sudden stalling of the engine caused the aircraft to glide into a tree, breaking the skids and ripping a wing. The damage, however, was repaired in four hours showing a great advantage for military purposes.

On July 26th President Taft went to Fort Meyer to watch the proceedings and was privileged to witness the aircraft ascend under its own power without use of the starting weight.

The next day the aircraft satisfied the endurance requirement with a record flight of 1 hour, 12 minutes, and 40 seconds, covering approximately 40 miles in the process. On August 2nd, at the conclusion of the testing, the U.S. Army accepted Army Aeroplane No. 1 from Wilbur Wright.

As Army Aviation continues to mature and modernize, it's important that

we know where we came from before we can know where we're going.

From its inception, Army Aviation has been committed to supporting the ground forces, whether it was scouting Pancho Villa's raiders for General John J. "Blackjack" Pershing in 1916, or delivering troops and supplies via CG-4 gliders during Operation Overlord in 1944. Incredibly, these brave aviators essentially crash landed their gliders, sometimes behind enemy lines, and then had to make their way back to their CPs only to get ready for another insertion.

The men and women of our branch have continued to display tremendous courage and professionalism in combat and in peacetime. Soldiers like Sergeant First Class Rodney J.T. Yano who was awarded the Medal of Honor for his actions January 1, 1969 near Bien Hoa, Republic of Vietnam. SFC Yano was a crew chief aboard a command and control UH-1 helicopter when a phosphorous grenade exploded prematurely on board the aircraft. Yano was covered in burning phosphorous and severely injured.

As the aircraft filled with smoke and ammunition began exploding, Yano hurled the burning ammunition from the helicopter saving the lives of the other aircrew members, though his actions ultimately cost him his life.

We see the same bravery and commitment in our aviation Soldiers today. Sergeant Julia Bringloe recently received the Distinguished Flying Cross for her actions during Operation Hammerdown near the Pech River Valley in Afghanistan. SGT Bringloe was part of a MEDEVAC crew assigned to the 10th Combat Aviation Brigade providing emergency medical evacuation during the 60 hour long operation.

Bringloe suffered a broken leg during a hoist rescue striking a tree while transporting a patient up 150 feet into the UH-60 Blackhawk. No sooner had the crew delivered the patient to the hospital

than another call came in; Bringloe insisted on going despite her injuries.

Upon arrival, she was again lowered down the hoist and immediately began taking enemy fire. Despite bullets flying by her, she focused on strapping the casualty into the litter and getting him into the aircraft hovering overhead.

When it was her turn to be hoisted up the cable, the enemy directed their fire at the dangling medic. Incredibly she was unharmed. SGT Bringloe is only the seventh woman to have received the Distinguished Flying Cross.



SGT Julia Bringloe

These are just two examples of the caliber of men and women serving in Army Aviation today, and like those who served before them, are doing so with professionalism and honor.

It's important we share stories like this and remember the footsteps we are following as we are forging footsteps of our own. As a part of the Army Profession, we are not only students of the past, but makers of history as well.

The United States Army Aviation Center of Excellence, Fort Rucker is the home of the Army Aviation Museum. If you have the opportunity, I highly encourage you to visit the world class facility and learn more about where we've come from.

You can also visit the museum online <http://www.armyavmuseum.org/>.

You can join the discussion on the Army Profession and Army Aviation at <http://www.facebook.com/us.armyaviation>.

Above the Best!

CSM James H. Thomson Jr. is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

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RUGGED RUNS IN THE FAMILY





NCOs: The Backbone of Standards

By CSM Richard D. Stidley



PHOTO BY PFC NATHAN THOME

There's no doubt noncommissioned officers have one of the toughest jobs in today's Army, but the corps is still going strong after more than a decade at war.

Even in the face of extreme challenges, NCOs at every level continue to prove they truly are the backbone of our force, doing great things for their Soldiers every day. I would be remiss as an NCO myself, however, if I didn't talk with you about our continuing issue with enlisted leaders and indiscipline, especially regarding privately owned motorcycles.

In general, I don't like to repeat the same things you've already heard many times, often from me. But this problem is too important to ignore, and it bears repeating that we simply have to get a handle on NCO indiscipline. It's not just their lives on the line – the example they're setting by willfully disregarding the standard also puts their Soldiers at risk.

The numbers from this fiscal year are sobering: Of all motorcycle fatalities recorded through June 1, more than half were NCOs. With the exception of a couple accidents where other drivers were at fault, nearly every incident involved some form of indis-

cipline, whether speeding, nonuse of personal protective equipment or improper passing of other vehicles.

Although we can't watch our Soldiers every minute of every day, we do have control over our own behavior, and the bottom line is an NCO is a leader all the time. We also have to remember these losses reflect only those NCOs whose risky behavior caught up with them. How many more among our ranks are taking potentially deadly risks every day?

There's a difference between an undisciplined Soldier and an indiscipline one. Undisciplined Soldiers haven't been trained to know what right looks like but can be brought to standard in everything they do, including riding. An indiscipline Soldier, however, is one who knows the standard and is trained to it, but consciously chooses to do whatever he or she wants anyway.

Even though the majority of NCOs involved in this year's fatal motorcycle accidents had the proper training and the right personal protective equipment, they simply chose not to follow the standard, and that's the textbook definition of indiscipline.

The trickle-down effect of this mentality is particularly dangerous.

Our junior enlisted Soldiers are almost invariably young and impressionable. When they see their leaders making bad decisions with impunity, what's to stop them from doing the same?

Not counting NCOs, every Soldier killed in a motorcycle accident – and all but three killed in privately owned vehicle accidents – thus far in fiscal 2012 has been a junior enlisted member. This doesn't mean these Soldiers had bad leadership, but it does indicate our NCOs need to step up and take the lead on enforcing standards and modeling appropriate behavior.

The Army is the first adult experience many Soldiers will have, and we can't set them up for failure by acting like children ourselves.

I don't mean to be harsh and I'm certainly not saying all, or even most, of our NCOs are indiscipline. But we have a tough problem with at least a few of our leaders, and it must be addressed immediately.

From the squad leader to the command sergeant major, we should all be engaged with and looking out for one another's well being, ensuring the duties of leadership are fulfilled both on and off duty. It's not an issue of rank; it's about taking personal ownership of your responsibilities as an NCO, and leaders looking out for leaders as fellow Soldiers.

We're all in this fight together, and I'm here to help any way I can. Please don't hesitate to let me know how I or the USACR/Safety Center can augment your safety efforts.

Also keep in mind that with summer in full swing, water-related incidents are sure to increase these next couple months. Please talk with your Soldiers about their plans and reinforce the dangers of alcohol and boating or swimming. Many drowning deaths are attributed to alcohol every year, and its effects can dull the reflexes and judgment of even experienced swimmers.

Thanks again for all your hard work every day — you are making a difference for our Soldiers and our Army. Enjoy your summer, and always play it safe! Army Safe is Army Strong!

❖❖
CSM Richard D. Stidley is the command sergeant major of the U.S. Army Combat Readiness / Safety Center at Fort Rucker, AL.



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UH-60M – A New Generation of Training for a New Generation of Aircraft

By Guy A. Randall

As the UH-60M enters the fleet, your school house continues to modernize the methodology and training devices this new breed of aircraft demand to produce the best maintainers possible. Mr. Guy Randall gives an update on where we are at in this process.

COL Heitkamp, Commander

In our continuing pursuit of training excellence, the 128th Aviation Brigade analyzes its training against the Army Training Model (ATM) to ensure only the best training is being presented. In doing so, we have determined that the most immediate and significant impact on Aviation maintainer training will be the introduction of the UH-60M training device suite.

Since the 1980s, Initial Entry and Advance Leadership Course Soldiers have been trained using more than 50 enhanced classrooms, 25 UH-60A/L models and five UH-60M model non-flyable maintenance training aircraft (CAT-B), and a suite of 12 training devices that support UH-60 maintenance training.



UH-60M Black Hawk Avionics Trainer (BHAT).

However, the recent course reviews and analysis of training methods and media revealed many areas where training would be enhanced by the infusion of new technology to produce maintainers with improved skills and

greater working knowledge of systems.

Training is evolving from the venerable instructor directing the student to remove and reinstall components from a well worn aircraft or training device to mentally preparing the student to understand how a system should function, what system/component failures look like, and what is required to impact a positive repair.

The UH-60M training incorporates highly interactive computer-based instruction followed by tactile hands-on training using highly interactive hardware training devices.

The concept follows the ATM by immersing the student in training environments that require the student to understand *what* they are doing, *why* they are doing it, and *what* the results are of doing it right every time.

Modernized Device Suite

The modernized device suite requirements were developed after an extensive analysis process that included instructional systems design personnel from the 128th Avn. Bde. UH-



UH-60M Black Hawk Electrical Trainer (BHET).

60M Training Systems Integration Team in coordination with the Utility Helicopter Project Office. The process identified the tasks to be trained to maintainers that supported their job requirements in the field. Once these tasks were agreed upon, media selection was conducted to determine the training media available that best supported the training.

Currently, the Brigade is in the process of receiving and developing 10 different types of hardware training devices ranging from full-up aircraft replicas to selected task centric trainers.

BHMT

The new fleet of devices will begin with the Black Hawk Maintenance Trainer (BHMT). This is an upgraded improvement on the “granddaddy” of UH-60 devices first fielded in the 1980s. This device replicates a full-up aircraft and will be used to train MOS 15T and 151A warrant officer technicians. Some of its capabilities will include: perform maintenance operational checks, troubleshoot faults, conduct fault isolation procedures, rectify faults through component replacement, and perform required follow-on checks to ensure the corrective action repaired the fault.

The BHMT replicates the aircraft in both physical and functional systems fidelity. Training on this device will make it transparent to the students that they are not working on an actual aircraft. The significant benefit of the BHMT over the actual aircraft is that it is fully modeled ensuring the devices will be robust enough to withstand the simulated repair or inspection tasks being performed over and over again and retain the same useable state for years to come with a 10-year preplanned product improvement cycle for modernization.

Cockpit Avionics Procedural Trainer (CAPT)

In addition to the BHMT, the analysis identified the requirement to provide a procedural trainer for MOSs 15F and 15N that enables the repairer to navigate through the pages of the Multifunction Display (MFD) and Flight Management System (FMS) and provides the tactile functionality of the real aircraft while performing the operational checks.

The solution to this requirement is the CAPT. This device requires tactile



UH-60M Black Hawk Maintenance Trainer (BHMT).

128TH AVN. BDE. COURTESY PHOTO

inputs from a crew station modeled hardware trainer and provides the required stimuli via emulated software.

While the CAPT allows the students in both MOSs to perform all of the operational checks, it is not designed to insert faults for the repairer to practice the steps needed in the repair cycle.

BHET / BHAT

The Black Hawk Electrical Trainer (BHET) continues the fault/repair steps in the learning process for the 15F aircraft electrician while a Black Hawk Avionics Trainer (BHAT) was designed for troubleshooting and isolating faults and repair procedures for the 15N avionics repairer. The benefit of these two devices over an actual aircraft is the number of faults that can be inserted for student training. The BHAT and BHET support multiple faults insertions for all systems while the actual aircraft is limited in

the amount of fault insertions.

The complete suite of devices to be fielded to support the UH-60M will consist of 44 individual training devices, three classrooms dedicated solely to computer-based training for the Automatic Flight Control System (AFCS), Black Hawk Electrical Systems Trainer (BEST), and Command Instrument Simulator (CIS).

Couple this hardware with the scenario-based interactive multimedia instruction and virtual immersive environment (VIE) computer-based media, and UH-60M maintenance training will be the epitome of the Army Training Model in operation providing continued world-class Aviation maintenance training to the world’s best Soldiers.



Guy A. Randall is a system manager in the System Integration Division, 128th Aviation Brigade at Joint Base Langley-Eustis, VA.





UC-35 in a hangar supporting Operation Enduring Freedom-Afghanistan.

PHOTO BY JOHN REICHENBACH/L3-VERTIX

Fixed Wing Project Management Office: **Growing Strong**

By COL Brian R. Tachias with CW5 (Ret.) Michael S. Kather

New O-6 PM

In October 2011, the Program Executive Officer, Aviation (PEO AVN), established the O-6 level Fixed Wing (FW) Project Office to provide life-cycle management of all US Army manned fixed wing aircraft.

These aircraft support numerous mission sets to include personnel transport as well as reconnaissance and surveillance to meet the intelligence requirements of combatant commanders worldwide and homeland defense missions in the United States.

Located in Huntsville, Alabama, the FW Project Office manages the acquisition, testing, fielding, sustainment, and divestiture of over 370 aircraft comprised of 11 missions, 40 designs, and 73 series.

Aviation Core Competencies

As this is the 70th anniversary of Army Aviation, it is important to understand how fixed wing aircraft missions are evolving to support our branch chief's vision, Aim Point 2030. Paramount to Aviation's success are the Aviation core competencies of today:

- Aerial Reconnaissance, Surveillance, & Target Acquisition (RSTA)
- Security Operations
- Precision Attack Operations
- Air Assault/Air Movement
- Aeromedical Evacuations

Aerial RSTA, air movement, and aeromedical evacuation are key fixed wing capabilities that will remain viable through 2030. Additional capabilities to be considered are operations over much larger operational areas, day, night, and degraded visual environment operations, and all-weather operations. Rapid deployment to anywhere in the world with a smaller logistical footprint and reduced manning will be our metrics for success as we mold future requirements.

Fleet Shaping Decisions

Several of the decisions shaping the fixed wing fleet were made in 2010-2011 as part of the Vice Chief of Staff of the Army (VCSA) Fixed Wing Capability Portfolio Review. This review resulted in key decisions for the Operational Support Airlift (OSA) force structure, one of which dictated an end-state size of the OSA fleet at 112 aircraft. This OSA lift capability was validated by Training and Doctrine Command (TRADOC) as the Army Force Generation (ARFORGEN) supportable force required to meet the National Military Strategy.

In October 2011, the Army Acquisition Executive (AAE) directed the transfer of current and future Army fixed wing platform management to PEO AVN to achieve improvements

in safety, airworthiness certification, manpower efficiencies, configuration management, and maintenance. The scope of this effort includes over 25 programs, comprised of 137 aircraft that have been identified to date that are subject to the AAE management transfer action.

PEO AVN and supporting agencies have prioritized deployed aircraft for immediate assessment, with complete management transfer scheduled to be complete not later than Oct. 1, 2012.

Later this year, the Reconnaissance and Surveillance Mix Study will determine the recommended mix of sensor-fielded assets to further define the fixed wing fleet. The study is in support of "Aerial Reconnaissance and Surveillance (R&S) Integrated Capabilities Development Team (ICDT)" efforts to "determine the types and quantities of Army aerial R&S systems the Army should resource in Program Objective Memorandum (POM) 15-19."

The TRADOC commander established the Aerial R&S ICDT on Oct. 18, 2011 to develop recommendations on "what systems (programs) to continue developing as part of the acquisition system, what QRCs to institutionalize within the Army, and what systems (programs or QRCs) to divest." These decisions will help Army force developers determine the cor-

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PHOTO BY JOHN WILSON

An RC-12X special equipment mission aircraft (SEMA) taxis at Prestwick, United Kingdom.

rect mix of aircraft within the Special Equipment Mission Aircraft (SEMA), transport, mission support, training, and test fleets. Another fixed wing capability portfolio review early next year will finalize fleet restructure and employment decisions.

Future Drivers

As several platforms are already older than 30 years and have considerable obsolescence issues, fiscal responsibility will play a major role in influencing fleet-wide decisions.

While some systems can be modernized and sustained for exceptionally long periods of time, the C-12 and EO-5 fleets present the greatest challenge for future sustainment.

Future Fixed-Wing Utility Aircraft (FUA) and Enhanced Airborne Reconnaissance Low (E-ARL) are replacement programs under consideration for the next POM cycle and will represent the lowest cost approach for the fleet. Additionally, several other aircraft systems will require modernization in order to be viable out to 2030.

Some of these modernization efforts include:

- Joint interoperability (Link 16)
- Condition Based Maintenance “Plus” enhancements or embedded diagnostics
- Civil and tactical communication upgrades
- Required navigational upgrades
- Situational awareness capabilities

Other potential efforts to support the fleet include the digital logbook, the electronic flight bag (tablet type devices that replace approach plates, operator’s manual, etc.), standardized cockpits to reduce cross-platform training requirements, and changes to

maintenance activity frequencies to support OPTEMPO changes.

Organization Changes

The FW Project Office now provides one voice to the commander in the field for all fleet management issues. The office has restructured to provide O-5-level offices to support SEMA, Transport, and Mission Support aircraft. These key leaders will provide a direct conduit to the field and are tasked with providing first class support for a fleet that often sees over 25% of its assets deployed at any given time.

The FW Project Office is primarily a functionally oriented organization providing support to the three O-5 product offices. This reduces duplication of effort and allows the functional (business, logistics, and technical) managers to provide “flexed” support as each product mission evolves. The end result is a lower manpower count with increased efficiency.

Each product manager/director is provided core staff and direct support personnel to continuously manage their systems through all stages of the life-cycle with indirect and surge capabilities provided when necessary.

Transport

The Transport office currently provides for the modernization and sustainment of the C-12, C-26, UC-35, and C-23 fleets. The Army no longer has a fixed wing cargo mission, thus the C-23 Sherpa is being divested commensurate with headquarters Department of the Army guidance on service core mission capabilities. The remaining aircraft, however, represent a considerable sized fleet for sustainment.

SEMA

The SEMA office has the arduous task of sustaining the RC-12 and EO-5 surveillance and reconnaissance fleet, as well as integrating the contractor owned and contractor operated (COCO) fleets identified by the AAE for management transfer to PEO AVN.

There are over 60 SEMA aircraft currently assigned to the FW Project Office with the potential of adding nearly 100 more, most of which are sensor-related platforms.

The primary concerns for these additional aircraft are safety and airworthiness oversight, however, each of the systems validated for long-term retention will also require some modernization efforts to keep them operational on the digital battlefield.

Mission Support

The Mission Support Office supports a fleet that consists of non-standard category aircraft (i.e., UV-18 Twin Otters and C-31A Fokkers assigned to the Golden Knights, Cessna 182s at West Point, etc.), the C-20 and C-37 U.S. Army Priority Air Transport (USAPAT) fleet, and various test and training assets.

This office manages the most diverse fleet and has significant contract, modernization, and sustainment (obsolescence) issues.

Summary

The FW Project Office is dedicated to providing first class service to its customers, and will collectively plan for, and execute, a fiscally responsible approach for fleet replacement and modernization when necessary. Sustaining and maintaining the unique fleet of aerial fixed wing assets has become a true necessity and not just a desired goal.

The FW Project Office looks forward to working with the Aviation community in maintaining, sustaining, and developing aerial fixed wing platforms to meet the needs of the Soldier, now and well into the future.



COL Brian R. Tachias is the project manager for the Army Fixed Wing Project Office, Program Executive Office, Aviation, Redstone Arsenal, AL. CW5 (Ret.) Michael S. Kather is a contractor with Wyle-CAS Group, Huntsville, AL, supporting the Army Fixed Wing Project Office.



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SPECIAL FOCUS FIXED WING UPDATE



Airborne Soldier exits a C-23 “Sherpa.”

ARNG Fixed Wing Aviation— Expanding Army Aviation Core Competencies

By COL Laurence W. Howl and CPT Ryan L. Rooks

OSAA COURTESY PHOTO

As the largest force provider for Army fixed wing (FW) aviation deployments, the ARNG is breaking new ground by expanding Army Aviation’s core competencies in direct support of Army and joint forces.

Known for providing outstanding utility and operational support airlift (OSA) in C-12, C-26, and UC-35 aircraft, as well as light cargo and paradrop support with C-23 Sherpa aircraft, the ARNG also supports a broad spectrum of other FW operations: intelligence, surveillance, & reconnaissance (ISR), electronic attack (EA), and other direct support of deployed forces. Despite a shrinking budget and potential force reductions on the horizon, ARNG FW is enhancing its relevance, and its Operational Support Airlift Agency (OSAA) is ensuring we’re more ready than ever.

Emerging Capabilities

A newly formed Task Force (TF) CEASAR (Communications Electronic Attack Surveillance and Reconnaissance) deployed modified C-12/King Air 200-type aircraft with communications pods to directly support U.S. operations through electronic warfare (EW) and protecting Army ground forces. The Army deployed this new capability to theater in August 2011 to augment the limited number of other similar joint force capabilities to better support Army operations.

The ARNG volunteered to field the new system that was derived from similar pods on other Services’ fighter aircraft which can confound enemy communications.

Aviators fly with EW officers (EWOs) and NCOs who operate the sophisticated gear in the back of the aircraft and talk directly with friendly troops on the ground. MAJ Darrell Rasor, who just completed command of the TF, says “We can disrupt any kind of coordinated enemy action through EW.” The initial test of this new capability was so successful that the mission became an enduring requirement, and the ARNG is now planning future rotations to sustain the mission indefinitely.

In another project, ARNG soldiers will soon deploy to support missions in Africa in culmination of a 1-year test to provide low cost air mobility to forces there. The initial deployment of 5 ARNG and one active component aviator in a small single-engine aircraft will vastly enhance troops’ mobility.

Aircraft will fly into short, unimproved landing strips in remote, austere locations to provide mobility, casualty evacuation, and logistics for humanitarian assistance and counterinsurgency operations. The project team, supported by a special office at the Pentagon, is considering procuring a second aircraft and planning more deployments in anticipation of a successful test that could be the beginning of a new long-term relationship with the ARNG.

Expanding Enduring Capabilities

ARNG FW aviators and aerial systems operators (ASOs) continue to execute the Task Force Observe Detect Identify Neutralize (TF ODIN) mission in Operation Enduring Freedom (OEF) flying King Air 300 (KA-300) Medium Altitude Reconnaissance and Surveillance System (MARSS) aircraft.

MAJ Jerry Brennan, who commanded Company B, 306th Military Intelligence Battalion, says the outstanding support of his crews is key to keeping ground troops and convoys safe from improvised explosive devices (IEDs). “Having the ability to ‘look ahead’ into a village and collect intelligence before one soldier steps foot into harm’s way is the new norm and has resulted in saving countless lives,” says Brennan.

Like the ARNG’s utility FW detachment deployments to Afghanistan, Kuwait, and Djibouti, Co. B is comprised of very experienced state flight detachment (SFD) crews from numerous states, a major factor in their outstanding safety record. Our SFD TDA units have been deploying since the beginning of wars in Afghanistan and Iraq, and all have deployed multiple times in support of OEF/Operation Iraqi Freedom/Operation New Dawn.

The ARNG Fixed Wing Army Aviation Training Site



CEASAR (Communications Electronic Attack with Surveillance and Reconnaissance) aircraft between missions in Afghanistan.



Interior electronics and work stations are kept cool during the mission briefing on TF-ODIN (Observe, Detect, Identify, and Neutralize) aircraft in Afghanistan.

(FWAATS) which instructs the KA-300 aviator qualification course has created an Aerial Systems Operator (ASO) refresher course that couples the front seat pilot training with ASOs who need refresher training prior to deployment. FWAATS commander, LTC Jeff Urso, says expanded “front seat-back seat” integration training is the type of training the ODIN battalion in theater was looking for. Urso says this training underscores the need for consolidating the ASO training with the aviator training at FWAATS.

C-23 “Sherpa” aircraft and crews are expanding their support for special operations training after the withdrawal of C-23 forces from Iraq in December 2011. OSAA C-23 units are expanding support for military free-fall training at Yuma Proving Ground, AZ.

This partnership will support training over 900 paratroopers per year in addition to the continued paradrop support outside of the schoolhouse that has resulted in over 44,000 pounds of air-droppable equipment and nearly 11,000 jumpers annually in recent years. The training is a “win-win” for the Army; it provides cost-avoidance from additional contract paradrop training costs, more flexible/responsive airlift, and valuable experience for the C-23 crews. C-23s and crews continue to support the Multinational Force & Observers (MFO) in the Sinai.

Future Challenges

The ARNG has divested four C-23 aircraft thus far as a result of Resource Management Decision 802 which transferred the time-sensitive, mission-critical transport mission to the Air Force in 2009. The remaining 38 C-23 aircraft will be progressively divested over the next years until completion in calendar year 2014. After C-23 divestiture, Army FW airdrop training will be conducted either by expanded use of contracts, or expanded coverage by the Air Force.

The 2010 Vice Chief of Staff of the Army (VCSA) Capability Portfolio Review (CPR) directed reductions in the Army utility FW fleet that will greatly impact OSAA units.

Pending the outcome of the Army’s Military Intelligence Rebalance strategy, the plan will likely reduce the number of ARNG utility aircraft, and reduce the number of units and personnel with conversion of C-23 MTOE units to utility aircraft.

ARNG utility FW units will convert from TDA to MTOE in FY14 and FY15. The conversion will reduce aviator-to-aircraft ratios from 3:1 to 2:1, and reduce overall pilot experience due to a lower MTOE grade structure. All joint OSA force requirements are currently under review in a Joint Chiefs of Staff (JCS) J4-led OSA steering group (SG) to determine the military’s joint OSA requirements.

Although the Army determined its utility war fight re-

quirements in conjunction with the VCSA CPR, JCS J4 is reviewing all four Services’ justifications for their OSA fleets. The study results, led by RAND, Inc., are just being reviewed, and it’s too early to say whether the JCS will require further cuts or not. The way ahead includes a brief to the JCS chairman that was tentatively planned for early July.

Conclusion

OSAA’s exemplary safety record, support for Army Forces Command’s Aviation Resource Management Survey (ARMS) program, and outstanding support for the war fight and missions in the Homeland underscore the importance of ARNG FW aviation. Despite the many challenges today, OSAA will continue to lead the way in keeping Army FW ready and relevant for the future.



COL Laurence Howl is the commander and CPT Ryan Rooks is an operations officer at the Operational Support Airlift Agency, located in Fort Belvoir, VA.

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The Future of Aviation Training

By COL Jimmy L. Meacham

“Army Aviation remains the fundamental air maneuver arm that will provide the Ground Force commander with adaptive multi-dimensional mobility, continuous reconnaissance, domination of seams and gaps between forces and precision attack capabilities that are necessary to fight and win.”

MG Anthony G. Crutchfield
Aviation Senior Leaders Conference
January 24, 2012

Before we explore where we are going with Aviation training, it is important to understand Army Aviation’s current training strategy. After all, it has been the successful application of current training strategies which has prepared Aviation formations for worldwide deployments for over a decade.

Our current training strategy is based upon the Aviation Training Treatise, which includes aircrew training standards; live, virtual, and constructive strategies; and unit specific combined arms training strategies or CATS. These strategies guide the training of individuals, crews, and

units in mission essential tasks to meet gated readiness aim points in the reset, ready and available phases of the Army Force Generation (ARFORGEN) training template.

As we prepare to transition from an Army at war to an Army preparing for war, our Army is undertaking a major revolution in training focused on achieving 21st Century soldier competencies. This revolution includes revising our doctrinal publications, based upon the principles of Doctrine 2015, into condensed publications that will be available through interactive multi-media applications.

Army Aviation initiatives in support of this effort include the development of FM 3-04 (Army Aviation) and three Army technique publications (ATPs) which detail Aviation mission command, tactical employment and sustainment.

To produce agile leaders and versatile units adaptable to any operational environment, Soldiers and leaders will need to train in volatile, uncertain, complex and ambiguous training and institutional environments.

The construct for this emerging



training environment is established in the Army Training and Learning Concepts, and implemented based upon the Army Learning Model (ALM).

While these changes will not alter the tasks or standards to which we train, how we conduct training will undergo a major transformation.

The emerging training environment will blur the lines of the traditional operational, institutional and self-development training domains and seeks to meet Soldier training requirements at the point of need through a learner centric environment.

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borne over multiple deployments. Our challenge is replicating and transferring this experience and knowledge to professionally grow the next generation of leaders for our formations.

Commanders and instructors should be able to ramp up or down the intensity as needed, tailor it to fit training objectives, and be confident that the operational environment is realistic.

To accomplish these goals, our training and live, virtual, constructive and gaming enablers require dynamic integration to leverage the full capabilities of a truly immersive training environment and to replicate the complexity of the wide variety of operational conditions and environments.

Integrated Training Environment

An example of the Army's effort to provide a tailorable, standardized, integrated training environment to enable home station unit training is the Command Post Exercise – Functional (CPX-F). This exercise is a response to the recognized gap in Mission Command Training Program (MCTP) type brigade-level training opportunities for non-brigade combat team (BCT) units. The effort includes a proponent devel-



The virtual immersive maintenance trainer.

oped training support package containing current and relevant training environment, a proposed Master Events Sequence List (MESL), and a recommended exercise support structure to enable development and execution of

realistic and challenging home station training with minimum unit overhead. For the Aviation specific CPX-F we are designing the exercise to incorporate the Aviation Combined Arms Tactical Trainer (AVCATT) to provide realistic and dynamic input to the primary training audiences by injecting the “Murphy” principle generated by the complexity of tactical operations.

Concurrent efforts include the Aviation Data Capture Integrated Concept Team (ICT) which focuses on enabling one platform data transfer device to feed multiple training architectures (Digital Range Training System - DRTS, Home Station Instrumentation Training System - HITS, Tactical Engagement Simulation System - TESS, and Combat Training Center - CTC instrumentation systems) supporting the L-V-C training environment at home station.

This effort is an outgrowth of DRTS integration which must be successful to enable the Army's first Digital Air Ground Integration Range (DAGIR) that is scheduled for delivery at Fort Bliss, Texas in late FY13.

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Air-Ground Integration (AGI) training at home station while contingency courses of action include the Aviation Add-On Package for existing digital ranges, the Aerial Gunnery Range, and the Aviation Home Station Interim Package which supplement the capabilities of existing legacy ranges.

The key objective is to provide a viable integrated live training venue and a relevant AAR which fuses aircraft video, scoring, and platform data into one product.

The CPX-F and Aviation Data Capture efforts are just a couple of examples of where aviation training is headed in the future. The bottom line is that training and education are no longer rigid functions of the institution, but rather an adaptive process designed to meet requirements of commanders and Soldiers at the point of need across a life-long learning continuum. It leverages existing capabilities in an integrated training environment (live, virtual, constructive and gaming) and explores new and emerging technologies to provide realistic, repetitive training at home station, at our Combat Training Centers and while deployed.

To capitalize on these initiatives, Army Aviation has developed a campaign plan which is designed to focus and synchronize these efforts to meet an objective vision for the branch in the year 2030.

While Aviation core competencies (aerial reconnaissance/surveillance target acquisition, security operations, precision attack operations, air assault/air movement and aeromedical evacuation) in 2030 are expected to remain virtually the same, the complexity of the operational environment against hybrid threats (a mixture of unconventional and conventional forces) will require agile, adaptive Soldiers and leaders who train and thrive in complex, uncertain and changing environments.

In Summary

As written in the Army Aviation 2030 Vision:

- "The Aviation Branch institution will change based on the tenets and concepts of the Army Learning Model 2015 and the Army Training Concept 2012 – 2020.

While the foundations for instilling the Army values, Soldiers Creed, and warrior ethos into our Soldiers will re-

main, we will make significant changes on how we develop and deliver training and education to the point of need. We will become "learner centric" bringing the collective whole of the institutional knowledge base to the individual learner through an integrated training environment in order to restore a commander centric training focus and raise the level of training at home station to achieve METL proficiency in the unit.

- The Army Aviation force of 2030 will be manned with adaptable, innovative, and well prepared professionals who will be trained and educated in an improved interactive training environment that delivers required training to the point of need.

- Our Army Aviation professionals will understand and capitalize on all of the collective knowledge of the Institution and have that knowledge available anywhere in the world."



COL Jimmy L. Meacham is the director of the Directorate of Training and Doctrine, U.S. Army Aviation Center of Excellence at Fort Rucker, AL.

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Exercise underway in the new Aviation Warfighting Simulation Center Brigade Tactical Operations Center (TOC).

US ARMY PHOTO BY MSG RAYMOND DAWSON

U.S. Army Aviation Center of Excellence Simulation Initiatives

By COL Stephen S. Seitz

On behalf of the U.S. Army Aviation Center of Excellence (USAACE), the Directorate of Simulation (DOS) integrates simulations and simulators into aviation training courses and accredits simulators across the Aviation Branch for qualification and sustainment training. The DOS is involved in numerous simulation initiatives.

Recent efforts have focused on integrating simulation technology into initial military training and primary military education, improving aviation training exercises, getting new simulator capabilities for student pilot training, and developmental testing support and accreditation of new simulators used to train aviation units.

Simulation-based Training

Recently the DOS stood up a new Simulation Support Integrated Process Team (IPT) that acted quickly

to improve simulation-based training and exercises. Several gaming-based training requirements were identified for development and incorporation into course programs of instruction for initial military training (IMT) students (officer, warrant officer, and enlisted).

In response, a new training area for Virtual Battle Space 2 (VBS2) was created that will support collective mini-exercises and training modules developed by the Training Brain Operations Center (TBOC). A Fort Rucker VBS2 terrain database was also built to train counter improvised explosive device (CIED) techniques and to support field training exercises.

A simultaneous effort is underway to experiment with new constructive simulation software for staff exercises that can train professional military education (PME) students in the captain and warrant officer career courses and the Non-Commissioned Officer

Academy (NCOA). They are now issued wireless tablets, on which they can plan operations.

A capability was developed to enable the tablets to access simulated mission command system data during exercises.

Recently the NCOA also moved their capstone exercise location to the Aviation Warfighting Simulation Center (AWSC) for enhanced technical support, increased exercise realism, and mission command system stimulation in the new Brigade Tactical Operations Center (TOC). Additionally, the DOS is playing a leading role in continuing experimentation and exercises that link the captain's career courses.

USAACE students can now virtually fly reconfigurable collective training devices (RCTDs) while their counterparts at the other centers of excellence interact with them using dif-

ferent virtual and gaming-based systems in a collective and distributed training environment.

Aviation Training Exercises

Aviation brigade and battalion staffs preparing for deployments also use the many RCTDs at the simulation center as part of an arsenal of training enablers during Aviation Training Exercises (ATXs). The ATXs are multi-echelon events that train crews, and company, battalion, and brigade staffs simultaneously in a dynamic and realistic environment.

USAACE has been conducting ATXs since 1997 and recently completed the 85th exercise. The ATX for the newly reorganized 101st Full-Spectrum Combat Aviation Brigade (FS CAB) is next. In preparation for this event, the DOS developed an innovative approach to replicate their new manned-unmanned teaming (MUMT) capabilities. It involved installing One System Remote Video Terminals (OSRVTs) in RCTD helicopter simulators to represent new aircraft multi-functional display panels and channeling multiple simulated unmanned aircraft system (UAS) video feed display options to the cockpits.

This will enable Apache and Kiowa pilots in flight simulators to interact with UAS simulators and execute MUMT operations. This complex training will help the 101st CAB to further develop tactics, techniques, and procedures they will use while deployed.

Accreditation Authority

The DOS is the accreditation authority for the substantial and rapidly growing number of worldwide Army-owned flight, UAS, and air traffic control simulators and cockpit procedure trainers. There are more than 100 at Fort Rucker alone, including 38 (soon to be 43) advanced Flight School XXI (FSXXI) flight simulators in the Warrior Hall training facility.

Hundreds of student pilots train at Warrior Hall daily, they have cumulatively flown over a half-million simulated flight hours there since 2006.

Due to recent studies and test class results, utilization rates are increasing.

In response, additional TH-67 simulators have been fielded and UH-60A/Ls have undergone conversions from instrument flight trainers (IFTs) to more versatile operational flight trainers (OFTs) to better support flight



Operational Flight Trainers (OFTs) in Warrior Hall.

US ARMY PHOTO BY ANNE ARMSTRONG, FT RUCKER PHOTOGRAPHER

course throughput requirements.

As these simulators are used more for tasks traditionally done in actual aircraft, DOS accreditation aviators are teaming with system engineers to increase the fidelity and accuracy of these simulators.

As the Army fleet continues to transition from analog to digital, several new CH-47F, UH-60M, and OH-58D simulators are in the final phases of developmental testing and are scheduled to be progressively fielded in the coming fiscal year.

With state-of-the-art image generation systems, electric-actuated full-motion, glass-cockpits, and advanced systems replication capabilities, they will be among the most elite helicopter simulators in the world.

Collective Simulators

For the operational forces, a major upgrade to the Aviation Combined Arms Tactical Trainer (AVCATT) collective simulator was recently completed. The new AVCATT improvements and the associated terrain databases are already accredited (approved for training) and installed on all of the Army's systems.

The One Semi-Automated Force (OneSAF) software is now the simulation-driver for AVCATT and it now uses Synthetic Environment Core (SE Core) terrain databases.

The OneSAF / SE Core baseline will soon be common in many other training systems; this will be the key

to future interoperability when they are linked together via the emerging Live/Virtual/Constructive-Integrating Architecture (LVC-IA).

LVC training enablers that will soon be interoperable with AVCATT include: the Homestation Instrumentation Training System (HITS) live tracking system, the Close Combat Tactical Trainer (CCTT) armored vehicle simulators, the Reconfigurable Vehicle Tactical Trainer (RVTT) wheeled vehicle simulators, the virtual reality-based Dismounted Soldier, and OneSAF as a constructive simulation used to train staffs.

The Army's most recent aviation simulator addition is the Non-rated Crew Member Manned Module (NCM3). The NCM3 was designed to train crew chiefs to: operate hoists and winches, accurately fire weapons systems and correct malfunctions, call sling loads, and react to emergencies. It can interoperate with AVCATT, while aviators are flying UH-60 or CH-47 cockpit configurations, or it can operate independently.

The first two NCM3s were fielded to Fort Campbell and more were just approved for procurement.

USAACE recently hosted an Aviation Training Industry Day. It was planned with rapidly advancing simulation technology, diminishing resources, and changing training requirements in mind.

The theme was the Army Learning Concept 2015, which calls for individ-



CH-47F Flight School XXI simulator during an in-factory systems performance assessment.



One of the UH-60M Flight School XXI simulators currently in developmental testing.

ual and group virtual training environments with a wide variety of enablers, including simulations, simulators, and gaming-technology.

The goal was to establish an interactive forum with industry leaders to discuss what was envisioned in the new Army Learning Model and what technology solutions could address current and foreseen training gaps.

Dozens of industry exhibitors showcased a wide array of products and capabilities, which initiated ongoing dialog to identify training enablers that can prepare the Aviation Branch for a wide range of future missions and conflicts.

Significant progress has been made and is underway

to bring simulation-based training concepts to fruition for both the generating and operational forces. Partnering with industry is helping to bridge the gap between today's training capabilities and those needed to achieve the Army Training Model objectives.

USAACE is poised to take advantage of current and emerging simulation-based technology to better prepare the Aviation Branch for the future.



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

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The author is shown in the foreground conducting virtual gunnery in the Nonrated Crew Member Manned Module (NCM3).

TOMMY COURTESY PHOTO.

TRADOC Capability Manager for Virtual Training Environment Update

By LTC Wellington "Duke" Samouce

Aviation virtual collective training gained a considerable asset this past year with the unveiling of the Nonrated Crew member Manned Module (NCM3). This article will focus on the release of the NCM3.

Before we go into the NCM3 – a quick update on the Aviation Combined Arms Tactical Trainer (AVCATT); development of the UH-60M and CH-47F manned modules, as well as aviation survivability equipment (ASE) upgrades and enhancements continue on time with an expected release for training in 2013.

In addition, the much anticipated integration, testing and accreditation of the Live, Virtual and Constructive-Integrating Architecture (LVC-IA) continues on schedule at Ft Hood, TX.

Elements of the 1st Air Cavalry Brigade are supporting aviations virtual representation in this Army wide initiative through a digitally integrated AVCATT suite.

NCM3

The Nonrated Crew member Manned Module (NCM3) is a subcompo-

nent of the AVCATT program.

It is a mobile, transportable, multi-station virtual simulation device designed to support training of nonrated crewmembers in crew coordination, flight, aerial gunnery, hoist and sling-load related tasks.

Essentially a third AVCATT trailer, the NCM3 is reconfigurable to either a UH or CH backend, which enables two complete lift crews (RCM and NCM) to train in the virtual environment.

NCM3 navigated its final acquisition, acceptance and accreditation wickets late last year and is successfully assisting commanders in the training of nonrated crewmember individual and collective tasks.

Two NCM3s have been fielded to date and are located at Fort Campbell, KY. Although the first two suites are temporarily stationed at Ft. Campbell, their mobile design makes them available for training throughout CONUS.

Currently, prioritization and usage scheduling is coordinated through the U.S. Army Forces Command (FORSCOM) Army Force Generation (ARFORGEN) Synchronization and

Resourcing Quarterly Conferences. The FORSCOM point-of-contact for NCM3 scheduling is Mr. Terry Murphy, DSN: 670-7707, terry.r.murphy@us.army.mil.

Developing Training

When developing training objectives and plans, units are reminded that the NCM3 may operate stand-alone or be virtually coupled with an AVCATT suite.

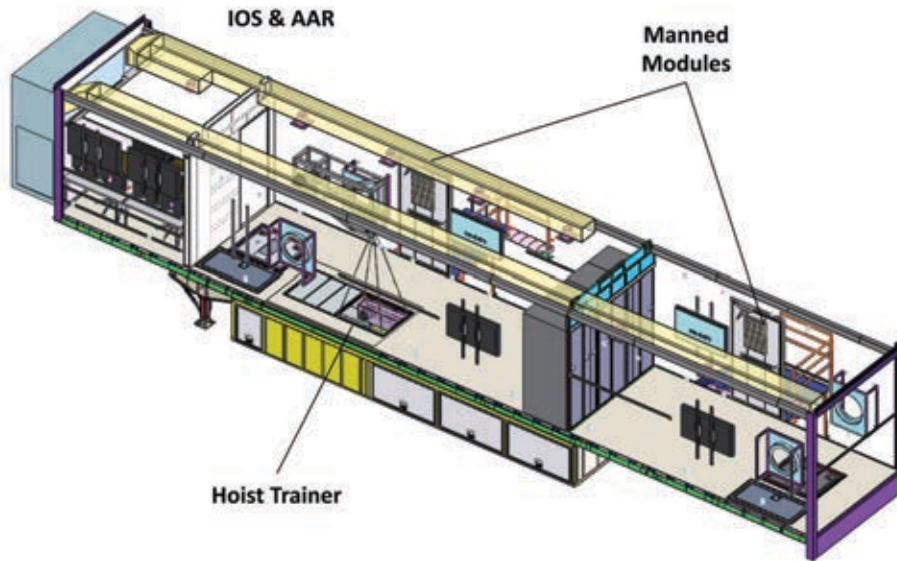
With a limited quantity of simulators on hand, it is necessary that units properly forecast training objectives, timelines and resources required.

At the end of this article are the physical location requirements (site survey) to ensure safe and proper use of the NCM3 while at your location.

Reminder, the NCM3 does not necessarily have to be collocated with an AVCATT suite. If your unit's training objective does not involve coupling the two then it is not necessary to do so. The NCM3 may operate solo and independent from the AVCATT.

Understanding exactly where you would like the simulator to be put

NCM3 Trailer Diagram



when it arrives on station will help ensure your request through MSO to FORSCOM gets the simulator on station during the targeted window of your training plan. Hangars meeting tie-down, grounding and power requirements are valid options.

NCM3 ATM Tasks

So what exactly can the NCM3 do? Listed below is the resultant NCM3 analysis of the USAACE Directorate of Simulations (DoS) Simulator Development and Accreditation Division (SDAD).

It has been determined that the Aircrew Training Manual (ATM) tasks shown are able to be trained to varying levels in NCM3.

Detailed discussion to the level of fidelity in training each task may be addressed to the DoS NCM3 subject matter expert SFC Richard S. Leeper, DSN: 548-6640, richard.s.leeper@us.army.mil.

[SFC Leeper was the FY 11 Army Modeling and Simulation Office (AMSO) Training (Individual) award winner for his work in the development, testing and accreditation of the NCM3 – *Well done!*]

TC 1-237 (UH-60) Tasks

- 1026 - Maintain airspace surveillance
- 1032 - Perform radio communication procedures
- 1038 - Perform hovering flight
- 1040 - Perform visual meteorological conditions takeoff

- 1052 - Perform visual meteorological conditions flight maneuvers
- 1058 - Perform visual meteorological conditions approach
- 1155 - Negotiate wire obstacles
- 2010 - Perform multi-aircraft operations
- 2022 - Transmit tactical reports
- 2024 - Perform terrain flight navigation
- 2026 - Perform terrain flight
- 2034 - Perform masking and unmasking
- 2036 - Perform terrain flight deceleration
- 2042 - Perform actions on contact
- 2048 - Perform sling load operations
- 2127 - Perform combat maneuvering flight
- 2169 - Perform aerial observation
- 1262 - Participate in a crew level after-action review

TC 1-240 (CH-47) Tasks

- 1026 - Maintain airspace surveillance
- 1028 - Perform hover power check
- 1032 - Perform radio communication procedures
- 1038 - Perform hovering flight
- 1040 - Perform visual meteorological conditions takeoff
- 1052 - Perform visual meteorological conditions flight maneuvers
- 1058 - Perform visual meteorological conditions approach
- 1262 - Participate in a crew level after-action review
- 1405 - Transmit tactical reports
- 1406 - Perform terrain flight navigation
- 1408 - Perform terrain flight

- 1411 - Perform terrain flight deceleration
- 1413 - Perform actions on contact
- 2010 - Perform multi-aircraft operation

Site Survey Requirements for NCM3

In order to meet the trailer stationary stability requirement the trailer must be securely anchored with tie down chains. These chains are provided with the trailer. Each tie down anchor should be capable of supporting an applied load of 25,000 lbs.

Power – The NCM3 uses the same connectors and power as the AV-CATT; however, power use is ½ that of the AVCATT.

Details are below:

Electrical Service - Two electrical power sources are required for operation of the ECU and onboard systems.

480 60Hz/380 50Hz Volt A.C., 3 Phase, 100 KVA, fused at 100 Amps for the ECU and 60 Amps for the operation of the onboard systems.

Configuration - Three phase, three wire, wye connection, with ground (not less than AWG #2).

Frequency - 50/60 Hz ± 2.0%

Phase Balance - The phase balance is + 2% maximum phase-to-phase line voltage difference lowest phase.

Maximum voltage variation - The maximum voltage variation is + 4.5% / -12.5% from nominal steady state (under the worst case conditions of line voltage)

Connector Type - The unit is supplied with two 100-foot cables and male connectors. The connectors are Crouse-Hinds 100 Amp plug #APJ10477. The 480V AC receptacle to be used is a Crouse-Hinds AREA10416



LTC 'Duke' Samouce is an Army Aviator, Simulation Officer and Air Systems Team Lead at the TRADOC Capability Manager of the Virtual Training Environment. He can be reached at DSN: 552 8485, wellington.samouce@us.army.mil.

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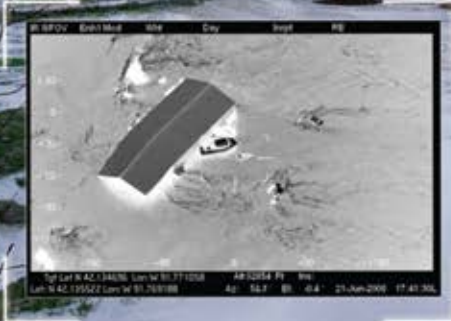


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SPECIAL FOCUS
Simulation Update



View of the Fort Rucker AVCATT Battle Master Control stations during a training event.

PM ACTT COURTESY PHOTO

PM Air and Command Tactical Trainers

By LTC Mark A. Bliss

Update

The fiscal environment has begun to alter the common training model across Army Aviation. Rather than the expected slow year due to funding limitations, the product manager for Air and Command Tactical Trainers (PM ACTT) finds itself executing at capacity.

The planned transition from combat operations to a homestation training model has brought a newfound priority on high fidelity training devices.

Despite prevailing fiscal constraints, the one thing that the Army Aviation community cannot afford to do is allow a decrement in the current training levels accrued through a decade of combat operations. However, a likely reduction in flight hours and ammunition available for live training stands to do just that.

There is no lack of agreement across the Aviation Enterprise that tough fiscal times lay ahead. In the arena of training devices, the financial outlook also appears bleak.

Additionally, the promise of compelled frugality across the enterprise remains coupled to the pending reduction in combat operations and the need to transition to a homestation training model – a decade in the memory.

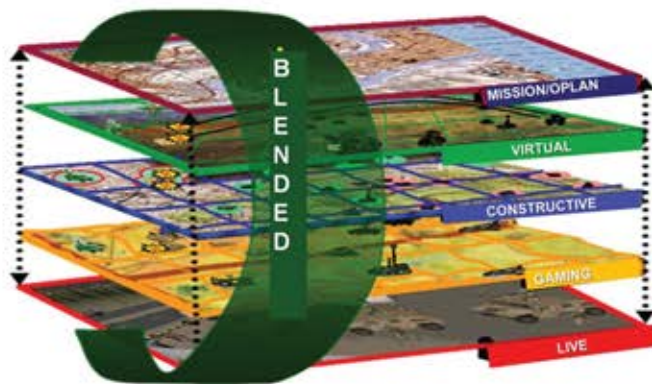
One difference in the pending drawdown, that was not a possibility in past postwar eras, is the availability of simulation training devices that can supplement live training.

Current Operations

As the PM ACTT, I feel compelled to provide an update to the community as to the way ahead for aviation training

devices managed by my office and what can be expected in the near future. This discussion will focus on the Aviation Combined Arms Tactical Trainer (AVCATT) as well as the Manned-Unmanned (MUM) training capability.

PM ACTT is currently executing several high impact efforts that will greatly benefit the Army Aviation community into the future. The most recent fielding by PM ACTT is the Non-Rated Crew Member Manned Module (NCM3) at Fort Campbell, KY. The NCM3 represents an addition to the AVCATT capability and facilitates door gunnery, hoist and sling operations, and crew coordination between the pilots and “backenders.” This is a groundbreaking virtual



The live, virtual, constructive training environment concept.



PMACCT COURTESY PHOTO.

Nonrated Crew Member Manned Module (NCM3)

capability that is already regarded as critical training for UH-60M and CH-47F crews.

As the flagship for the PM ACTT portfolio, AVCATT, the only rotary wing collective training program of record in the Army, is currently undergoing major upgrades.

In particular, PM ACTT is focusing on getting all manned modules of the AVCATT concurrent with their respective aircraft to reinforce positive training. The effort to modify manned modules to support CH-47F and UH-60M training is currently underway.

PM ACTT is also finalizing the AH-64D and OH-58D/F concurrency efforts to begin by the end of this fiscal year. This attack-recon concurrency effort will support upgrades through AH-64D Block 3 and the OH-58F over the next five years in order to parallel the tactical aircraft upgrades.

Inclusive to all future AVCATT efforts is the integration of unmanned capabilities into both the AH-64D and the OH-58D/F manned modules.

Currently, the MUM interoperability will be realized through integration of the Manned-Unmanned Trainer (MUM-T) in the AVCATT manned modules.

The future for MUM training will be realized through complete interoperability of the Universal Mission Simulator (UMS), managed by the project manager for Unmanned Aircraft Systems (PM UAS), with AVCATT, where the same terrain databases and Semi-Automated Forces (SAF) will be utilized.

Future Operations

Interoperability will not stop with AVCATT, NCM3, and UMS; rather, AVCATT is a centerpiece for a blended training environment where live, virtual, and constructive (LVC) entities will operate in the same battlespace in real time with full fidelity and communications. The proof of principle for such a blended training environment was completed in May 2012 in support of a battalion external evaluation (EXEVAL) for 1st Bn., 72nd Armor in Korea.

The exercise was a huge success where live aircraft interacted with virtual ground forces in the Close Combat Tactical Trainer (CCTT), AVCATT crews, and enemy forces. Despite the recognized successes of the LVC exercise, the EXEVAL represents only a glimpse of what is in the realm of the possible with the training capabilities already available to the Aviation Enterprise.

Conclusions

The purpose of the dedicated effort to upgrade AVCATT to the most concurrent version, field NCM3, introduce MUM-T capability, and create the blended training environment, is to address increased fiscal constraints as well as the requirement for homestation training capability. Specifically, fiscal limitations will potentially lead to a reduction in flight hours (or at least support for flight hours).

However, unlike the training gaps experienced in the late 1990's, AVCATT offers the Army an opportunity to mitigate the negative impact of reduced flight hours. To this end, many of the user community directorates at Fort Rucker, AL, are considering AVCATT for prescriptive training to include advanced gunnery table qualification.

Without question, the method by which the Aviation Enterprise has conducted training over the past decade will change as the community finds ways to do more with less.

The difference with the pending funding decrement for training is that the virtual training devices and the opportunities for blended training environments have positioned the Aviation Enterprise to address the emerging training gaps. It is in this light that the Aviation Enterprise stands to gain from the virtual training devices and blended training environments, not to replace live training, but to make it better.



LTC Mark A. Bliss is currently serving as the product manager for Air and Command Tactical Trainers (PM ACTT) under the project manager for Combined Arms Tactical Trainers (PM CATT) within the Program Executive Office for Simulation, Training, and Instrumentation (PEO STRI), Orlando, Florida.

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SPECIAL FOCUS
Simulation Update



CPT Kristen D. Beyer operates CAPT devices in support of UH-60M NET.

U.S. ARMY PHOTO BY GREG SHIRLEY

TBOS Comes to 10th CAB

By LTC B. Heyward Wright and Mr. Richard A. King

On March 30, 2012 the Utility Helicopter Project Office (UHPO) delivered a Transportable Blackhawk Operations Simulator (TBOS) to the 10th Combat Aviation Brigade (CAB), 10th Mountain Division stationed at Ft. Drum, NY.

In conjunction with the fielding of the new UH-60M Black Hawk to the 10th CAB, the TBOS will serve as an integral part of the 10th CAB's transition from the UH-60L to the UH-60M aircraft. The TBOS contains a fully-functional representation of the Black Hawk cockpit, is convertible between UH-60L and UH-60M configurations, and is capable of deploying anywhere the CAB deploys.

The most important part of the TBOS is its crew station, with pilot and co-pilot positions that replicate the UH-60L/UH-60M cockpit configurations and is capable of complete mission simulation. The crew station has a 210 degree field-of-view with

sound, motion cueing, and vibration capabilities. These combined capabilities simulate actual flight and ground conditions.

The TBOS delivered to Ft. Drum is the tenth manufactured TBOS device and the eighth device delivered to US Army units. Two of the ten devices produced to date have been delivered to foreign military sales customers to support their initial and currency training in conjunction with purchases of the UH-60M aircraft from the U.S. Government.

Additional TBOS devices are in production and are scheduled for fielding to both active and reserve component CABs as they receive their new UH-60M aircraft.

The UHPO is a full partner with the 10th CAB in the fielding of the division's new UH-60M aircraft and its TBOS. To prepare the 10th CAB's aviators, the UHPO sent its mobile New Equipment Training Team (NETT) to

Ft. Drum.

A critical part of the NET, the TBOS will facilitate training the 10th CAB's L-model pilots to Aircrew Training Manual (ATM) standards while reducing flight hours and resources that would have normally been used by training in the aircraft.

During NET, the Ft. Drum pilots will use two TBOS devices: the TBOS issued to Ft. Drum and the UHPO's own TBOS reserved for executing the program of instruction (POI) for UH-60M pilot qualification.

Realistic Training

The TBOS provides training capability for both normal and emergency aircraft operations, and can be used to train basic, advanced, and instrument flight maneuvers for both qualification and continuation training proficiency. Also, malfunctions can be inserted into the flight simulation singularly or in a combination for flight degradation.



CONTINUING TO MEET TODAY'S REQUIREMENTS WHILE POSTURING FOR THE FUTURE

Celebrating the delivery of the **500th UH/HH-60M**
BLACK HAWK Helicopter to the U.S. Army





Moving TBOS device into the hangar on Wheeler-Sack Army Airfield, Ft. Drum, NY.

U.S. ARMY PHOTO BY MR. JEFF GULER, CH. FLT. SQUADRON, FT. DRUM, NY



TBOS being operated by CPT Erin E. Braswell, Co. A, 2nd Bn., 10th Cbt. Avn. Bde. and CW3 Tavis D. Anderson.

U.S. ARMY PHOTO BY WARREN BROWN

Environmental scenarios available with TBOS include day, night, instrument, night vision goggle (NVG), and extreme weather conditions such as blowing sand or snow or thunderstorm conditions.

Seventy-one ATM tasks from the 1000, 2000 and 3000 series have been certified to be trained in the TBOS by the Army Aviation Directorate of Simulations (DoS) at Ft. Rucker, AL.

The device is also compatible with the Aviation Mission Planning System (AMPS) currently fielded to each unit.

Mission planners in each unit can plan a mission and the aircrew can then load that mission into the TBOS just as they would in the actual aircraft. This allows a complete mission rehearsal to be conducted in the TBOS prior to actual mission execution with the aircraft.

There are currently 21 different visual database options for locations around the world, selectable for use in the TBOS. These database options allow the aircrew to become familiar with any and all terrain that they would encounter during an actual mission.

Each device is capable of sustained independent operations in most weather conditions and is delivered with a generator and a hostile environment kit to protect the device and its occupants from varied extreme weather conditions (e.g., blowing sand).

The set up and tear down time for the TBOS is eight hours, and it takes

four hours to reconfigure between UH-60M and UH-60L. In addition to normal commercial ground trailer transport by a semi-trailer truck, the TBOS has been tested and certified for transport using the Army palletized loading system and also approved for air transport on U.S. Air Force C-17, C-5, and C-130 cargo aircraft.

Augmenting with CAPT

The training POI for the Ft. Drum pilots also uses twenty-eight Cockpit Academic Procedures Tool (CAPT) devices. This portable trainer demonstrates the integrated avionics components that make up much of the M-model upgrades and new pilot interfaces. It uses low-cost hardware for tactical emulation, yet looks and feels identical to the actual aircraft's components.

Using the CAPT, the 10th CAB students will learn the individual operation requirements of several UH-60M components to include the flight management system (FMS), the multi-function display (MFD), the flight director display control panel (FDDCP), the multi-function slew controller (MFSC), and the AN/ARC-231 back up control panel. The compact CAPT

provides instructors with a distributed simulation that is extremely valuable for the simultaneous training of many students, either in the classroom or on the flightline.

With the TBOS and the CAPT, the UHPO is supporting the U.S. Army UH-60M fielding and individual unit requirements to ensure pilot proficiency in the Black Hawk helicopter. Previously, simulators focused on individual pilot training and proficiency. Now, the TBOS provides for even greater capabilities for all important crew mission rehearsals.

These two devices, the TBOS and CAPT, effectively support Black Hawk units in their world-wide missions with a relevant and mobile training capability never before available to the combat aviation brigade.

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LTC B. Heyward Wright is the UH-60A/L/M product manager and Mr. Richard A. King is the assistant product manager (APM) for Training Aids, Devices, Simulators and Simulations (TADSS) and in the Utility Helicopter Project Office, Program Executive Office, Aviation at Redstone Arsenal, AL.

The 12th Combat Aviation Brigade:

An Enduring Aviation Presence in a Dynamic Theatre

Transformation in Europe and 12th CAB Commitment to Partnership Building with NATO Allies

By COL Van J. Voorhees, Jr. and CPT Robert P. Massey



The 12th Combat Aviation Brigade in April 2012 prior to deployment to Afghanistan in support of Operation Enduring Freedom.

U.S. ARMY WINGS OF VICTORY PHOTO

Editor's Note: This is the last in a series of three articles on the transformation and transition of U.S. Army aviation in Europe.

The transformation of the United States Army Europe (USAREUR) was set into motion midway through the last decade and that transformation continues today in a very tangible way. As USAREUR transforms, the aviation assets from the 12th Combat Aviation Brigade (CAB) supporting ground operations throughout Europe, Africa and the Middle East, will adapt to facilitate the needs of USAREUR.

This transformation will generate a streamlined, more adaptive aviation force, capable of supporting American and allied ground forces in full spectrum operations throughout the region. Those efforts have already manifested themselves in the recent humanitarian relief missions flown by the brigade in Montenegro.

As USAREUR's mission transforms in Europe, 12th CAB will adapt to enhance their interoperability with NATO partners. The 12th CAB is the most diverse aviation brigade among active CABs. With aviation assets at Katterbach Army Airfield, Illesheim Army Airfield, Wiesbaden Army Airfield, Stuttgart Army Airfield, and Landstuhl Army Helipad, the 12th CAB boasts a forward deployed power projection capability unlike any other.

In addition to 12th CAB's conventional makeup, it is augmented with the 1st Battalion, 214th Aviation Regiment. This unique organization provides both fixed wing and rotary wing support for VIP transport throughout Europe, has elements currently deployed to Kuwait, and recently com-

pleted a yearlong MEDEVAC company deployment in support of Operation Enduring Freedom (OEF) in Regional Command (RC) South.

These assets make 12th CAB the largest and most diverse CAB in the world, with assault, heavy lift, attack reconnaissance, airfield traffic services, and VIP support capabilities able to respond to the entire spectrum of aviation requirements.

The 12th CAB's support to counterinsurgency and stability operations in Afghanistan and Kuwait is a powerful force, very much in action today. In April of 2012, units from the 12th CAB deployed in support of Spartan Shield in Kuwait and to Afghanistan in support of OEF. In that short time, this diverse force was instrumental in supporting the International Security Assistance Force in all four RCs across Afghanistan, as well as conducting partnership initiatives in Kuwait.

12th CAB's positioning across the Middle East makes them a vital component to the responsible transition of control to the Afghanistan people as well as other strategic initiatives throughout the area of responsibility.

Even with the majority of its aviation forces currently deployed in support of OEF and Kuwait, the 12th CAB is still very much a player in the European and African theatres. The CAB retains an impressive power projection capability, agile enough to respond to global crisis rapidly, but robust enough to self deploy throughout the Balkans and Mediterranean areas of operation.

As USAREUR continues to rotate its subordinate units through OEF, the 12th CAB remains positioned to respond to contingency operations throughout Europe and North Africa with our NATO Partners. As USA-

REUR's role in the world shifts over the next decade, the capabilities 12th CAB provides to the region will remain a critical component to U.S. and NATO interests in Europe.

The Road Ahead

USAREUR's commitment to America's strategic interests and NATO partners in Europe remains strong, and among the force multipliers for those efforts is the 12th CAB. The need for ground forces to adapt to new missions across Europe will require a concerted effort on the part of the 12th CAB. Without question, the need for aviation is great.

U.S. and allied ground forces will continue rotations through the world class Joint Multinational Readiness Center, for follow on missions throughout Europe, Africa and the Middle East, and remain flexible as other contingency operations arise.

Enduring communities, to include those occupied by the 12th CAB at Wiesbaden and Ansbach, will continue to require support from aviation assets, both rotary and fixed wing. This support can only be provided by the 12th CAB.

While the renowned aviation brigade is mindful of its present day obligations, supporting a daily mission set providing support to every RC in Afghanistan and Kuwait, they stand ready to conduct humanitarian aid and contingency operations throughout Europe and the Mediterranean for years into the future.



COL Jay Voorhees commands the 12th Combat Aviation Brigade, currently deployed to Afghanistan, and CPT Robert Massey is the commander of HHC, 1st Bn., 214th Aviation Regiment.

2012 AAAA Fixed Wing Forum Focusing on the Future

By Randy Tisor and Tracey Ayers



Attendees at the 2012 AAAA Fixed Wing Professional Forum in Huntsville, AL June 19.

Representatives from government and industry gathered June 19-21 at the Von Braun Center in Huntsville, AL for the AAAA Army Fixed Wing Professional Forum to explore the near- and long-term unique and varied mission requirements of Army fixed wing aviation.

Despite being somewhat overshadowed by larger and costlier rotary wing aviation fleets, fixed wing was noted to be a vital and indispensable part of Army operations, one that had recently undergone restructuring as a separate project office to better meet the needs of the warfighter.

For MG William T. "Tim" Crosby, the program executive officer for aviation, the mission breakdown was straightforward. "It's a Soldier focus," Crosby said, addressing a large member audience of more than 400 industry partners and Soldiers. "What we owe you, the green-suiters out there in the field, is a one-stop shop.

You've got enough to do worrying about fighting a war that you don't need to call three or four different (project managers), or three or four different commands, trying to get sustainment support and technical advice for your system. We need to provide that one-stop shop for airworthiness and safety."

The Fixed Wing Project Office was stood up in October to function as that one-stop resource for Soldiers as well as industry. COL Brian Tachias was appointed its first project manager and had also been tasked with streamlining the contract and procurement environment to create efficiencies in the management of the fleet.

Efficiencies, Crosby noted, that have already saved nearly \$5 million

with an aim point for much more. Doing more with less, or at the very least, more with the same, Crosby emphasized, is going to be more necessary than ever as the Army faces tougher fiscal times in the years ahead.

Army leadership, he said, is committed to ensuring that the Soldiers at the point of the sword are going to have everything they need to do their jobs despite facing tough budget cuts going forward.

Historically, in order to keep Soldiers properly equipped, acquisitions have usually taken an inordinate hit.

"Quite often, we trade off our investment programs to pay for the short-term requirements," Crosby noted. In this battle, he said, the best place to be is the middle ground.

"What I preach to everybody is balance," he said, stressing the need to keep an eye on future needs within Army fixed wing aviation, and aviation as a whole, while keeping up with day-to-day operational demands.

He strongly emphasized the need to remain invested in the long-term development of aviation programs.

Despite a host of accomplishments to date, PM Fixed Wing, according to Tachias, still has a lot of foundational work to be done, much of it before the end of the current fiscal year. "For the first time in a long time, we have all of Army fixed wing on one spread sheet," Tachias said, noting that many of the programs are still in transition to the full control of his office.

Coordinating the various programs into one, cohesive project office will eliminate a multitude of inconsistencies in maintenance and standardization. Highest on the list of priorities, Tachias said, will be providing one



MG William T. "Tim" Crosby, Program Executive Officer, Aviation, addresses attendees at the recent AAAA Fixed Wing Professional Forum in Huntsville, AL

across-the-board standard for airworthiness and safety. The FW Project Office manages more than 300 aircraft that support missions ranging from personnel transport to reconnaissance and surveillance duties.

One of the highlights of the event was a banquet on Tues. evening at which AMCOM commander, MG Lynn Collyar, addressed the attendees and assisted in presenting unit of the year awards from AAAA, the U.S. Army Operational Support Airlift Agency (OSAA) and the Joint Operational Support Airlift Center.



Mr. Randy Tisor is the deputy public affairs officer and Tracey Ayers is a contractor with Wyle-CAS supporting the PAO at the Program Executive Office for Aviation, Redstone Arsenal, AL.

U.S. ARMY PHOTO BY RANDY TISOR, PEO/AVN PUBLIC AFFAIRS



Representing the Soldiers of Co. A, 641st Avn. Regt., CPT Adam McCarthy accepts the AAAA Fixed Wing Unit of the year award during the AAAA Fixed Wing Professional Forum, June 19, 2012 in Huntsville, AL. Pictured from the left: LTG (Ret.) Dan Petrosky, AAAA President; Mr. Robert G. Sitze and Mr. Kerry L. Lambert from award sponsor, FlightSafety International; MG Lynn Collyar, commanding general AMCOM; McCarthy; his battalion commander, LTC Mark Ulvin; COL Brian Tachias, and COL Brian Diaz, Fixed Wing project manager and TRADOC Capabilities Manager, respectively.

U.S. ARMY PHOTO BY RANDY TISOR, PEO/AVN PUBLIC AFFAIRS



The U.S. Army Operational Support Airlift Agency (OSAA) regional units of the year are recognized during the AAAA FW Prof. Forum, June. 19, 2012 in Huntsville, AL. Shown left to right: CW5 Bradley Brummett, commander of Det. 35, Idaho ARNG, Pacific/Mountain Region; LTG (Ret.) Dan Petrosky; SFC Reese Hendricks, NCOIC of Det. 3, Co. I, 185th Avn. Regt., Missouri ARNG, Central Region; COL Laurence W. Howl, OSAA commander; Missouri State Army avn. off., LTC Thomas Burson; and CW4 David P. Uhlenbrock, ops. off., Det. 1, Co. H, 171st Avn. Regt., Florida ARNG, Eastern Region.

U.S. ARMY PHOTO BY RANDY TISOR, PEO/AVN PUBLIC AFFAIRS



The Joint Operational Support Airlift Center (JOSAC) recognized Fixed Wing Units of the Year during the AAAA FW Prof. Forum, in Huntsville, AL, June 19, 2012. From the left: LTG (Ret.) Dan Petrosky; 2LT Benjamin R. Moment, representing 2nd Platoon, Co. B, 6th Bn., 52nd Avn. Regt., Wisconsin, the Army Reserves Small Aircraft Unit of the Year; MAJ Catherine L. Cherry, from the JOSAC J-3; CW5 Timothy C. Meeks, commander of the Army East Unit of the Year, Virginia State Flight Detachment 26; and representing Missouri State Flight Detachment 40, the Army West Unit of the Year, its commander, CW5 Don M. Muschler.



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FROM THE ARCHIVES

ARMY AVIATION Magazine
Original Article - March 31, 1999 Issue

Special Operations Aviation

Keeping Corrosion at Bay

By CWO 4 Charles B. Lapp Jr.

"You may think that your environment and methods of operations protect your aircraft and equipment from corrosion. Wrong answer!"

Life in the Republic of Panama is hot, humid and downright sultry most of the time. Panama Canal Zone rainfall averages more than 100 inches per year. Add the proximity of the Atlantic and Pacific Oceans into the equation and you have prime conditions for severe corrosion. It's no wonder that the U.S. Army Tropic Test Site conducts major end-item corrosion testing in the Canal Zone. Corrosion happens fast at Howard Air Force Base and it affects everything from aircraft to ground support equipment (GSE) and base BBQ grills.

Okay, "So what?"

You may think that your environment and methods of operations protect your aircraft and equipment from corrosion. Wrong answer! Have you ever done a preflight at 0700 and cursed the dew as it soaked your flight suit? Have you flown in the desert lately? Or landed in a dry lake bed and inhaled the stimulating alkali dust? Have you flown in areas that have high levels of such airborne pollutants as smog or forest fire smoke? Do your aircraft sit on the ramp in the rain? Have you ever canceled a flight due to thick fog? All of these situations contain factors

that cause and promote corrosion.

Simply defined, corrosion is the process of a metal returning to a natural ore state through reaction with the environment. Dirt, dust, sand and salts attract and hold moisture, and this combination will speed the corrosion process. Fog carries airborne contaminants such as nitrates, sulfides and other chemicals. These contaminants and chemicals form corrosive solutions and they will be present on your aircraft.

High temperature will intensify the chemical reaction. Saltwater corrodes absolutely, even stainless steel. Winds from the ocean can carry as much as 100 pounds of sea salt per cubic mile of air. Avionics equipment is particularly susceptible to corrosion-related problems when conditions of heat, humidity, moisture and dirt combine to allow the growth of fungus and molds. The electrolytic properties of the acid by-products can wreak havoc with your boxes! We can never stop the corrosion process completely, but we can slow it down.

Chapter 8 of TM 1-1500-328-23, "Aeronautical Equipment Maintenance Management Policies and Procedures," gives guidance on Corrosion Prevention Control (CPC) procedures and intervals on Army aircraft based on Mission, Design and Series (MDS). H-60-series Black Hawk helicopters are required to have a corrosion inspection every 90 days. However, this interval could be shortened depending on the individual unit mission and the

operating environment. Now comes the hard part. We, as leaders at all levels in the Army aviation community, must ensure that adequate time and resources are allocated to corrosion control and preventive maintenance. This will enhance operational readiness rates, save tremendous amounts of money and keep our aircraft operating well into the 21st century.

The first step in controlling corrosion is to analyze your unit METL and where you operate geographically. Are factors present that promote corrosion? Read Chapter 7 of FM 11-486-29, "Corrosion Prevention and Protection," and decide for yourself. Then do a thorough inspection of your equipment and aircraft. Did you find any obvious signs of corrosion such as rust or pitting?

Did you see anything less obvious, but just as indicative? Look at any place that metals come together. Is the paint or protective coating bubbled? Look closely at rivet heads and joined areas, especially underneath your aircraft. Paint and other protective coatings will mask the corrosion, so look for irregularities such as blistering or flaking. Underneath such areas you will probably find a white powdery substance, which is the product of corrosion. Read Chapter 3 of TM-1-1500-343-23, "Avionics Cleaning and Corrosion Prevention/Control," for a better understanding of what corrosion looks like on different metals.

The most important aspect of cor-

PHOTO BY COW REIN VOZNER (160TH SOAR) (A)

rosion control is to minimize the factors that promote corrosion in the first place. First, keep your aircraft clean. A regularly scheduled, thorough washing is perhaps the best form of preventive maintenance in any corrosion-control program.

Keep the dust, dirt, sand, salts and other contaminants off your aircraft and a major factor is eliminated. This means inside and out. Remove panels, cowlings and covers as required. Pay particular attention to the bottom of your aircraft where contaminants collect. If you operate over the ocean and encounter salt spray on your aircraft, it is extremely important not only to meticulously wash the complete airframe, but also to flush the engine(s) using solvent and water per the applicable technical manual. Do this as soon as possible after flight!

Given the choice, would you park your expensive sports car outside in the driveway or put it in the garage? How much does a helicopter cost these days? So, hangar your aircraft whenever possible! I know that there is not enough space to hangar the fleet worldwide, but think about the following. Sunlight deteriorates paint and protective coatings. Heat

accelerates the corrosion process and can damage components. Precipitation contains contaminants and forms corrosive solutions. Reduce or eliminate this combination of factors! You will save money and enjoy a better operational readiness rate.

Phase maintenance provides an excellent opportunity to inspect for and correct corrosion deficiencies. Inspect any place that metals come together such as joints and seams. Be sure to clean, treat and seal all underneath your aircraft.

Demand that the new hardware be used to buildup, especially in stress-critical areas. Why? Most common hardware is plated with zinc, cadmium, nickel or tin for corrosion protection. Tools remove this plating when the same hardware is used over and over. Corrosion on hardware combined with tension stress can cause catastrophic failure. Are you still skeptical? Read Chapter 3 of FM 11-486-29 and I'll bet you start replacing hardware.

Use approved corrosion-preventive compounds per the applicable TMs. There are several different types in the inventory and a few excellent commercial compounds that are MIL-SPEC-approved for use. They all have

their niche in the corrosion-control process. Treatment intervals should be based upon your operating environment and coupled with preventive-maintenance procedures.

Development of an effective corrosion-control program starts with command emphasis. Realize the importance of corrosion control and allocate the necessary resources to implement a program.

Inspect your aircraft and GSE. Evaluate your unit METL as it relates to your complete operating environment and identify the associated factors that promote corrosion. Corrosion inspections are a requirement, but remain only one part of an effective program.

Your corrosion control/prevention maintenance program should be based upon analysis of unit-specific conditions. Develop, implement and stick with a program. You will save resources, enjoy higher operational readiness and keep the aircraft flyable well into the 21st century.

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CWO 4 Charles B. Lapp Jr. was the Maintenance Platoon leader for Company D, 160th Special Operations Aviation Regiment at Fort Campbell, KY at the time this article was written.



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Maintaining Focus

By Dr. (LTC) Joseph Puskar

Q: *I've been having trouble concentrating while taking language and Master's degree classes, and my wife has noticed that I'm not paying attention, and seem distracted lately.*

Do you think I would benefit from taking Ritalin, or a similar stimulant drug to help with my concentration?

FS: It would be unlikely for you to suddenly develop Attention Deficit Hyperactivity Disorder in your early middle age years. The fact that you made it through a very challenging and rigorous aviation training program, and have served for several years as an aviator makes the diagnosis of adult ADHD even less likely in your case.

Army aeromedical thought and doctrine at the present time makes it highly unlikely that a waiver would be granted for you to fly while taking stimulants, so I would not recommend we try those in your case unless absolutely necessary. No waivers have been granted in recent years for aviators to fly while taking stimulants.

Discovering the Real Issue

Other psychiatric conditions can have many of the same symptoms as ADHD such as depression, anxiety, substance abuse, and bipolar and personality disorders, and these should be ruled out. Some laboratory testing such as thyroid hormone levels and metabolic panels should be done. Neurocognitive testing may be indicated, and if this reveals some deficits, or declines compared to previous testing results if available then we might also consider neuroimaging studies such as MRI.

Other possible considerations in the differential diagnosis might include infectious diseases that can affect the brain such as Lyme or neurosyphilis, multiple sclerosis, prior exposure to neurotoxins such as solvents or other chemicals like pesticides, physical trauma from impact sports such as football or boxing, et cetera. For these

reasons it is important to take a detailed history and physical examination that may provide us some clues of other possible causes of declining attention and memory.

There are several diagnostic classification systems for ADHD to include DSM-IV, and the Utah criteria. From the following list of symptoms (not exhaustive) it's easy to see that it would be difficult for an aviator suffering from true ADHD to complete a rigorous flight training program:

Inattention:

- Often fails to give close attention to detail, or makes careless mistakes in schoolwork or other activities.
- Often has difficulty sustaining attention in tasks or play activity.
- Often does not seem to listen when spoken to directly.
- Often does not follow through on instructions and fails to finish schoolwork, chores, or duties in the workplace (not due to oppositional behavior or failure to understand instructions)
- Often has difficulty organizing tasks and activities
- Often avoids, dislikes, or is reluctant to engage in tasks that require sustained mental effort (such as schoolwork or homework)
- Often loses things necessary for tasks or activities.
- Is often easily distracted by extraneous stimuli.
- Is often forgetful in daily activities.

There are similar lists for hyperactivity such as fidgeting, and impulsivity such as blurting out answers, or difficulty waiting turn.

For a diagnosis of adult ADHD, some of these symptoms should have been present before age 7 years, some impairment must be present in two or more settings such as school, work, or home, and there must be impairment in social, academic, or occupational functioning. Adults who have retained some, but not all, of the symptoms of childhood ADHD may be diagnosed

as having ADHD in partial remission.

Utah criteria include a childhood history of ADHD, adult symptoms of hyperactivity and poor concentration, and affective lability such as a hot temper, inability to complete tasks and disorganization, stress intolerance, and impulsivity.

Finding a Solution

If you do not meet the above-listed major diagnostic criteria the odds are you don't have true ADHD, and do not really need stimulants to enhance your performance.

Maintain a good, healthy diet. You may want to consider supplementing your diet with omega-3 fatty acids, or eat fish at least three times per week. Recent studies seem to confirm the benefits of omega-3s in preventing loss of neurons in people who have high levels in their diets over their lifetimes compared to those who don't. *Regular exercise*, and particularly aerobic exercise, is very beneficial for brain health, so do this at least three or four times per week. Plenty of *good quality sleep* is crucial to your cognitive performance, and moderate your alcohol and caffeine intake.

A small decline in your neurocognitive performance as you age, and aggravated lately by all the stress you have been under from recent moves, managing your business activities, academic workload, and the responsibilities of a family man with young children is most likely what is happening in your case, and not at all out of the ordinary!

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.

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



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



Maintaining Continuity

By COL (Ret.) Robert D. Carter

The summer brings change to a lot of organizations. In the military, the typical permanent change of stations creates turbulence and presents challenges for maintaining continuity in any unit. Our Association is no different. Because a lot of our chapters are focused around our military organizations that turbulence crosses into AAAA.

Our other chapters also face change when people retire, change positions, or decide to pursue other ventures.

Some would use the old adage “Out with the old and in with the new” but others say “change is good and allows an organization to grow”.

Whatever our situation maintaining continuity through some process allows an organization to move forward and not lose the inertia or vision of the future.

Executive Board Composition

The structure of your chapter executive board is critical to running your program. The executive board is the core of your operations and sets a foundation for what the chapter is doing or is going to do.

Resetting your executive board all at once can be detrimental. A lot of times I have heard “what did we do last year?” Who is going to answer those questions if the total board is new? Our chapters have different demographics so each will have to determine the best method for maintaining continuity.

One practice would be to rotation half of your board each year or maybe a third each year depending on members. Others have the opportunity to have stable boards for several years but they also will be presented with the challenge of change at some time in the future.

Elections

Once your chapter has determined that you require a change in your executive board, remember your elections. Election of your executive board requires a vote from your chapter members.

Information on conducting your elections is contained in Section III of the AAAA Info File. It shows sample ballots and provides assistance from National if needed. Once your new board has been confirmed, don’t forget to notify the National Office.

An Acceptance Form is contained in Section III and allows National to adjust their roster so that the flow of information to the new chapter officers get to the right person.

Whether it is the president, membership VP, treasurer, or secretary, there is pertinent information that National pushes out to the chapters.

Updating the National Office with your new slate of officers provides that continuity with AAAA.



Mid-Atlantic Chapter members conduct a chapter meeting during the 2012 Annual Professional Forum in Nashville, TN.

Recognition of Service

It is important to recognize the volunteers that keep our chapters and Association going.

For the executive board members there are two different awards. One is a lapel pin for recognition of Past Presidents and the second is a pin for the acknowledgement of the remaining past officers. The procedure for obtaining these pins from National is also contained in Section III of the Info File. Various certificates are also available and would be appropriate for presentation for service to your chapter and AAAA.

The goal is to keep improving our chapters and Association over the years and it is critical to maintain the continuity so that we can achieve that success.

As your VP for Chapter Affairs, I will use this column to highlight procedures that assist you in meeting your individual Chapters’ goals.

Please feel free to contact me if you want or need help for your Chapter or to obtain clarification of National procedures.

If you have an idea of a subject that needs to be transmitted across our 72 Chapters, let me know and I will use this column as the voice across the Association. As a reminder my email address is bob.carter@quad-a.org, drop me a line.

See you next month and thanks for the opportunity to serve the Aviation Soldiers and their families.



COL (Ret.) Bob Carter
AAAA Vice President for Chapter Affairs



Listen and Learn

By CW5 Mark W. Grapin

There are two communications loops we don't speak of enough: the first being the needs of the families of our Aviation Soldiers; the second being the level of effort required for our Industry Partners to respond to the needs of our Aviation Warfighter. My mind is never far from Army Aviation and I found myself at my oldest son's Boy Scout Court of Honor marveling at how he saw the world.

Eric had focused hard over the preceding months, earned two rank advancements in his Troop, and his Tootin' Chip, and eleven merit badges since his last Court of Honor. For him, this had become normal; and the energy that would have undoubtedly been sunk into the newest version of Angry Birds was now being wholly invested into the requirements for his next advancement, merit badge, or activity.

The forehead smack for me during his Court of Honor was the scope of normalcy and his interactions with the Chair of the Troop Advancement Committee. You see – most of a generation above Eric would first identify Mr. Donald E. Kinner as “the guy in the wheelchair.” For this young Grapin Scout, Mr. Kinner was simply the Advancement Chair and a Merit Badge Counselor. For Eric, this was just what it was; not a condition of communication, but a function of it.

Eric's not very tall, so he looks straight across at Mr. Kinner during their meetings. And while I would have to take a knee to converse comfortably with Don, Eric's automatic shift from looking up to horizontally didn't appear to be the slightest affected by the seating imposed upon one member of their conversations. It simply is.

Eric appears to have gained from each of their interactions, to have learned what was being taught by Mr. Kinner, and he appears to have enjoyed their interactions.

Listening Across the Spectrum of Service

Eric never looked at Mr. Kinner as “you've not done what I've done,” and his having uttered those disrespectful words would have garnered my immediate parental attention. But not even a month earlier, on the exhibit floor of our Army Aviation Professional Forum and Exposition, I noted a certain young Soldier who appeared to have been giving the what-for to an industry partner displaying his wares.

My first impulse was to offer this Soldier some suggested improvements on interactive communication. But biting my tongue, just within earshot, I watched.

There can't be anything sexy or sophisticated about carrying cases; but this dignified and quiet entrepreneur in that very business, who was otherwise unknown to the Soldier, clearly knew how to listen, and had made listening an art form that I found I wanted to enroll into a school for which he was a Professor. He asked where the Soldier had been and what he had seen. And while storage needs were somewhere at the bottom of the line of questioning, this conversation was just that: a conversation where two people get to know one another.

This Aviation Soldier returned from his last deployment, remembering each challenge to his missions; and the industry partner had stopped everything he was doing – not to make a sale, but to listen to this Soldier who likely couldn't have afforded the first product this industry partner was displaying.

For this exchange, the Soldier's name matters not. But for Peter J. Martin, president and CEO of Ameripack in Robinsville, New Jersey, this was – and is – normal. Peter's inherent generosity, and ability to listen and learn, epitomizes the qualities of those who provide our Aviation materiel. He saw the Soldier not for how he was fail-



BSA Troop 140 Scoutmaster Jeffrey L. Ihnen (left); Eric C. Grapin, newly-advanced 2nd Class Boy Scout; and Donald E. Kinner, Troop 140 Advancement Chair at the Troop 140 Court of Honor, Falls Church, VA, 4 June 12.

ing in the courtesy component of the conversation, but as a servant of our Nation, who wakes up each morning to each challenge that serving in uniform brings. Peter Martin, I'm sure, is just the tip of the industry partner iceberg of the legions of people who head to their offices each morning, and produce the wares necessary for our mission success in Army Aviation.

Don Kinner, I'm also sure, is just the tip of the iceberg of the regiments of leaders in our communities who are quietly shaping how the youngest members of our families see the world and the individuals who populate it.

Small Business Membership Programs

The exhibit floor at our professional forums are each attended and staffed by businesses of every size – some are household nameplates, and some are much more modest in scale.

For the latter, Quad-A has established a pair of programs for Associate and Sustaining Membership, each tailored to small businesses such as proprietorships and partnerships.

Details on these, and each of the membership programs, are further described in the AAAA InfoFile, and I welcome your questions at mark.grapin@quad-a.org.

❖❖
CW5 Mark W. Grapin
AAAA Vice President for Membership



Reflections on “Generation Me”

By Judy Konitzer

The AAAA annual convention in April afforded many of us an opportunity to learn about “Differences between the Generations” during a professional presentation for spouses. Dr. Jean Twenge, author, social commentator, and Professor of Psychology at San Diego State University, gave us an enlightening as well as sobering perspective on young people, whom she calls “Generation Me” (Millennium Edition) born in the 1970s, 80s, and 90s from her book *Generation Me: Why Today’s Young Americans Are More Confident, Assertive, Entitled—and More Miserable Than Ever Before*.

Twenge based this proposition on findings from the largest intergenerational research study ever conducted. Information was obtained from data collected from 11 million respondents spanning six decades. What this revealed was how profoundly different today’s young adults are and what it means for them to be individuals in today’s society.

How Culture Affects Labeled Generations

Generations have labels like Baby Boomers, Generation X and Generation Y, and a combination of this later group, Generation Me. Looking around Dr. Twenge’s audience in Nashville, we certainly covered this span. From Baby Boomers and older, to Twenge’s four month old daughter, we heard that generations are about a culture, and today’s kids are not raising themselves.

They are doing exactly what the culture (parents, teachers, media) are teaching them to do. And growing up in the 1950s vs. now is almost as different as growing up in the U.S. vs. China. Unlike the Baby Boomers, this group did not have to march in a protest, or attend a group session to realize that their own needs and desires were paramount. Reliable birth control, le-

galized abortion, and a cultural shift toward parenthood as a choice made this group the most wanted generation of children in American history.

Television, movies, and programs from nursery through high school with teachers feeling the need to make children feel good about themselves have contributed to making this group take for granted they are independent and “Special.”

Growing up in a Narcissistic Society

Twenge expounded that “Gen Me” has created a profound shift in the American character, which ultimately will cause a daunting challenge for the new century. Young people are experiencing a society where technology, such as the internet and smart phones are “on demand” and the language of self is their native tongue.

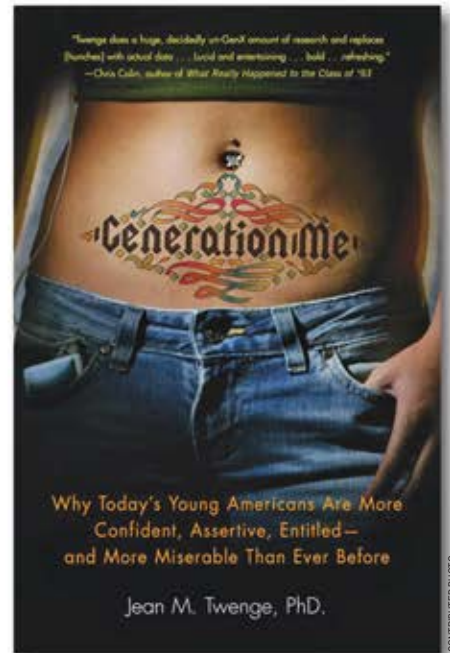
The individual comes first, and feeling good about yourself has been a primary virtue. The cultural focus on self-admiration began with the shift towards focusing on the individual in the 1970s. Parenting became more indulgent, celebrity worship grew, TV became a showcase for narcissistic people, and the Internet brought useful technology, but with it the possibility of instant fame and a “Look at Me” mentality.

At the same time it connected yet isolated us, which ultimately affected our social life from personal relationships to community and civic life.

Today’s culture is tilted toward a narcissistic focus on appearance, money, and fame, and is causing a flight from reality to the land of grandiose fantasy. Five times as many Americans undergo plastic surgery and cosmetic procedures as 10 years ago.

High school students physically attack classmates and post You Tube videos of the beatings to get attention.

Some athletes use performance-enhancing drugs, grades get inflated to produce “genius” students, and



for the past several years Americans have been piling on debt to their credit cards, and buying homes with loans far beyond their ability to pay - at least until the mortgage melt-down led to a financial crisis. Why?

Because overconfident homebuyers claimed they could afford houses that were too expensive for them, and greedy lenders were willing to take big risks with other people’s money!

Previous generations believed that if you were brought up too high, you would be arrogant, self-centered, and difficult to get along with.

Twenge feels they probably could have had more emotional expression back then. However, now we are telling kids they are special, thus they deserve special treatment. So why should they care what others think? “Maybe young people weren’t brought up to be lazy; they were just brought up to expect too much,” said Twenge.

Challenges Affecting Generation Me

Twenge emphasized that this is not



Celebrating a Half-Century of Service

Beginning in next month's issue of *ARMY AVIATION*, we will present a monthly column written by Foundation President COL (Ret.) Tom Harrison discussing the history and development of the program and highlighting key events over the past 50 years.

We will also begin a new section in *ARMY AVIATION* magazine where we will focus on Foundation and local fundraising efforts and recent donors.

Save the Date

April 13, 2013

AAAA Forum Banquet to benefit the Scholarship Foundation

More information about the Scholarship program and how to donate is available at www.quad-a.org.

ed person, it now takes two college-educated earners to achieve the same standard of living.

Many teens feel that the world de-

mands perfection in everything, and some are cracking under the pressure.

Many expect to go to college, to make lots of money, and perhaps even be famous. However this generation enters a world in which college admissions are increasingly competitive, good jobs are hard to find and even harder to keep, and basic necessities like housing and health care have skyrocketed in price.

Many people reaching their twenties also find that their jobs do not provide the fulfillment and excitement they anticipated, and their salary isn't enough to afford even a small house.

The Positive Side of Gen Me

On a positive note, however, Twenge reports this generation is outgoing, more comfortable meeting strangers, assertive, and the most tolerant and least prejudiced generation in history believing in equality in gender, race and sexual orientation.

Youth volunteer efforts have risen in the last decade especially when time spent volunteering did not conflict with other goals. They want to make a difference, but they want to do it in their own way. Gen Me believe people should follow their dreams and not be held back by societal expectations.

Taking jobs in cities far from one's family, girls wanting to join boys' sport teams, or a college student wanting to become an actor when his parents want him/her to become a doctor are not actions or desires that are considered selfish today although they may have been in past generations.

This is the good part of the trend – being able to enjoy unprecedented freedom to pursue whatever it is that makes us happy.

The Dark Side Facing Generation Me

But these high expectations in an increasingly competitive world have led to a darker flip side. With a disproportionate sense of self worth and a lack of resiliency skills needed when Mom or Dad can't fix something, it is easier to blame other people for problems which can cause one to sink into anxiety and depression.

Here is an increasing gap in what they have and what they want. And the focus on self has radically changed sexual behavior. Parents today have to worry not only about high school sex, but also about junior high school sex.

Where there is a known obesity ep-

idemic, it is possible that narcissism could become an epidemic. So, is the common notion of building self-esteem crossing over into narcissism? Herein lies the difference and where Twenge makes some recommendations.

Recommendations for a Better Balance

Building self-esteem isn't linked to success, and high self-esteem does not cause good grades or good behavior.

Twenge recommends teaching self-control, hard work and taking responsibility for one's own actions. Working hard does not mean doing homework while texting, watching TV, and monitoring Facebook, with results mattering, not just the time put into it. Parents should emphasize self-efficacy with a "You can do it" attitude and then expect them to do it.

Teaching respect for others and being compassionate and able to focus on relationships is what differentiates someone with good self-esteem with narcissists, who are more self-centered with an inflated sense of self.

Yes, narcissists have high self-esteem, but only in individual areas because they feel special, and therefore feel they deserve special treatment.

Objectively narcissists are "legends in their own minds." Someone with high self-esteem focuses on relationships while narcissists tend to focus on what others can do for them.

Twenge's research and writings suggest there are a growing number of narcissists, but this may just reflect being caught up in a narcissistic societal trend.

Younger people bear the brunt of these changes because this is the only world they have ever known.

Dr. Jean M. Twenge is a Professor of Psychology at San Diego State University. She is the author of *The Impatient Woman's Guide to Getting Pregnant*, and *Generation Me* and the co-author of *The Narcissism Epidemic*. She lives with her husband and three daughters in San Diego, CA and can be contacted at jeantwenge@gmail.com

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

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

AeroVironment Receives \$15.8M Initial Order for RQ-11B Raven Small Unmanned Aircraft Systems and New Payload



DOD PHOTO BY U.S. AIR FORCE TECH. SGT. ERICAJ. KNIGHT

SPC Corey Lee, a military police officer with the 603rd Military Police Company, launches an RQ-11 Raven unmanned aerial vehicle June 23, 2012, during exercise Global Medic 2012 at Fort Hunter Liggett, CA.

AeroVironment, Inc., Monrovia, CA, announced on June 1, 2012 it received a \$15,813,406 firm fixed-price authorization to perform on May 22, 2012 from the U.S. Army as the initial portion of a contract action with a total projected value of \$65,889,191. The order includes RQ-11B Raven systems, new miniature gimbaled payloads and initial spares packages, and is funded from the Army's fiscal 2012 procurement budget. Delivery of systems, spares and payloads is scheduled for completion by April 30, 2013. The RQ-11B Raven unmanned aircraft system is a 4.2-pound, back-packable, hand-launched sensor platform

that provides day and night, real-time video imagery wirelessly to a portable ground control station for "over the hill" and "around the corner" reconnaissance, surveillance and target acquisition in support of tactical units. AeroVironment unveiled its Mantis™ line of miniature gimbaled sensor payloads on April 1, 2012; weighing 450 grams, the ruggedized, multi-axis Mantis i23 houses an electro-optical and infrared thermal video sensor in addition to a laser illuminator. The single payload replaces two separate sensor payloads on the Raven air vehicle, delivering daytime and nighttime capabilities from a single package. Each Raven system typically consists of three aircraft, two ground control stations and spares.

Unitron Cav Hat Goes to Redstone NCO



UNITRON COURTESY PHOTO

MSG Luis Rodriquez assigned to the Program Executive Office, Aviation at Redstone Arsenal, AL was the winner of a drawing held by Unitron, Inc. for a cavalry hat during the AAAA Annual Professional Forum and Exposition in Nashville, TN in April. He was presented his hat by senior sales manager, MAJ (Ret.) Gregory A. Riley, at the Unitron exhibit booth. Unitron, a leading

manufacturer of solid-state power conversion equipment, manufactures the smallest and lightest weight ground power units (GPUs) available in the industry.

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

ASRC Primus, Greenbelt, MD, was awarded a \$10,115,260 firm-fixed-price contract to provide for services in support of aircraft refuel/defuel at Fort Rucker, AL. Work will be performed at Fort Rucker, AL, with an estimated completion date of Dec. 16, 2013.

The Boeing Co., Mesa, AZ, was awarded a \$97,268,761 firm-fixed-price contract to provide for the modification of an existing contract to procure Block III Apache AH-64D attack helicopters in support of Foreign Military Sales. Work will be performed in Mesa, AZ, with an estimated completion date of Dec. 30, 2017.

EADS - NA, Herndon, VA, was awarded a \$26,000,000 firm-fixed-price contract to provide for the modification of an existing contract to supply contractor logistics in support of the Light Utility Helicopter Program. Work will be performed in Columbus, MS, with an estimated completion date of Dec. 31, 2012.

General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded an \$8,511,974 cost-plus-incentive-fee contract to provide for the modification of an existing contract to supply incremental funding in support of operational test and evaluation. Work will be performed in Poway, CA, with an estimated completion date of Nov. 30, 2012.

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POTM

PEOPLE ON THE MOVE

Aviation General Officer Promotions/Assignments



U.S. ARMY PHOTO

The Secretary of Defense Leon E. Panetta announced on June 28 that the President has nominated **MG James O. Barclay III**, for appointment to the rank of lieutenant general and for assignment as deputy chief of staff, G-8, U.S. Army, Washington, D.C. Barclay is currently serving as assistant deputy chief of staff, G-3/5/7, U.S. Army, Washington, D.C.



U.S. ARMY PHOTO

The chief of staff, Army announced on June 8, the assignment of **MG Warren E. Phipps Jr.**, deputy director for regional operations, J-3, Joint Staff, Washington, D.C., to deputy commanding general, Army North/Fifth U.S. Army, Fort Sam Houston, TX.



U.S. ARMY PHOTO

The Secretary of Defense Leon E. Panetta announced on June 27 that the President has nominated **COL Clayton M. Hutmacher**, for appointment to the rank of brigadier general. Hutmacher is currently serving as the commander, U.S. Army Special Operations Aviation Command, Fort Bragg, NC.

Changes of Command

Wilkinson Takes the Darkhorse Reins



U.S. ARMY PHOTO BY SSG ROCK BRANCH, WITH SCAR PUBLIC AFFAIRS

Incoming commander **LTC Scott D. Wilkinson** (left) receives the 2nd Battalion, 160th Special Operations Aviation Regiment (Airborne)

colors from regiment commander, COL John W. Thompson, during the Darkhorse battalion change of command ceremony at Fort Campbell, KY, June 12. Wilkinson assumed command from outgoing commander LTC Phil J. Ryan.

Charter Activation

UAS Mod Gets New PM



U.S. ARMY PHOTO BY STEPHANIE JOHNSON

Brad Huhlein accepts the colors from COL Timothy Baxter, project manager for Unmanned Aircraft Systems during a change of charter ceremony June 21 in the Bob Jones Auditorium. Huhlein assumes responsibility of the UAS Modernization product office from LTC Matt Munster (right), who was recently retired on May 24 during a ceremony on Redstone Arsenal, AL.

First Transport Aircraft PD



U.S. ARMY PHOTO BY RANDY TISOR, PEO AVIATION PUBLIC AFFAIRS

LTC Johnathan B. Frasier, right, receives the charter as product director for Transport Aircraft from COL Brian Tachias, project officer for the Fixed Wing Project Office, PEO Aviation, during a ceremony June 6. Frasier officially became the first product director for Transport Aircraft during the assumption of charter ceremony held in Bob Jones Auditorium at the Sparkman Center on Redstone Arsenal, AL. The Transport Aircraft Office will oversee more than 200 Army fixed-wing aircraft with an estimated combined value of more than \$4 billion.

Join The Professionals!



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Common Engine PD Gets First PD



U.S. ARMY PHOTO BY RANDY TISOR

LTC Roger Kuykendall speaks during an assumption of charter ceremony for the new Common Engine Product Office, Utility Helicopters Project Office, PEO Aviation. Kuykendall officially became the first product manager for the newly created office during the ceremony held June 14 at the Bob Jones Auditorium at the Sparkman Center, Redstone Arsenal, AL.

Forrest Takes Over SEMA PO



U.S. ARMY PHOTO BY TRACEY AYRES, FIXED WING PROJECT

COL Brian Tachias, center, passes the charter for the Special Electronic Mission Aircraft Product Office to **LTC Brian Forrest** during a change of charter ceremony June 26 at the Bob Jones Auditorium. Forrest assumed the product manager responsibilities from LTC Jong Lee, left.

Change of Responsibility

USASOAC Changes Command Chief Warrant Officer



USASOAC PHOTO BY MAEMILY POTTER, USASOAC PRO

CW5 Robert D. Witzler receives the U.S. Army Special Operations Aviation Command Colors from COL Clayton M. Hutmacher, USASOAC com-manding officer, during a change of Command Chief Warrant Officer ceremony at Meadows Field, Ft. Bragg, NC, June 29. In a precedent setting ceremony for USASOAC, CW5 David F. Cooper relinquished CCWO responsibility to Witzler. Cooper became the first CCWO of USASOAC when the unit

POTM

PEOPLE ON THE MOVE

provisionally activated in March 2011. Later in the day, the Distinguished Service Cross recipient and member of the Army Aviation Hall of Fame retired after 27 years of service. Witzler assumed CCWO responsibility following his assignment as Regimental Warrant Officer of the 160th Special Operations Regiment (Airborne), Ft. Campbell, KY. The Army is implementing CCWO positions in all combat aviation brigades.

Hedrick Assumes Responsibility at 3-160



CSM Todd W. Hedrick (center) inspects the Noncommissioned Officer Sword, as he assumes responsibility for 3rd Battalion, 160th Special Operations Regiment (Airborne) from CSM Estevan Sotorosado during a ceremony at Hunter Army Airfield, GA, on June 14. Battalion commander, LTC William T. Golden IV (left), presided over the transfer of responsibility.

Deployments/Redeployments

Warrior Brigade Returns Home



COL John Novalis (left), the brigade commander for the 1st Air Cavalry Brigade, 1st Cavalry Division, and CSM Glen Vela (right) the brigade's senior enlisted adviser, uncase the brigade's colors during a welcome home

ceremony at Cooper Field, Ft. Hood, TX, May 28. The brigade's Soldiers just returned from a yearlong deployment to Afghanistan in support of Operation Enduring Freedom.

Awards

DFC Awarded to Wilson



CPT Andrew T. Wilson receives the Distinguished Flying Cross from MG Anthony G. Crutchfield, U.S. Army Aviation Center of Excellence and Fort Rucker commanding general, as Wilson's wife, mother and nephew look on. Wilson and his crew of "DUSTOFF 72" responded to multiple urgent MEDEVAC point-of-injury missions in support of Task Force Bastogne and Operation Strong Eagle in Afghanistan's volatile Kunar Province in 2011. Wilson completed seven turns in hostile territory to evacuate six critically wounded American Soldiers and retrieve the bodies of three American Soldiers killed in Action.

Herring Awarded Purple Heart



1LT Edwin J. Herring receives a Purple Heart from MG Anthony G. Crutchfield, U.S. Army Aviation Center of Excellence and Fort Rucker commanding general, during a ceremony on June 8th at Ft. Rucker, AL as his son, Eddie, 4, stands by his side. Herring received the award after suffering traumatic brain injuries as a result of 17 improvised explosive device attacks within a three month period during the surge of 2007 in southwest Baghdad, Iraq.

Retirements

Cavalier Takes Final Flight



COL Michael P. Cavalier is "wet-down" by the Redstone Arsenal, AL fire department and his wife Carrie as he completes his final flight at Redstone Army Airfield on June 7th after 28 years of Army Aviation service. Cavalier, who is retiring this month, serves as the Joint Attack Munition Systems Project Manager in charge of the acquisition and fielding of HELLFIRE missiles, HYDRA 2.75 rockets, Small Guided Munitions and the Joint Attack Guided Missile. He previously served as the product manager for Longbow Apache at Redstone Arsenal.

ARSOAC First CCWO Retires



CW5 David Cooper receives his Certificate of Retirement from MG Kevin W. Mangum. He also received the Legion of Merit and was inducted into the Gold Honorable Order of St. Michael at his retirement ceremony, June 29, at the Airborne and Special Operations Museum in Fayetteville, NC. The first Army Aviator to receive the Distinguished Service Cross non-posthumously since the Vietnam War, he retired after 27 years of service. A former Regimental Warrant Officer at the 160th Special Operations Aviation Regiment (Airborne), he served as the first Command Chief Warrant Officer of the newly formed U.S. Army Special Operations Aviation Command.

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Flight School Graduates

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) courses at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class.

38 Officers, June 1

UH-60 Track

WO1 Mitchell S. Cooke * - DG
 LT Clarence J. Schrieber - DG
 LT Stephen D. Carlson - HG
 WO1 Richard P. Corley - HG
 WO1 Zachary A. Wolfe * - HG
 LT Dean R. Burgess *
 WO1 Shawn A. Diggs *
 LT Bryce R. Greenwood
 WO1 Joshua Groth
 LT Matthew G. Hanks
 LT Michael A. Hardaker
 WO1 Gabriel A. Hernandez
 WO1 Jordan M. Hodge
 WO1 Wesley B. Justmann *
 WO1 Scott Karpinsky *
 WO1 Wayne W. Knight *
 WO1 Gamaliel Martinez *
 WO1 Eric Nanney
 WO1 Elena S. Norman *
 WO1 Phillip Ohlis *
 LT Richard Recordon *
 LT Brandon J. Scott *
 WO1 Jason M. Schiappa
 WO1 Jordan Steven
 CPT Jason B. Turner
 WO1 Stephen J. Von Fange *

IERW UH-60A/M Track

WO1 Matthew Christopher - HG
 LT Benjamin A. Schneider - HG
 WO1 Justin W. Barnes
 LT Daniel P. Caron *
 WO1 Emilio R. Green
 WO1 Benjamin Howard
 LT Matthew C. Kiss *
 LT Sarah L. Latza
 LT Michael R. Mansfield *
 LT John W. Quinlan
 LT Neal Redman
 WO1 Brendan J. Powers

54 Officers, June 14

IERW AH-64D Track

WO1 Keith D. Benner - DG
 LT Ryan Kirkeby * - DG
 LT James R. Duffy * - HG
 WO1 Bret A. Mathewson - HG
 CPT Brian E. Alexander
 WO1 James E. Ashenbner *
 LT Jacob D. Bailey
 LT John P. Carey *
 LT Michael Cavalier *
 WO1 Nathaniel J. Fortin
 WO1 Derek J. Galligar
 LT Scott T. Garinio
 LT Brandon L. Hall *
 WO1 Brian R. Hannon
 WO1 Nathanael Herrera
 CPT Joshua T. Kelly
 WO1 Daniel S. Pusey
 WO1 Paul Scott
 LT Kimberly Smith
 LT Terrence Strahan
 WO1 Michael C. Wagner

IERW CH-47D Track

LT Christopher D. Gericke *
 WO1 Robert W. Halfpap

IERW UH-60A/M Track

WO1 Benjamin Stoddart * - DG

UH-60 Track

LT Daniel W. Hubert * - DG
 WO1 Jason D. Wilcox * - DG
 WO1 Brandon R. Harbaugh HG
 WO1 Theodore A. Kelso - HG
 WO1 John W. Vadakin * - HG
 WO1 Joseph Babst
 WO1 David P. Beauvais *
 WO1 Michael Beck
 WO1 Jeffrey A. Blakeman *
 WO1 David A. Cash
 LT Richard R. Fox *
 WO1 Jonathan C. Guibord
 WO1 Michael J. Hardt
 WO1 Preston W. Hill *
 WO1 Arel L. Hunt *
 WO1 Jesse I. Jones
 LT Bradley R. Jorgensen
 WO1 Matthew R. Muntifering *
 LT Andrew J. Parker *
 WO1 Jason P. Riemer *
 WO1 Joshua R. Straits *
 WO1 Bruce E. Sutherland *
 WO1 Brian M. Tingle
 WO1 Scott A. Walter
 WO1 Jay C. Welk *

IERW UH-60 Track

WO1 Shane A. Glass - DG
 LT Katrina R. Hopkins - DG
 WO1 Blake S. Arrington * - HG
 WO1 Joseph L. Overstreet - HG
 WO1 Zachariah Swedberg* - HG
 WO1 Adam M. Anaya
 LT Kerl L. Anderson
 WO1 Christopher Brennan
 WO1 Joshua Burke *
 WO1 Ryan E. Davis
 WO1 William L. Gahn *
 CW2 Justine S. Hsia
 WO1 Wallace M. Kand
 LT Glenn A. Kasper
 LT Bryan D. Lee *
 WO1 Jonathan E. Marsh
 LT Robert J. Nicklaus-Ratliff
 WO1 Shawn O'Brien *
 WO1 Chase C. Rushing
 LT Clark J. Splichal
 WO1 Michael T. Watts *
 WO1 Richard Wienches

38 Officers, June 28

AH-64D Track

WO1 Richard S. Bryant

OH-58D/R Track

LT Amy L. Hawthorne * - DG
 WO1 Jesse J. Runge - DG
 WO1 Austin K. Scott - HG
 WO1 Marty D. Conaway
 WO1 Christopher S. Gayne
 LT Hulon M. Holmes *
 LT Tomas R. Martinez
 WO1 Brian K. McDonell
 WO1 Jacey L. Shack
 WO1 Andrew Ward
 LT James I. Watson *
 WO1 Denico Woode *

UH-60 Track

WO1 Jeffrey R. Timmick - DG
 LT Cory Albertson
 WO1 Jason D. Wilcox * - DG
 WO1 Alinson J. Rusine
 LT Sean W. Schultz
 LT Colin Skowronski
 LT Kaitlyn M. Stasiewicz *
 WO1 Jonathan A. Szopinski

UAS Operator Graduates

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

Shadow UAS Operator Course

Class: 12-530/532

48 Graduates, May 16, 2012
 PV2 Justin A. Fredette - HG
 SPC Christopher W. Lowe - HG
 SGT Neil G. Connolly
 SGT Eddie L. Keller
 SGT Christopher L. Raynor
 SGT Brian A. Weir

CPL Cody W. Odom
 SPC Breden J. Besaw
 SPC Andrew L. Couser
 SPC William Drumheller
 SPC Joshua D. Flynn
 SPC Gary A. Niemeyer
 SPC George W. Reynolds
 SPC Matthew J. Reynolds
 SPC Douglas R. Robillard
 SPC Kenneth S. Spann
 SPC Matthew S. Soucy
 SPC Christopher C. Taylor
 PFC Joshua W. Coker
 PFC Bryant A. Dooley
 PFC Ciera J. Eastman
 PFC Billy J. Hammonds
 PFC Joseph A. Murphy
 PFC Cody M. Smith
 PFC Randolph S. Sutton
 PFC Samuel I. Torres
 PV2 Brandon D. Bowen
 PV2 Christopher W. Brown
 PV2 Jacob Q. Casillas
 PV2 Clayton W. Colston
 PV2 Richard H. Dejong
 PV2 Vi R. Do
 PV2 Robert C. Drummond
 PV2 Robert W. Espeseth
 PV2 Kenneth J. Fierle
 PV2 Alexander J. Gonzalez
 PV2 Micheal P. Kelly
 PV2 Shannon E. Krand
 PV2 Jonathan M. Morris
 PV2 Vicki H. Ngo
 PV2 Eliseo F. Pulido
 PV2 Jonathan S. Richmond
 PV2 Nathan C. Sell
 PV2 Brendan M. Shavers
 PV2 Tanner J. Smith
 PV2 Tyler W. Todd
 PV2 Zachary T. Wallace
 PVT Mackenzie L. Salas

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

AAAA NEWS SPOTLIGHT

Connecticut Chapter Teams to Support House of Heroes

Over the past Memorial Day weekend, the recently established House of Heroes Connecticut Chapter (HOHCT) honored and assisted three veterans, including a WWII Army Air Corps soldier, through no-cost home repairs and improvements that exceeded \$30K in value. They accomplished this through the generosity of the AAAA Connecticut Chapter, over 200 supporters, 50 business sponsors, 40 volunteers, 20 craftsmen and one member of Congress. U.S. Senator Richard Blumenthal (D-CT) supported the efforts by presenting U.S. flags flown over the Capitol to each of the three veterans. LTC (Ret.) Bill May, a 31 year member of AAAA and the Chairman and a driving force behind the establishment of HOHCT expressed his thanks to all. House of Heroes, Inc. was established in 2000 in Columbus, GA and the HOHCT Chapter is just the third in the nation. Over 500 veterans have been assisted by the group whose motto is "Make a Difference in a Day." House of Heroes encourages all AAAA Chapters to get involved. More information can be found at www.HOHCT.org or 'like' the House of Heroes Connecticut Chapter page on Facebook.



LTC (Ret.) Bill May (front row kneeling far left in hat), Chairman of House of Heroes Connecticut Chapter (HOHCT), and volunteers prepare to spend Memorial Day 2012 assisting and honoring local area veterans with no-cost home repairs and improvements.

More information can be found at www.HOHCT.org or 'like' the House of Heroes Connecticut Chapter page on Facebook.

AAAA-sponsored Aviation Caucus Breakfast

On May 31st, AAAA sponsored the third Aviation Congressional Caucus meeting featured as an industry themed breakfast at the Rayburn Building on Capitol Hill. Bill Harris kicked-off the breakfast thanking the assembled members of Congress for their support of Army Aviation on behalf of the 18,000-strong members of AAAA.

Mike Herschberg president of the American Helicopter Association, also provided opening comments which included an insightful analysis of the state of rotary wing engineering design emphasizing that industry has not developed a new airframe design for several decades.

Although Representatives Mo Brooks (R-AL) and Mark Critz (D-PA) provided opening comments for the breakfast with a strong and heartfelt thanks to the Soldiers, civilians and families who support Army Aviation, it was clear that the leaders of industry were more than determined to voice their concerns on the current state of the budget and the potential effect it has on the general health of aviation programs.

Of particular interest was the response of the assembled members. Most were concerned about the impending Sequestration based on the Congressional Budget Act of 2011 which mandates automatic reductions for the DoD budget across the board if a consensus cannot be met on an alternative solution.

Most members of industry and Congress did agree that new technology was an important tenant of any future aviation modernization plan, and that resolute action was needed sooner rather than later to move these initiatives forward.

Sequestration

With no resolution in sight, Sequestration still looms large on the horizon with dramatic impacts that could potentially change the path of Aviation modernization.

With less than six months until taking effect on January 1, 2013, there is concern that this automatic budgetary action will result in additional personnel end strength reductions, program terminations and contract renegotiations that will have wide sweeping effects across DoD.

Under Sequestration, the defense budget will be capped at \$472B, approximately \$53B or 10% below the current Presidential Budget for Fiscal Year (FY) 2013.

With an anticipated Overseas Contingency Operation (OCO) outlay of ~\$89B, if both the House and Senate appropriate the



LEGISLATIVE REPORT

By COL (Ret.) William H. Morris

AAAA Representative to The Military Coalition (TMC)

required OCO funds, the cap would move to ~\$561B for FY 13. The President would have the authority to exempt military pay (~\$149B) from this reduction but other DoD accounts would be adjusted accordingly to make up for this shortfall. There are no provisions for other programs within the budget including family housing, military construction and defense health care for service members and their families.

Senate Armed Services Committee (SASC) approves FY 2013 Defense Budget

On May 24th, the SASC completed the mark up of the National Defense Authorization Act (NDAA) for 2013. Bipartisan agreement and a unanimous vote were reached by the committee members.

Similar to the House version of the NDAA, the committee did not authorize the DoD requests for enrollment fees for TRICARE standard and TRICARE for life, an increase in TRICARE deductibles and the annual catastrophic cap.

The committee did support \$1.3B in procurement for UH-60s, \$272M in procurement for the LUH-72, and \$984.4M for remanufactured and new production AH-64D Block III. Also included was a 1.7% increase in military pay which has been similarly approved by the House.

The full Senate is not expected to vote on the bill until after the 4th of July recess.

Gray Eagle Defense Acquisition Board (DAB)

On June 1, the DAB approved the procurement of 29 MQ-1C Gray Eagle aircraft and ground support equipment and endorsed the adjusted Low Rate Initial Production (LRIP) III exit criteria.

Lively discussions centered on reliability requirements versus total system operational availability (Ao) and the Army efforts needed to support an 80 percent Ao. The potential of reducing system reliability requirements transitioned to the impact on operations and maintenance funding and the long term risk in sustainment costs.

OSD tasked the Army to re-define

a configuration baseline post-Initial Operational Test & Evaluation (IOT&E) to measure reliability improvements leading to the Full Rate Production decision in FY 13.

Additionally, the Army was asked to review the operational mission profile to decide which Gray Eagle functions should be assessed vice evaluated at IOT&E and revise the test plan accordingly.

Finally, the DAB requested the engineering and operational community collaborate on developing appropriate performance metrics for unmanned systems that best reflects the way ahead.

As a side note, the first operationally deployed Gray Eagle Company, F/227th "The Nomads," 1st ACB, continues to enjoy great success during their operational deployment in support of Operation Enduring Freedom.

Armed Aerial Scout Continues Forward

On May 3rd, the Honorable Frank Kendall, acting Defense Acquisition Executive, approved the Acquisition Decision Memorandum (ADM) allowing the Army to proceed with the Armed Aerial Scout (AAS) program to include an industry led completion that could potentially lead to an improved, more capable scout helicopter.

The memorandum included guidance for an evaluation of potential alternatives following voluntary flight demonstrations at original equipment manufacturers' (OEM) facilities.

It also allowed the Army to obligate up to \$8.7M to supplement the analysis of alternatives. The following day, PEO Aviation entered a request for information (RFI) to industry which included the notification of an industry day hosted by Armed Scout Helicopter project office May 22-24 in Huntsville, AL.

Ten industry team members were present representing aircraft, engine and mission equipment OEMs. It is estimated that up to six aircraft OEMs will participate in the flight demonstrations.

The current Army AAS average unit cost target is set at \$13-15M using base year 2012 calculations.

Order of St. Michael and Our Lady of Loreto Awards

Aviation Center Chapter

AVN OCT. CHAPTER PHOTO BY USA GEE HAZELTON



MAJ (Ret.) Roy Howell, of Ozark, AL was inducted into the Bronze Honorable Order of St. Michael, during a ceremony on June 18, 2012 at the Aviation Museum, Fort Rucker, AL by MG Anthony G. Crutchfield, commanding general, U.S. Army Aviation Center of Excellence and Ft. Rucker; COL Kevin Christensen, commander, 110th Avn. Bde.; and CSM John Chandler, brigade CSM. Pictured from the left are: Christensen, Crutchfield, Christine Howell (wife), Howell, Roy Howell, Jr. (son); and Chandler. Howell was recognized as an early pioneer of Army Aviation. After returning from combat in Korea as an NCO, he was selected for Officer Candidate School and flight training. He earned a commission as a second lieutenant and subsequently completed flight training, eventually becoming rated in several rotary wing aircraft, to include the H-13, H-21, and H-37, as well as fixed wing aircraft including the Mohawk, Beaver and Otter. Howell culminated his aviation career as a flight instructor and test pilot at Ft. Rucker where he taught both fixed wing and rotary wing students, subsequently retiring in 1967. He contributed significantly to the advancement of Army Aviation throughout his service to include participating in the original Howze Board maneuvers at Ft. Benning and as part of the 10th Avn. Bde. (part of the 11th Air Assault Division) from which the 110th Avn. Bde. draws its lineage.



U.S. ARMY PHOTO

LTC Phillip Martin, right, was inducted into the Bronze Honorable Order of St. Michael in a ceremony May 11, 2012, at Fort Rucker, AL. BG William T. Wolf, left, director of Army Safety and commanding general, USACR/Safety Center,

made the presentation. Martin, liaison officer, U.S. Army Reserve, at the USACR/Safety Center, received the award for his Army service and contributions to Army aviation. Since July 2007, he provided an essential coordination link between the USACR/Safety Center, U.S. Army Reserve Command, and individual USAR units. During 2009-2010, he was director of the Driving Directorate at the USACR/Safety center, responsible for privately owned vehicle and motorcycle safety for Soldiers, family members and civilians. He was also recognized for five years of service as the primary instructor for risk management and safety for the Aviation Basic Officer Course, Warrant Officer Staff Course, USAR Pre-Command Course and numerous outreach events.

Iron Mike Chapter



U.S. ARMY PHOTO BY WALEMILY POTTER USASOC PUBLIC AFFAIRS

MG Kevin W. Mangum is inducted into the Gold Honorable Order of St. Michael by AAAA National President, LTG (Ret.) Daniel J. Petrosky, just prior to Mangum's change of command ceremony at Fort Bragg, NC on June 13, 2012. Mangum was recognized for more than 27 years of service to Army Aviation, to include his most recent position as the first commanding general of the U.S. Army Special Operations Aviation Command and continual key positions in Army Special Operations Aviation. At the same ceremony, **Angel Mangum** was presented the AAAA Our Lady of Loreto award for her unflinching support of her husband and Army Aviation.

Mid-Atlantic Chapter



PHOTO BY LEO HEPPNER

SSG Alexander P. Barge (2nd from left), 29th Cbt. Avn. Bde. chapter liaison is inducted into the Bronze Honorable Order of St. Michael

by Mid-Atlantic Chapter President, LTC (Ret.) Edward L. Carnes, at a ceremony on June 23, 2012 at Bulle Rock, MD during the annual chapter fundraiser for the Fisher House Foundation. Barge was recognized for his work as the chapter liaison and also for the extraordinary coordination and support he provided to the chapter's annual Fisher House fundraising efforts. Pictured from the left: COL (Ret.) John Gallagher, chapter Sr. VP, Barge, Christy Barge (wife), Carnes and chapter VP, Kevin O'Brien.



PHOTO BY LEO HEPPNER

Chapter President, LTC (Ret.) Edward L. Carnes (right) presents **Cheryl Davidson** with the AAAA Our Lady of Loreto award with her husband, Bob, by her side at a ceremony on June 23, 2012 at Bulle Rock, MD during the annual chapter fundraiser for the Fisher House Foundation. She was recognized on the occasion of her retirement for more than 40 years of service to the chapter to include being the coordinator for a silent auction at the Fisher House fundraiser since its inception 8 years ago.

Tennessee Valley Chapter



U.S. ARMY PHOTO BY SGT PA BLEESSE, PEO AVN PUBLIC AFFAIRS OFFICER

LTC Matthew Munster, product manager for Unmanned Aircraft Systems Modernization is inducted as a Knight of the Honorable Order of St. Michael by COL (Ret.) Colbert T. Gautreaux, chapter VP, during his retirement ceremony May 24 on Redstone Arsenal, AL. The award recognizes his courage, justice, gallantry and excellence in support of Army aviation and is given to non-aviation personnel. He also received the Legion of Merit, and his wife Sandra was recognized with the Military Spouse Medal. Munster retires after more than 20 years in the U.S. Army.

New Members

Air Assault Chapter

MSG Tim Faulkner
SSG Darik Haight
Robert Marko
Robert Marsh
CW4 Lance Mullen
CW5 John North, Ret.
SFC Donald Poelking
CW5 Donald Todd Rees
MAJ Ryan Schwankhart
CPT Teresa A. Weber
Kris Williams
SSG Donny D Wilson
Aloha Chapter
CW5 Charles D. Gustafson
CW3 Brian Daniel Haggis
SFC Richard Paul Stags
Arizona Chapter
Ligia C. McLean
Alan H. Ostrowski
Gerald P Valle
Aviation Center Chapter
2LT Christopher Cannon
SPC James A. Guffey
Thomasina Hergert
SGT Meghann A. Kobe
SSG George S. Lambert
CPT Kari Lewis
CW4 Chris Lusker
2LT Russell Palmer
1LT Bethany M. Rogers
2LT Matthew F. Rongey
Robert G. Sitze
CPT Daniel Stack
2LT Daniel P. Sweeney
Badger Chapter
SGT Stan M. Aaron, Ret.
CPT Daneil J. Allen
PFC Joshua C. Barney
CW2 Shannon Bohlman
MAJ Max Brosig
CW2 Jason William Burke
SGT Joseph Gage Buttery
CW3 Robert Joseph Cliff
SSG Christopher J Daly
John Michael Dorcey
SFC Russell J. Ericksmoen
SGT Richard A Erpelding
1LT Joshua Allan Felber
SPC Timothy Robert Hass
CW2 Robert L. Heitz, IV
CW2 Heidi M. Hessel
SSG David J. Hosking Sr.
SSG Richard William Karls
CW4 Michael J Knuppel
1LT Bennett R. Lardie
SSG John B Limoseth
1SG Daniel Ward Lindert
SFC Miles B. McChesney
SFC James M. Merzenich
2LT Travis Messmer
SSG Michael P. Morgan
CW3 Dan Michael Olson
SGT Matthew Piersma
SSG Benjamin Peter Ponti
SGT Jason B. Pruitt, Ret.
CPT Randall Ramm
SPC Robert A Saloman
CW3 Adam Schenck
SFC Wayne Sharp
SGT Brandon J. Smith
CW4 Bradley Stepp
CW3 Jason Wollersheim
Bavarian Chapter
SFC Everett Colby III
SFC Donald Matthews Jr.
Big Red One Chapter
1LT Reed J. Alexander
SPC Matthew D. Allen
SGT Austin S. Appelman

PFC Justin D. Bachman
SGT Stephen M. Bartels
2LT Mauro Miguel
Bazan Torrico
CPT Derek T. Behney
CW2 Daniel M. Belyeu
SPC James L. Biller
SPC Victor E. Bou
PFC Michael C. Branch
SPC Jeremy D. Brown
1LT Matthew Brown
SPC Anthony R. Brunetti
SFC Christopher V. Burks
SGT Kendall T. Burleson
SPC Corey A. Camden
SFC Curtis G. Campfield
PFC Shyane D. Canzoneri
SPC Derek M. Carpenter
SFC Benjamin E. Carr
SPC Aaron B. Catlin
PFC Ethan M. Caudle
PV2 Cris D. Christensen
SGT Pablo Andres Clavijo
SGT James B. Clay
SPC Gene J. Cogdill
SPC David A. Cole
SPC William L. Cole
SPC Paige M. Collins
SGT Justin B. Connor
SPC Alistair J. Coyte
SPC Brandon A. Craycraft
SPC Keith A. Dahle
CW2 Dennis W. Daigle
SPC Richard T. Dake
PFC Ronald J. Davenport
SPC Shaun R. Davenport
SPC Vincent M. DeJohn
PV2 Fabio R. Delgado
SPC Jean-Claude Disney
SGT Jeffrey R. Dube
PFC Joseph C. Dudley
PFC Jonathan W. Duke
PFC Paul J. Edwards
SPC Richard Edwards
SPC Alex I Eldessoky
PFC Malcolm D. Ellis
SPC Sean Fay
SPC Kyle E. Fillingame
SPC Teresa I. Fillingame
SGT Michael A. Fillingim
PFC Keeper R. Fitzhugh
PFC Francisco S. Flores
SPC Cody A. Fordermawh
SPC Michelle D. Foster
SPC Porter L. Foster
CW2 William T. Francis
SGT Sergio A. Frietas
2LT Aaron Gilbert
SSG Thomas V. Giordano
SPC Dorian E. Gray
SPC Jeffrey W. Gray
CPT Lisa Halvorson
CW2 Kevin M. Harms
SGT Brett M. Harrison
SPC Ronnie G. Hart
SPC Jordan L. Hernandez
SPC Tomas L. Hipolito
SPC Nicholas K. Hipp
SSG Chadrick D. Holiday
SPC Michael Hollingsworth
SPC Patrick A. Hooker
SPC Johnathon D. House
SPC Kole R. Hudson
SGT Randy Hummelgaard
SSG Aaron J. Hunt
PFC Matthew T. Hurley
PFC Matthew J. Infinger
SPC Jeffrey M. Irons
SPC David M. Itel
SGT Koul M. Jackson

SPC Perez Jerry
SPC Emerson D. Johnson
SPC Kenneth J. Johnson
SPC Ryan A. Johnston
SPC Billy J. Jones
SPC Nathan J. Kanter
PFC Bryan E. Karns
SGT Shane O. Kilpatrick
SPC Noah Kim
PFC Taehwan Kim
SGT Zachery P. Kipp
PV2 Kyle J. Kirby
PFC Cody J. Kittle
PFC Ian T. Klaiber
SPC Stephanie RM Kline
SGT Stephen M. Knabe
SPC Jonathan A. Kukene
PFC Anmarie K. Laduca
SPC Billy J. Lake
SSG Larry L. Landrum
SPC Joshua L. Lawson
SPC Curtis Lee
PV2 Matthew L. Lemons
SPC Luisa M. Leon
PFC Derrick R. Long
SGT Joshua E. Love
SGT David Lozano Jr.
SFC Bryant D. Macfarlane
SPC William A. Martin
PFC Kyle D. Maxwell
SPC Stephen E. McGregor
SPC Zachary M. McMahon
SPC Miguel Melendez
SPC Nicholas H. Michaud
SPC Ernest S. Miller
SPC Eugene R. Miller
SPC Frank A. Montroy
SGT Billy Joe Morgan
PFC Kyle D. Mouser
SSG Elijah K. Muhammad
PFC Dylan L. Muldoney
1LT Lydia Ann Nilsen
CPL Jeremy J. Nugent
SPC Jeffrey R. Oberbeck
SPC Daniel J. Ortizmott
PFC Christopher A. Percivel
PFC Monica Y. Perez
SPC Cameron L. Phillips
SPC Steven D. Rigby
SPC John F. Robinson
SPC Karl D. Robinson
SPC Jason J. Ross
SPC Scott A. Rowe
SGT Raymond R. Saenz
PV2 Eduardo Y. Salazar
SSG Aaron T. Scripture
SGT Craig A. Sears
SGT Erin M. Shafer
SPC Tod E. Sharp
PV2 Brady J. Shay
SSG Brian R. Simon
SPC Ramon D. Smith
SPC Ronald A. Smith
SSG Douglas M. Snyder
SPC Nicholas G. Spangler
SGT Nicholas S. Steele
PFC Joshua T. Stewart
CW3 Jeffrey D. Stokes
SPC Terrance T. Strube
SGT Chymetra N. Tims
SPC Lamont B. Tyler
PFC Nicolas J. Ubiera
SPC Hector M. Velez
PFC Rafael Velez-Morales
SPC Leeann D. Walcott
SPC Brett R. Wallace
SPC David J. Walsh
SPC Garrett J. Weber
CW2 Larry M. Wesgaites
1SG Shawnette Williams
SPC Mike D. Winner
SPC Christopher Withers
SGT Bobby D. Yanes
SGT Craig N. Zaub

Cedar Rapids Chapter
LTC Clayton Brown
William H Elliott
Central Florida Chapter
MAJ Matthew E. Elliott
Karin Forgiore
CDT Jordan L. Huff
Jason Irving
Roberta Myers
CPT Mark Pye
Mrs. Beverly Spade
SPC Richard Waller, Ret.
Colonial Virginia Chapter
COL Jon Campbell, Ret.
CW4 Delmar C. Kidd
CPT Larkin G. Scott III
LtCol Matthew Sekella, Ret.
Connecticut Chapter
Brian Bement
COL Thomas Boland
Corpus Christi Chapter
Nicole Adame-Garcia
Alberto J. Aguirre
Edward Alvarez
Casimiro I. Arriola Jr.
John Barrientes
Robert L. Bonavidez
Tina L. Brandon
John A. Butt
Joseph G. Carmona
Thomas Castellanos
Barbara A. Castro
Rebecca V. Ceballos
Ricardo L. Chapa
Anthony M. Conrad
Juan M. Conrera
Andrew W. Cortinas
Michael L. Cortinas
Alexander A. Crocker
Robert C. Davies
Oscar Davila Jr.
David T. Dean
Sylvia I. DeLeon
Norman Scott Dozier
Dwight T. Edwards
Lance C. Esswein
Jamie W. Felgenlauer
Nicole L. Gancia
Samuel C. Garrett
Domingo Gonzalez
Audrey Gossett
Briana M. Guerra
Emilio J. Guerra
Jesse R. Guerra
Brian D. Hinojosa
Tiffany Hinojosa
Solomon Lopez
Robert W. Manning
Flora L. Martinez
Cameron M. McKenzie
Christopher M. McKenzie
Clinton M. McKenzie
Barbara Meminn-Gonzales
Ricardo Molina
Ruben Molina
Ronald J. Nash
Joyce F. Nurse
Jose Fina Perez
Miguel Perez
Paul A. Perez
Isaac D. Rodriguez
Hector Salazar
Rocky Sarate
PFC Calvin C. Smith
Victor Sprunger
LaFonda R. Stonum
John M. Torres
Richard A. Torres
Vicente Villarreal
Michael E. Vourcos
Cynthia L. Youngblood
Arnold Zapata
Delaware Valley Chapter
CW2 Dennis B. Brydges

Mr. Thomas M Cavanaugh
COL David Hayden
Johnson, USAF Ret.
Donna Lee Masley
David Misciagna
COL Jeffrey Stuart Radke
Flying Tigers Chapter
COL James B. Stephenson
CW2 Eric Jason Wilson
Frontier Army Chapter
CW2 Craig Jack
MAJ Jacob A. Mong
CW3 Robert J. Smith, Ret.
Greater Atlanta Chapter
CW5 Duke Borchardt, Ret.
LTC John Boyer
MAJ Will Cox Jr.
MAJ Robert S. Westbrook
Griffin Chapter
SSG James J. Conover
PFC Thomas Crennan Jr.
SGT David R. Kirkpatrick
CW2 Dana J. Perdue
CW2 Maria R. Perdue
PFC Brandon D. Pyne
CPT William C. Pyrant III
Idaho Snake River Chapter
Jim Shirey
Iron Mike Chapter
COL Lori L. Daniels
CW3 Fochen C. Horton Jr.
SSG Ricky Kenwright
SFC Michael Evan Riedel
CW2 Billie Triplett
Jack H. Dibrell/Alamo Chapter
SGT Julia Bringloe
CW2 Keenan J. Moore
Jimmy Doolittle Chapter
SGT Aaron J. Blanchett
CW2 Jason H. Dickerson
SGT Brian Eric Lemieux
Keystone Chapter
SFC Frank J. Karluk Sr.
CW3 Dane W. Pedersen
CW4 Steven M Price
CW4 Chris Sager
Land of Lincoln Chapter
2LT Christopher Gericke
Lindbergh Chapter
PFC Samuel J. Ehrenreich
John Walkenhorst
MacArthur Chapter
SGT Dana Marie Rasmussen
SGT Juliana Rizzo
Magnolia Chapter
SSG Edwin Agregaard Jr.
1LT Scott J.G. Cararas
2LT Jonathan A. Cook
CW3 Michael W. Delia
CSM James E. Forrest
CPT Len Fortenberry
2LT Daniel J. Fuentes
CPT Derrick L. Glenn
1SG Bobby L. Johnson
CPT Jared T. Mathews
1SG James E. Miles
CW2 William C. Paden
CSM Willie H. Ross
1SG Fredrick Roundtree
1SG Bryan T. Spurlock
MAJ Wansson Sylvien
CW4 James M. Tucker
1LT Christopher Withrow
Michigan Great Lakes Chapter
Susan Roberts
Mid-Atlantic Chapter
CW5 James J. denHartog
Jerry Parker
SGT Julie M. Pickle
Robert J. Ritchie
SSG Ronnie Sollod, Ret.

CPT Eric John Tolska
CPT Carl Wydrzynski
Midnight Sun Chapter
Anthony T. Washington
SFC Phillip J. Wiley
Minuteman Chapter
SPC Jessica M. Benson
CW3 Matthew Cummings
Joseph Johnson
CW5 David Picard
Morning Calm Chapter
CW2 Jean Ernst Augustin
Mount Rainier Chapter
CSM Chris Bosowski
SSG Rea E Franco
CW5 Dana Edward Jones
1SG Ronnie Littler
Scott Milburn
MAJ Ryan Wainwright
Narragansett Bay Chapter
John Almof
LTC Paul Peltier
North Country Chapter
MAJ Jonathan Easley
CW4 Julio Morales
SGT Mitchell Lebron Pace
SPC George Valdez
North Star Chapter
SGT Zachary G. Babcock
CW2 Rafael F. Barbosa
CW2 Joshua L. Behrens
SPC James T. Brennan
SPC Carl J. Danielson
CW4 Jon C. Eidem
SSG Duane R. Gendreau
SGT Daniel J. Krapp
SGT Devin F. Krall
PFC James K. Luendequam
CW4 Bruce J. Moenck
SGT Seth E. Montez
SGT Dustin L. Paulson
SGT Matthew A. Town
SPC Tanner L. Walker
North Texas Chapter
CW4 Kevin Belanger
SGT Eric Edward Schmitt
Chris Stroncek
Old Tucson Chapter
SFC William M. Graham
Oregon Trail Chapter
CPT Adam C. McCarthy
Phantom Corps Chapter
SGT Gerry Abendschein V
SFC Joseph Robert Garcia
SSG Christopher N. Trader
Pikes Peak Chapter
Dan David Adams, Ret.
Ragin' Cajun Chapter
SGT Lucas Alan Brackney
CPT Samuel E. Sinclair
Rhine Valley Chapter
MAJ Jeremy C. Gottshall
Rio Grande Chapter
1LT Kyle Alexander
SSG B. Antonio Bustion Jr.
SSG Michael A. Castro
SSG Cameron G. Kenning
SGT Edward Percival
CPT Samuel Reid Sullivan
Rising Sun Chapter
SPC Leonard B. Weedman
Savannah Chapter
CW2 Benjamin Anderson
CPT Jennifer K. Anderson
CW3 Brian A. Black
CW2 Kristian B. Denkins
SSG Blake Wesley Evans
LTC William Golden, IV
MAJ Andrew Roy Graham
SPC Tyler Isaac Irwin
SFC James McFadden

Continued on page 58

New Members

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SGT Ian K. Raymond
 1LT Gregory Seamands Jr.
 COL Ray J. Vejar, Ret.
Southern California Chapter
 Naras Raymund Alksninis
 Jeff Kaloski
Stonewall Jackson Chapter
 2LT Brandon M. Conroy
 CW3 Robert K. Creighton
 WO1 Jennifer L. Gaulton
 CPT Steven W Jones
 CW3 Matt D. Loiacono
 CW5 Timothy Craig Meeks
 CW2 Jeffrey Odom
 Joseph M. Poppa
Tarheel Chapter
 1SG Jason K. Friedly
 CPT Eric G. Juarez
 CW2 Reginald E. Oliver
 MAJ Terry L. Schooler
Task Force ODIN
 CPT Scott R. Montoya
Tennessee Valley Chapter
 Leslie Bruton
 LTC Alex Covert, Ret.
 Michael Durham
 LTC Michele K Erker, Ret.
 Charles Garrison
 MAJ Peter Grant, Ret.
 William Hazen
 C. James Head
 LTC Joseph Hicks, Ret.
 CW5 Brendan Kelly, Ret.
 Chris Klamer
 Nathaniel Lamar
 Bob Marshall
 Cynthia Deneice McCrary
 Benjamin Rex Mooney
 Melani Trexler Mooneyham
 BG David Ogg, Ret.
 Michael Phillips
 SPC Guillermo M. Pimentel
 Prabhakar Rao
 Mark Russell
 John C. Sandifer
 Gary A. Smith
 COL Michael Smith, Ret.
 SSG Zachary D. Smith
 Ben Still
 Patrick Taylor
 SGT April Thomas
 Ralph Wallace Thomas Jr.
 Wanda G. Thomas
 SSG William B. Weir
 Brian Williams
 Paula Yerby
 Mark Young
Thunder Mountain Chapter
 WO1 Barry G. Reed Jr.
 WO1 Gerson Sanchez-Zamudio
Thunderbird Chapter
 SGT Bill L. Bass Jr.
 MSG Danny L. Davis
 SSG Richard E. Dennis
 SGT Raymond P. Garcia
 CW4 Timothy T. Hardin
 SSG Scott D. Lee
 CW2 Quinton J. Phillips
 CW2 William J. Shufeldt
 CW4 Andrew C. Stiles
Volunteer Chapter
 1LT Travis J. Avey
 SPC Daniel W. Bainbridge
 SGT Matt B. Beaudoin
 SGT Andrew J. Bontempi
 SGT Derek C. Brown

SGT Daniel L. Byrd
 SGT Raymond Z. Cabrera
 SGT Dale L. Carrol
 SPC Phillip T. Carroll
 SGT Laura A. Clair
 SGT William M. Cravey
 MSG Luis A. Davila
 SPC Gordon V. Douglas
 SFC Oscar L. Estep
 SPC Joshua W. Flowers
 SGT David A. Hardy
 SPC Luke C. Hargrove
 SGT Charles T. Howell
 SPC Daniel L. Howell
 PV2 Glenn W. Johnson
 SPC Daniel S. Ledbetter
 WO1 Jonathan A. Leonard
 SGT Sara RJ Lilly
 SGT Gregory E. McLane
 SPC Edward E. Newsom
 SSG Paul W. Pinkerton
 SSG Joseph J. Pratt
 SPC Alex C. Rosas
 SPC Leon A. Rouse
 SPC Robert J. Rushing
 SPC Jeremie M. Ryan
 1LT Kyle J. Sanderson
 CW2 Brian L. Scott
 1LT Jason T. Shaffer
 SGT Josh L. Strickland
 Meghan A. Usrey
 SPC Thomas E. Ward
 SPC Jonathan L. Warwick

MSG J. Diane Webb
 SPC Josette I. Whorton
 CPT Amanda Wolfe
 SPC Sara T. Wood
 SPC Charles S. Wright
Washington-Potomac Chapter
 CW2 Thomas Baker
 CW4 Patricia E. Balbalian
 Daniel Joseph Cahill
 CW5 Mike Crotty
 MSG Anthony Garrett, Ret.
 SSG Brian Hawk
 David Holt
 CPT Andrew Kuen
 Douglas C. Leepa
 SSgt Shannon McNamara
 CW4 Gregory H.
 CW4 Anthony Rala
 Richard Rolling
 CPT Andrew A. Sepulveda
Winged Warriors Chapter
 CPT Balint Simsik
Wright Brothers Chapter
 Stephen Simmerer
No Chapter Affiliation
 COL Anas Alali
 SPC Colten Albrecht
 SGT Casie Anderson
 PFC Eric Anderson
 SFC Steven Anderson
 SPC David Aragon
 SSG Chad Badgett
 SPC Thomas Balderree
 PFC Tyson Balling
 PFC Richard Barlow
 SPC Callie Barnum
 SPC Megan Barron

SPC Tyler Bartholome
 PFC Jacob Batchelor
 SPC Jordan Batt
 James Beck
 SFC Melissa Binns
 SPC Tyson Bird
 Ken Bisconer
 PFC Levi Bishop
 SPC David Blackmon
 SPC Anthony Blevins
 SFC Herbert Bloomer
 SGT Eddy Blue
 SFC Gregory Bolton
 SGT Manuel Boltz
 CW4 Craig Bostic
 SPC Samuel Bowcut
 PFC Brett Bowen
 SGT Lance Bowns
 SPC Tycen Bowman
 SFC Kristl Bray
 PFC Adirian Brewer
 MSG Thomas Brewer, Ret.
 SPC David Brown
 SSG James Brown
 SPC Travis Brown
 Jack Buchanan
 SPC Troy Bullard
 SPC Aaron Bunker
 SFC Brant Burnham
 PFC Specner Butler
 PFC Danny Butterfield
 SPC Nikolas Carly
 COL Dwayne Carman, Ret.
 SPC Chad Carson
 CSM Tracy Cartwright
 SPC Brett Cheney
 SPC Sarah Clark

SPC Evan Colver
 SPC David Conrad
 SGT Garin Cox
 CW2 James Brian Cox
 SFC Jeffrey Curtis
 SPC Thomas Daniels
 PFC Camille Davidson
 SPC Robert Davis
 MAJ Benjamin T. Day
 PFC Jason Dean
 SGT Alexander Decker
 SGT Brett Deis
 SGT Adam Deleeuw
 SPC Bradley Demass
 CPT Mike Denny
 Dennis Despres
 SPC Tracee Deubler
 Jesse Downard
 SPC Clint Draper
 COL Darryl Jon Ducharme
 SPC Brandon Duncan
 1LT Heinrich Dupreez
 SPC Jordan Eddington
 PFC Brooks Fackrell
 CW5 Abraham L. Fandrich
 SGT Joshua Faulkner
 Daniel R. Feemster
 1LT Thomas Fish
 SFC Timothy Flowers
 MAJ David Forbes
 SGT Tyman Ford
 CPT Jessie Frampton
 SPC Joseph Freeman
 David French
 PFC Amber Garfield
 Larry Gariepy
 PFC William Gatoloi

AAAA Chapter News

Mid-Atlantic Chapter Chapter Raises Funds at Derby Day Event



MID-ATLANTIC CHAPTER COURTESY PHOTO PHOTO BY LEO NEPNER

The 9th Annual Kentucky Derby Day Celebration was held May 25th at the Turf Club, Monmouth Park Race Track, Oceanport, NJ with close to 300 people in attendance. Sponsored by the Monmouth Park Charity Fund (MPCF), the event included simulcast betting, silent and chance auctions, a televised running of the Derby, a hat contest and more. Many AAAA Mid-Atlantic chapter members and wounded veterans supported the event: seated (from left) are COL (Ret.) Bob Fasulo; LTC (Ret.) Edward L. Carnes, chapter president and chairman of the 2012 Support Our Heroes fundraising event for Fisher House; SGT (Ret.) Michael A. Minard, a recent wounded warrior; and Wayne Bard. Standing is Jim Stenson, Jim Duffney, Melissa Snock, Michelle Sharp and Kevin Leahy. The Fisher House Foundation runs 54 facilities around the country that provide housing for families of wounded veterans. The MPCF raises

and distributes funds to other non-profits in Monmouth County that provide services for healthcare, those at risk in the community and those in need of special services. This year \$70K will be distributed to 46 deserving agencies.

Support Our Heroes Fundraiser an Unqualified Success



The Mid-Atlantic Chapter joined forces with other Aberdeen Proving Ground community private organizations and the surrounding communities to put on the 8th Annual Support Our Heroes event, June 23, 2012 at Bulle Rock, MD. Chapter president, and event chairman, LTC (Ret.) Edward L. Carnes (left) and chapter secretary, Kit Roache, presented a check for \$43K from the chapter to Fisher House Foundation VP of Operations, Brian Gawne during an opening reception. This year's event, which has provided more than \$1.4M in donations to the Fisher House Foundation since its inception 8 years ago, resulted in a total additional donation of \$250K.

Adam Givens
 PFC John Grant
 SPC Colin Green
 CPT Matthew Green
 1LT Montell Guymon
 David Andrew Guzior
 Gary Halbeisen
 George Hall
 1SG Glenn Kirk Hamer
 1SG Weston Hancock
 SFC Heath Handley
 PFC Reese Hansen
 Ross Hansen
 SGT Jesse Harmon
 SPC Steven Hatch
 SPC Taylor Haycock
 CPT Robert Heightman
 SGT Brad Henderson
 2LT Walter Henriquez
 SPC Michael Herdegen
 SPC Michelle Heston
 Michael Hickey
 PFC Shane Higgins
 CW3 John Hight, Ret.
 PFC Andrew Hinton
 James Hoffman
 MSG Charles Holbrook, Ret.
 SPC Scott Holman
 SPC Jordan Holt
 1LT Austin Hoopes
 PFC Mason Hornsby
 SSG Jeffrey Howard
 1LT Michael E Howard
 PFC Phil Howell, III
 PFC Sarah Howell
 CPT David R. Hume
 James H. Hundley
 SSG Stephen Hunt
 PFC Jeffrey Hunter
 SGT Derek Hutchings
 1SG Joel Hutchings
 CPT Robert Hyatt
 John B. Hyde
 1LT Jacob Ingebritson
 SPC Joshua Jacobson
 SPC Bryce Jarrett
 SPC John Javier
 SPC Justin Jensen
 SPC Rick Jepsen
 1LT Andrew Jewkes
 SPC Max Johnson
 PFC Shaunee Johnson
 1SG Bradley Jones
 PFC Matthew Jones
 COL Araseki Kazuhito
 SPC Leonard Keeling
 SPC Marson Keller
 1LT Michael Kerr
 SFC Evert Kerttula
 CPT Kelly Kimber
 SFC Micharel Kirby
 SFC Carl Kitson
 SGT Shannon Knorr
 SPC Cody Krummi
 SFC Harker Lance
 MAJ Christopher C. Lane
 PFC Ernest Lane
 CPT Joseph Larson
 1SG Allen Lee
 SPC Frederick Litchard
 CW3 Darrell Long
 SFC Gregory Long
 SPC Bryan Lopez
 SPC Jesus Lopez
 Aaron S Lorson
 SPC Yoseph Louhinejadian
 SPC Chance Lucero
 SGT Aaron Malone
 2LT Chad Marden
 SPC David Marler

SPC Curtis Marquardson
 CW3 Scott M. Mason
 SPC Casey Matheson
 2LT Sophia Matias
 SPC Nathan Mattison
 PFC Cory Maxfield
 PFC Collin McClellan
 PFC Jennifer McClellan
 SGT Brent Mccue
 PFC Christopher McWilliams
 SGT Edwin Meonortiz
 SPC James Miller
 SPC Jose Moncada
 WO1 Andrew Montgomery
 PFC Tyler Moos
 PFC Scott Morris
 SPC Paul Morrison
 CW4 Thomas M. Mosman
 SPC Gonzales Mursener
 SSG Mary B Myers
 SSG Rocky Myers
 SPC Curtis Nance
 SPC Robert Neeley
 2LT Scott Neilson
 SPC Devon Nelson
 SPC Justin Nelson
 Von-Eric Nelson
 SGT Justin Newkirk
 SPC Steven Nielsen
 SPC Bo Nordahl
 SPC Kristopher North
 SPC Joseph Novosel
 SGT Joe Ocana
 CPT Phillip Ogden
 CPT Emmanuel Oshitoye
 SFC Randell Ottley
 1LT Travis Oxborrow
 SGT Christopher Paul
 SPC Jeremy M. Perkins
 SGT Jeremy Peterson
 CW2 Nicole M. Pierce
 SGT Tyrone Post
 CW4 Robert F Potvin
 SPC Thomas Privett
 PFC Blake Renner
 SPC Tyler A. Rice
 PFC Christian Richards
 SPC Chase Richardson
 CPT Jon Richardson
 SPC Jerett Richens
 SPC Andrew Riggs
 Chad Ritchie
 SGT Jose Rivera
 PFC Logan Robertson
 PFC Sonny Robertson
 SFC Cory Rose
 SPC Todd Rosenlund
 SPC Brian Rowley
 MAJ Charles J. Rozek
 PFC Charles Sabodski
 CAPT Yukiyo Sakai
 SPC Alberto Sandoval
 PFC Brandon Savage
 Michael David Scavone
 SPC Jeffery Scheurman
 Dieter F. Schmidt
 CPT Peter Scott
 SPC Mark Searcy
 CW3 Michael Semeniuk, Ret.
 CW2 Davey L. Shackelford
 SPC Joseph Shelley
 SPC Jace Shuldberg
 SPC Kyle Simmons
 SFC Joel Sinner
 SPC Chase R. Sleeper
 SFC James L. Slinger
 1SG Bryan Smethurst
 SPC Andrew Smith
 Wesley S. Smith
 1LT Kyle Snamiska

In Memoriam



CW5 Smalley

We are saddened to announce the passing of a great pioneer for women Army aviation officers, CW5 (Ret.) Mary Cara Smalley, on Thursday, June 14, 2012 in Enterprise, Alabama after a battle with brain cancer. She was born in Vernon, Texas on February 22, 1955 and enlisted in the Army to become a crew chief and to earn a college degree.

In 1976, she became the 13th woman to graduate from flight school and went on to serve as the first woman aviator in 6th Air Cavalry Brigade at Fort Hood, Texas. There she served with aviation visionary COL Robert Molinelli, who later achieved the rank of major general, and flew UH-1 and OH-58 helicopters. Molinelli arranged for Smalley to become the first female pilot rated in the AH-1 Cobra attack helicopter. Although she completed the AH-1 transition, women were not authorized to be assigned to attack helicopter companies in the late 1970s.

Smalley served in a variety of assignments to include as a medical evacuation pilot, a night vision goggle instructor pilot, an Initial Entry Rotary Wing Course instructor pilot, and as a training, advising and counseling (TAC) officer with the Warrant Officer Candidate School. In 1985, while serving as a TAC, she earned a masters degree in Aviation Management in her off duty time.

Smalley was the first woman aviator promoted to CW4 in 1989 and was selected to serve as the adjutant for the prestigious United States Precision Helicopter Team in 1991. In 1994 the National Club's Outstanding Women in Aviation Society selected her as the outstanding female Army Aviator of the year. Smalley was the first female regular Army warrant officer and aviator to achieve the rank of CW5 in 1995.

A master Army aviator with over 3,000 flight hours, 1,000 hours as an IP, Smalley retired in 1999 after serving her country for 24 years. She was inducted into the Army Aviation Hall of Fame in 2007 and also served as a trustee.

Smalley was a truly outstanding warrant officer and an inspiration to all Army aviators. May she rest in peace.

Lost Members

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

MAJ Eric C. Barlow
 CW4 Richard C. Bebb
 2LT Matthew Craig Belanger
 SPC Raheem S. Bishop
 SGT Joshua A. Clark
 MSG Joe N. Clavon
 PV2 Katherine A. Crowley
 CW2 Christopher C. Cullen

SFC Joey R. Dotson
 LTC Russell J. Elizondo
 LTC K. Brogan Farren
 SGT Joel L. Fisher
 COL Harry L. Fraser, Ret.
 CPT Sarah O. Fritts
 Mark Henry
 LTC Joseph Hicks, Ret.
 COL Howard E. Kinney, Ret.
 Franklyn Konarik
 MAJ Marilou S. Leckie
 LTC Glenn W. Lewis, Ret.
 PV2 Ryan Keith McDonald
 SFC Jim P. Moore
 SPC Jonathon Daniel Moore

SGT Uchechi Nwokocha
 2LT Matthew W. Perry
 PFC Bobby C. Rivers
 CW3 Brandon J. Schmich
 CPT Aaron Scully
 CDT Analyse Seely
 COL Katsundri Sekiguchi
 MSG Andre Sepulveda
 PFC Sierra Sabrina Solomon
 2LT Robert P. Stubbs
 SFC Steven E. Tankesly
 SPC Hailey N. Thornton
 Wilson R. Vance
 SPC Justin M. Wilson
 Julie Kay Wright

SPC Robert Snarr
 SGT Russell Sneddon
 SPC Trient Spires
 SGT Tisha Sprouse
 Mike Stasiewicz
 PFC Spencer Steck
 1SG Stephen Stene
 Garr Stephenson
 SGT Alexander Stoor
 1LT Ryan Strait
 SPC Jonathan Stransky
 SFC Steve Tankesly, Ret.
 PV2 Jared Tashiro
 SGT John R. Terry
 2LT Nicholas Thomas
 SGT Troy Thomas

SFC Lucas Tillet
 SPC David Trujillo
 PFC Amber Tuttle
 CW4 Theodore W. Twigg
 SPC Ronald Twitchell
 CW4 Scott T. Upton
 SGT Edin Vajovic
 SPC Emily Veylupek
 SGT Ilya Vopilov
 PFC Seth Waite
 SPC Tearsha Wallace
 PFC Ashsley Wallace
 SGT Michael Watson
 Trevor Watt
 SGT Carrie Weatherspoon
 SSG William Patrick Welch

SPC Nathan Wilcox
 SFC Dallas Wilkerson
 PFC Clifford Wilkinson
 SPC Dale Williams
 SPC Spencer Williams
 PFC David Williamson
 Chuck Willoughby
 CW4 Scott C. Wilson
 SPC Brandon Wilstead
 SGT Todd Wirkus
 SPC Alma Worthington
 PFC Todd Young
 SFC Gabriel Zettel
 SPC Chance Zimmerman
 Dave Zordell

New Order of St. Michael Recipients



GOLD

COL Harry W. Townsend, Ret.
CSM Ricky Yates
MG Kevin W. Mangum

Silver

COL Anthony W. Potts
COL Mitchell K. Medigovich
LTC William H. Huff
CSM David E. McFerrin
COL Charles M. Yomant
COL Raymond D. Jones
MG John A. MacDonald
CW4 Garry D. Helms
LTC Courtney P. Cote
COL Vincent M. Reap
COL John W. Thompson
COL James T. Barker
LTC Dave Rogers
Dr. William D. Lewis
CSM Richard L. Jackson*
CSM Raymond Gibson
SGM Samuel Tyre, Jr.
LTC Eric L. Vickery
COL Thomas H. Bryant
COL Dan Gower, Ret.
CW5 Stephen G. Sanderson
CW5 Brian Fuller
COL Michael P. Cavalier
CW5 Bruce J. Walters
CSM Kenneth E. Patton
CW5 Matthew J. Carmichael
Rodney L. Sangsland
CW4 Brady N. Robinson
COL Grady S. King
Leverette C. Phillips
CW5 Paris C. D'Avanzo

Bronze

CPT Scott Swaidner
MAJ Adam Reynolds
COL Angelia Farnell
CW4 James Latson
CPT Tyrone D. Shields
LTC John S. McCleod
1SG James E. Krupp
Mr. Michael DeJesus
CW3 Kevin Ryan
CW4 Earl K. Joy II
Mr. Dave H. Ware
Mr. Charles F. Swats
COL Tim DeHass
LTC Jeff Roach

CS4 David Benesch
CSM Dennis Covell
CW3 Robert Moody
CW5 Franklin L. Trott
BG Daniel J. Nelan
Sandy Jobe
CW4 Jason G. Franzen
MAJ Daniel P. Henzie
CW4 Brain J. Hoover
LTC Jason Duvall



New Knight of St. Michael Recipients

Christopher J. O' Malley
LTC Kevin K. Messer
Chong "Tiger" Yim
1SG Gerald T. Dove
CPT Jeremy W. Jackson
1SG Robert S. Holderman, Jr.
1SG James J. Stevens
Cliff Brandt
COL John P. Albano
Ronald B. Kwalek
William C. Linder
MAJ Edwin L. Chilton
LTC Matthew G. Munster
Ronald Skinner
Patrick Fries
Mark T. Nowicki
COL Francisco Espaillat
Roxanne Peel
Shelia W. Hagler



New Lady of Loreto Recipients

Angel Mangum
Tawnya Jamison
Linda Farmer
Molly Belin

New Chapter Officers

Badger Chapter
LTC Stephen E. Watkins, President; 1LT Joshua Allan Felber, Secretary; CW2 Jason William Burke, Treasurer; CW4 John Michael, VP Membership Enrollment; MAJ Matthew J. Strub, VP Programs

AAAA Functional Awards Open For Nominations

Suspense: October 1

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

Suspense: October 1

- Fixed Wing Unit of the Year

Suspense: November 1

- AAAA Logistics Unit of the Year Award
- AAAA Materiel Readiness Award for a Contribution by a Small Business or Organization
- AAAA Materiel Readiness Award for a Contribution by an Individual Member of Industry
- AAAA Materiel Readiness Award for a Contribution by a Major Contractor
- AAAA Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit



Magnolia Chapter

LTC Bradley Howe, President
Old Tucson Chapter
CW3 Latny Salt, Secretary

Rising Sun Chapter

SGT Jared Squires, VP Programs
CW2 Anthony Richardson,
Senior Vice President

ACES

1SG Gloria J. Cain
Big Red One Chapter

SFC Sterling R. Dunaway
Griffin Chapter

SFC Michael Gunderson
North Star Chapter

CW2 Wade J. Olson
North Star Chapter

Oscar Recio
Corpus Christi Chapter

Soldier of the Month

SPC Jessica M. Benson
May 2012
Minuteman Chapter
SSG Richard E. Dennis
April 2012
Thunderbird Chapter

SSG Scott D. Lee
May 2012

Thunderbird Chapter

New Lifetime Members

SFC Michael R. Ball
COL David M. Best, Ret.
MAJ Michael Bustos
MAJ Jonathan Easley
COL Terry L. Gordy, Ret.
CW4 Robert F. Potvin
SGT Jason B. Pruitt, Ret.
COL James Schisser, Ret.
COL Jeffrey Stuart Radke
CW5 Howard. Swan Jr., Ret.
CW3 Jason Wollershiem

New Industry Members

David Clark Company, Inc.
Dynamic Aviation Group, Inc.
International Business Machines
LCX Systems, LLC
RITEC Display Group

In Memoriam

Terry G. Blackmore

UPCOMING EVENTS

August 2012

Jul 31-Aug 5 VHPA 29th National Annual Reunion, New Orleans, LA

September 2012

Sep 9-12 NGAUS 134th General Conference, Reno, NV

Sep 25-27 Luther G. Jones Aviation Summit, Corpus Christi, TX

October 2012

Oct 22-24 AUSA Annual Meeting, Washington, DC

Oct 22 AAAA Scholarship Board of Governors Meeting, Washington, DC

Oct 22 AAAA National Executive Board Meeting, Washington, DC

Oct 23 AAAA Hall of Fame Trustee Meeting, Washington, DC

Oct 29-Nov 2 USAWOA, U.S. Army Warrant Officers Annual Meeting of the Members, Harrisburg, PA

November 2012

Nov 5-8 AAAA Aircraft Survivability Professional Forum, Huntsville, AL

December 2012

Dec 10-12 AAA UAS Professional Forum, Arlington, VA

ARMY AVIATION

UPCOMING SPECIAL FOCUS



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email: bob@quad-a.org



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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 _____ PEBD(mmddyyyy) _____

Address _____ Date Birth (mmddyyyy) _____

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
 1 Yr \$37 2 Yrs \$74
 3 Yrs \$111 5 Yrs \$185

PLEASE NOTE: Effective 1 January 2011 the monthly USAWOA NEWSLINER will be delivered electronically. If you wish a paper copy via mail please check here and include an additional \$12 per year with your dues payment.

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 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 JAN 2011)

Art's Attic

By Mark Albertson



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



25 Years Ago July 31, 1987

Buffalo Soldiers

Ft. Ord, California, March 16, 1987. 7th Infantry Division (Light) bid farewell to the 2nd Squadron of the 10th Cavalry and reactivated 2nd Squadron (RECON) of 9th Cavalry. Squadron

commander, LTC Joseph J. Currin, presided over the proceedings. 9th and 10th Cavalry Regiments hearken back to the campaigns against the Indian Nations of the American West. AKA Buffalo Soldiers', 9th Cavalry was first activated on September 21, 1866 at Greenville, LA,

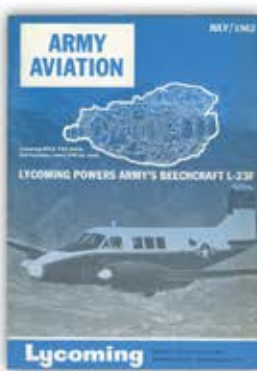


manned by Black enlisted men by order of Congress. Following the Civil War, some twenty percent of the troopers

committed to the frontier campaigns in the American West were African-American. 9th Cavalry troopers served for \$13 per month, plus room and board. 9th Cavalry also saw action in the Spanish-American War, with Pershing in Mexico and in World War II. In San Francisco in 1903, 9th Cavalry troopers served as a Presidential Escort for Theodore Roosevelt. This was the first time African-American soldiers had been accorded such an honor. The name "Buffalo Soldiers" is reputed to have originated from the Indians, whether in reference to the Black soldiers' curly hair, which was seen to resemble the hide of the Buffalo; and/or, when in action, these troopers battled with the fierce fighting spirit of the Buffalo.

Impending Convention

This fall, women fliers and navigators representing all branches of the Armed Forces will descend on Colorado Springs. The September 4-6 get-together will mark the third biennial convention of the Women Military Pilots Association.



50 Years Ago July 1962

Joint Usage

The military acceptance of the twin-turbine-powered Sikorsky S-61 helicopter is shown in this picture of four S-61s hovering near the Sikorsky plant at

Stratford, Conn. From bottom to top, the U.S. Army HSS-2Z of the Executive Flight Detachment which transports the president and other government officials; the U.S. Navy HSS-2; the Air Force S-61A; and the U.S. Marine Corps HSS-2Z, also used by the Executive Flight Detachment.



Spirit Lives!

Adjoining photo depicts a replica of the "Spirit of St. Louis." The aircraft was presented to the City of St. Louis by its owners, Paul Mantz and Frank Tallman; the Lindbergh Chapter of AAAA and the Chamber of Commerce of St. Louis. The aircraft took to the skies during a recent air show organized by the Lindbergh Chapter.



* Paul Mantz and Frank Tallman were noted aviators within racing and stunt pilot circles and the

movie industry. For instance, Paul Mantz piloted a Curtiss P-40 in the popular 1945 flick, *God is My Co-Pilot*, starring Dennis Morgan and Raymond Massey. Mantz and Tallman formed Tallmantz Aviation. On July 8, 1965, Paul Mantz was killed in a crash during filming of *The Flight of the Phoenix*, starring BG James M. Stewart, USAFR. Frank Tallman was lost on April 15, 1978, when he crashed into Santiago Peak of the Santa Ana Mountains.

Nest of Grasshoppers

Adjoining photo shows an array of L-4s at Fort Sill, circa 1942. Flivver planes were used to train organic aviation pilots.





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.

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

CHIEF WARRANT OFFICER FOUR KEITH YOAKUM ARMY AVIATION HALL OF FAME 2009 INDUCTION

CW4 Keith Yoakum was an extraordinary man who loved to fly and loved to lead. He earned his private pilot's license as a teenager in his native California by scraping together money from odd jobs. During his 18 years of service, he rose from the rank of private to CW4, and became a skilled master aviator, an expert maintenance officer, a courageous leader with integrity, who left an indelible mark on all who served with him.

Yoakum completed the initial rotary wing course in 1992 at Fort Rucker, AL, and over the next 15 years amassed nearly 5,000 flight hours in rotary and fixed-wing aircraft during deployments to Korea, Germany, Bosnia, Albania, Egypt, Kosovo and Iraq. He earned ratings as an instructor and maintenance pilot in numerous aircraft, as a glider pilot and parachutist, and earned the air assault badge.

Maxing every physical fitness test he ever took, Yoakum was twice selected below the zone for promotion to CW3 and CW4.

In April 2006, at the pinnacle of his career and as a testament to his skills and unblemished record, he was chosen to fly for the Army's "Golden Knights" Parachute Team at Fort Bragg, NC. After a few months, however, Yoakum felt that he could better serve his country as an attack pilot and by leading Soldiers in combat. He selflessly elected to return to combat in Iraq as an AH-64 maintenance test pilot with Co. A, 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div.

On Feb. 2, 2007, while on a combat reconnaissance patrol along the Tigris River near Taji, his aircraft was seriously damaged by enemy heavy machine-gun fire, which by aviation standards required him to land immediately. Without regard for his own safety and to protect his comrades, Yoakum chose to remain with his wingman to destroy the enemy. With his main gun inoperable, his only option was to climb in altitude and then dive his Apache while firing rockets. Ultimately, the aircraft succumbed to its battle damage and crashed.

For his courage and gallantry, Yoakum became the first Army aviator since Vietnam to be awarded the Distinguished Service Cross, the nation's second highest award for extraordinary heroism.





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