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# Contents

20

January 31, 2013, Vol. 62, No. 1

## SPECIAL FOCUS

### Aviation Support

**20** The Aviation Systems Project Management Office

*By COL Gerald R. Davis, Jr.*

**24** Aviation Mission Equipment – Communications, Navigation and Surveillance Planned Upgrades

*By LTC M. Scott Everton*

**28** Aviation Ground Support Equipment

*By LTC Steven Ansley and Mr. Alivio Mangieri*

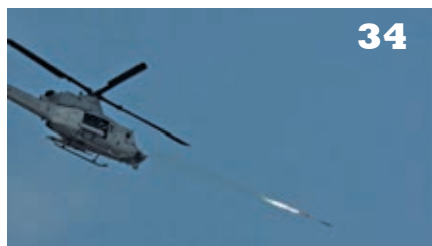
**30** Aviation Networks and Mission Planning

*By Mr. Scott Caruso*

### Arming the Force

**34** Joint Attack Munition Systems – Evolving to Meet Army Aviation's Needs

*By COL James S. Romero*



## FEATURES

**8** The New Year and Supporting Army Aviation

*By MG Kevin W. Mangum*

**10** The Revised Officer Evaluation Report

*By CW5 Michael L. Reese*

**14** The Army Aviation Crew Chief

*By CSM James H. Thomson, Jr.*

**16** How Did We Do?

*By BG Timothy J. Edens*

**18** Simulators and Aircraft Survivability Equipment Maintenance Training

*By Mr. Edward Hernandez*

**37** Vietnam War Veteran Elated to Receive Missing Flight Record

*By Katherine E. Doss*

**38** Targeting in Afghanistan

*By CW3 Shannon R. Mowery*

**40** AAAA UAS Professional Forum

*By COL (Ret.) Dan Ball*

**42** Ask the Flight Surgeon

*By Dr. (LTC) Joseph Puskar*

**43** AAAA Scholarship Foundation – A Half Century of Serving Soldiers and Families

*By COL (Ret.) Tom Harrison*

**44** Chapter Affairs Update

*By COL (Ret.) Robert D. Carter*

**45** Membership Update

*By CW5 Mark W. Grapin*

**47** Spouses' Corner

*By Judy Konitzer*

**48** 71 Years of Army Aviation The Howze Board - 50 Years Later

*By LTC (Ret.) Paul J. Fardink*

## DEPARTMENTS

AAAA News .....	<b>56</b>
Advertisers Index.....	<b>51</b>
Art's Attic.....	<b>61</b>
Briefings.....	<b>4</b>
Calendar .....	<b>60</b>
Hall of Fame .....	<b>62</b>
Industry News.....	<b>51</b>
In Memoriam.....	<b>55</b>
Legislative Report.....	<b>54</b>
Membership Application .....	<b>60</b>
New Members .....	<b>58</b>
People on the Move.....	<b>52</b>
President's Cockpit.....	<b>6</b>
Scholarship Fund Donors.....	<b>59</b>

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# Briefings...

**Late Breaking News - Announcements - Notes**

**Austin Nominated for CENTCOM**



U.S. ARMY PHOTO

Secretary of Defense Leon E. Panetta announced on Dec. 6 that the President will nominate GEN Lloyd J. Austin III as the next commander of U.S. Central Command, MacDill Air Force Base, Florida. Austin, who is currently serving as vice chief of staff of the Army, was the final commander of U.S. Forces Iraq, holding that position from Sept. 1, 2010, until the command was disestablished Dec. 18, 2011. His previous commands include the 3rd Infantry Division, with whom he earned a Silver Star for valor for actions in the early months of the war in Iraq; 10th Mountain Division in Afghanistan, and the Multinational Corps-Iraq from February 2008 through April 2009. Following confirmation by the Senate, Austin will succeed Marine Corps Gen. James N. Mattis who has held the command since Aug. 11, 2010.

Schwarzkopf was a Vietnam veteran and one of the architects of the western flanking movement that helped to defeat the Iraqi army during the Gulf War in early 1991. As the commander of U.S. Central Command, Schwarzkopf led the international coalition assembled by then-President George H.W. Bush that expelled Iraqi troops who had invaded Kuwait in August 1990. The West Point graduate retired in August 1991 after 35 years of Army service. "Stormin' Norman," as headlines proclaimed him for his leadership during Operation Desert Storm, was known as a friendly, talkative and even jovial figure by his friends who preferred the nickname given him by his troops: "The Bear."

**"The Bear" Passes**



U.S. ARMY PHOTO BY SFC JOE MOORE

Army GEN H. Norman Schwarzkopf, then commander of U.S. Central Command, waves to troops assembled for his departure April 20, 1991 at Riyadh Air Base, Saudi Arabia following Operation Desert Storm. Retired Army GEN H. Norman Schwarzkopf passed away December 27, 2012 in Tampa, Florida of complications from pneumonia at age 78.

**Test Pilot Training Applications Open**

Applications are being accepted for the 2013 Army Experimental Test Pilot Training Program board that is scheduled to convene April 30. Aviation warrant officers selected for this training will attend an 11-month course at the Naval Test Pilot School, Patuxent River, MD. Commissioned officers are also eligible but must apply under the Voluntary Transfer Incentive Program and should contact [usarmy.knox.hrc.mbx.opmd-retention@mail.mil](mailto:usarmy.knox.hrc.mbx.opmd-retention@mail.mil) for additional information. Commissioned officers accepted for the program will be transferred to the Army Acquisition Corps.

The selection process for this program is in two phases: Phase I is the board at Human Resources Command; and officers selected for Phase II will be given a flight test, an academic evaluation, and board interview. Applicants must be CW2 or higher and have a strong academic background in algebra, calculus and physics. For more information and a sample application, view the HRC Aviation XP webpage or contact CW4 Thomas Boise at [thomas.b.boise@mail.mil](mailto:thomas.b.boise@mail.mil) or (502) 613-6095 / (312) 983-6095 (DSN). Application packets must be received at HRC by March 15.

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**New AAAA Scholarship Donations Accepted**

The Individual Matching Fund program was initiated on a trial basis in 2006. The AAAA Scholarship Foundation, Inc., (AAAASF) has now established it as a standing program and is accepting applications from potential donors until March 31, 2013. The names of those individuals who apply will be selected in a random drawing to establish an Order of Merit List. Subject to funds available, three (3) individuals will be accepted per year until the list is exhausted. Donors will have a maximum of 10 years to complete their pledge of \$15,000 to be matched by the AAAASF for a total of \$30,000 in each account. This will yield an annual scholarship of \$1,000 in perpetuity in the name of the donor. Contact the AAAA National Office for more details, [aaaa@quad-a.org](mailto:aaaa@quad-a.org)

A Boeing EMARSS aircraft is shown in flight, banking to the right. The aircraft is a high-wing, twin-engine turboprop plane with a large sensor pod mounted on the nose. The background is a vast, hazy desert landscape under a blue sky with light clouds.

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# A Great New Year

**A** new calendar year brings us the prospect for another great year for Army Aviation and AAAA. 2012 saw several all-time records for the AAAA.

We recorded a true milestone in membership reaching and exceeding 20,000 for the first time in our 56 year history. I believe this milestone was made possible by our outstanding professional chapters.

Our chapters as well as our National Executive Board are made up of all volunteers that always do their best.

Keep in mind that your AAAA National Executive Board, (NEB) is made up of a cross section of volunteers from across Army Aviation. From four-star general to our warrant and senior NCOs, DACs and members of industry on the AAAA board, it is our honor to volunteer to serve you, the mission of our Branch, and the entire Army Aviation community. None of us draws one dime in pay.

If you are interested in serving on the NEB please let me know.

We also were fortunate to host the largest ever AAAA Annual Professional Forum both in terms of attendance and revenue in 2012. The revenue from our annual forum funds all of our aviation Soldier and family support programs. It has helped keep our dues unchanged for over 10 years. It has allowed us to offer free AAAA membership and *Army Aviation* magazine to all of our contingency deployed aviation units.

This revenue also makes all our donations to our chapters and the separate AAAA Scholarship Foundation, Inc. possible. It supports the Aviation Hall of Fame and the Army Aviation awards programs. It ensures the future strength of this organization.

We thank our industry members for their steadfast support that makes it possible for AAAA to meet its mis-



Attendees at a general session of the 2010 Annual Professional Forum & Exposition in the Tarrant County Convention Center, Fort Worth, TX.

sion to "Support the U.S. Army Aviation Soldier and Family."

AAAA support for the Congressional Army Aviation Caucus had a strong year. The members of the Aviation Six Pack and Aviation's Defense contractors provided excellent discussions on how Army aviation functions.

As you saw in the last issue of the magazine and this issue, the 2013 Forum is almost upon us. Registration and housing opened on 15 January. Once again our industry partners have stepped up and our to-date exhibit sales for the 2013 event exceed even the 2012 record levels at this time last year. We look forward to seeing you at the Forum in Fort Worth, TX April 10-13, 2013.

Remember that it will close Saturday night with a large benefit banquet to mark the 50th Anniversary of the founding of the AAAA Scholar-

ship Foundation, Inc. and Trace Adkins will be our entertainer. Founded six years after AAAA was formed in 1957, this Foundation is a separate charitable corporation that does an amazing job.

Go to our website ([www.quad-a.org](http://www.quad-a.org)) for details on donation opportunities to this great program where every dollar that is donated goes to a student scholarship.

All overhead for accountants etc. is paid by AAAA so your donations to the Foundation can be applied 100% to directly benefit our students.

I look forward to seeing you at the upcoming AAAA Tennessee Valley Chapter Joseph P. Cribbins Aviation Product Symposium on February 6-7, and at the Annual Forum in April.

LTG (Ret.) Dan Petrosky, President

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# The New Year and Supporting Army Aviation

By MG Kevin W. Mangum



PFC Nathaniel Hamilton, an armament, electrical and avionics system repairer with Task Force Saber, 82nd Combat Aviation Brigade, watches an OH-58 Kiowa Warrior leave the forward arming and refueling point on Forward Operating Base Fenty, Afghanistan.

U.S. ARMY PHOTO BY SFC ERIC PACHON, EDD, CAB PAC

**H**appy New Year and welcome to what promises to be another demanding year for Army Aviation! Despite challenges that will inevitably arise, I know our Army Aviation Team will continue to excel, supporting the needs of our great nation, as we have done unwaveringly in years past. Considering their enormous impact on achieving our goals in the coming year, it is fitting that we open this year's Army Aviation Association of America (AAAA) *ARMY AVIATION* magazine by highlighting the Aviation support team which enables Army Aviation to be an indispensable capability for combatant commanders.

Our ability to sustain Aviation's critical role in the fight rests upon a strong foundation of Aviation support capabilities.

## Providing Aviation Support Solutions

Winston Churchill once said that "the pessimist sees difficulty in every opportunity. The optimist sees the opportunity in every difficulty."

Our Training and Doctrine Command's (TRADOC) Program Office for Aviation Brigades (TPO-AB) and TRADOC capability managers (TCM), along with the other members of the requirements team at Fort Rucker, work closely with the program managers in Huntsville to get the right aviation support equipment to our Aviation Soldiers at home-station and abroad. Regrettably, we often take these optimists for granted.

These optimists provide the support equipment that keeps us in the fight. We can be quick to jump in our aircraft, without giving a second thought to the vital support equipment work-

ing behind the scenes that makes each flight possible.

However, members of our Aviation Enterprise work diligently to synchronize aviation ground support equipment, aviation mission equipment, aviation mission planning, munitions systems, and others so we can all effectively prosecute our vital mission.

There is no way I can highlight all of the Aviation support programs the Aviation Enterprise is currently addressing in this article. So, I will just mention a couple at the top of the alphabet and let you read the other professional articles in this month's magazine to appreciate the many programs supporting your needs.

## Aircraft Survivability

Last month, the Final Design Review of the 94GHz radar-based sen-



sor, developed in response to the degraded visual environment (DVE) operational needs statement (ONS), was conducted. The Final Design Review showed a reduction in weight of the system of approximately 8 pounds (from 126 down to 118 pounds), as well as a reduction in size of the nose-mounted components (from approximately 16" down to 6-8").

The display imagery and integrated Brownout Symbology System (BOSS) are also showing significant improvement. Flight testing, to include landings to the ground, is projected to begin in August of this year at Yuma Proving Grounds, AZ.

**ALSO**

Last month, BG Paul A. Ostrowski (Program Executive Officer, Soldier) approved the Encrypted Aircraft Wireless Intercom System (EAWIS) for full rate production (FRP) for the UH-60 A/L and CH-47D aircraft.

Additionally, PEO Soldier directed Project Manager, Air Warrior to provide quarterly reviews on EAWIS to confirm that previously identified short-comings of the system had been adequately corrected.

Feedback to date is positive, but not yet conclusive. TPO-AB remains engaged with the effort as the User's Representative. Developmental testing of EAWIS for the UH-60M and CH-47F will commence in the next couple of months.

**Keenly Focused on Providing What You Need**

Our Army Aviation branch remains relentlessly focused on, and dedicated to, honoring a sacred trust with commanders and Soldiers on the ground.

We cannot deliver the required war-fighting capability, if we do not provide our Soldiers with the support equipment necessary to complete their mission. That focus and dedication is the reason for our being, and it must be a driving force, as we deliver indispensable aviation capabilities to support those commanders and Soldiers on the ground.

Our aviators and those who provide the support equipment they employ have demonstrated exceptional performance under unimaginably demanding and difficult conditions.

Army Aviation is continually praised for our Soldiers' ability to suc-

cessfully support our combat forces on the ground; our support equipment plays a key role.

We must continue to collaborate to identify capability gaps, adequately capture our requirements, and articulate Aviation support solutions to ensure we remain "Above the Best!"

**Thanks for What You Do**

To all of our un-sung heroes, who labor tirelessly to develop and validate requirements, and those who work tirelessly to provide aviation support equipment to fill those requirements, thanks for what you do!


The crucial capabilities that you deliver are exactly what we need in order to be able to support commanders and Soldiers on the ground.

To the Aviation Soldiers, as always, I thank you for the extraordinary sacrifices you and your families continue to make for our Nation and our Army every day. Happy New Year!


Above the Best!




*MG Kevin W. Mangum is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.*


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## The Revised Officer Evaluation Report

By CW5 Michael L. Reese

Scheduled for implementation December, 2013, the Army will introduce a revised Officer Evaluation Report (OER).

Currently, work is being done to design forms, publish new regulatory requirements, and deploy training programs to ensure a smooth transition between the old evaluation system and the enhanced system.

To comprehend the effect on the individual officer we must understand why the Army is changing and what the specific changes are to manage positive/negative impacts.

In the fall of 2010, a holistic review of the Army Evaluation System was initiated as it was recognized that the current OER was not reflective of current leadership doctrine outlined in FM 6-22 (Army Leadership).

Additionally, it was acknowledged that utilizing an assessment tool not tailored to rank, makes it more difficult to manage talent and prompt rater accountability.

This review imitated exploration of various concepts which were refined and then socialized with Army leadership, selection board members, and organizations across the Army.

Recommendations for the revised system was briefed and approved by the Chief of Staff of the Army April 26, 2012 and the Secretary of the Army on May 29, 2012.

### Correlation of FM 6-22 and OER

The intent of the enhanced OER is to provide raters a better tool to assess Soldiers based on enduring leader attributes and competencies.

FM 6-22 defines an Army leader as anyone by virtue of assumed role or assigned responsibility who inspires and influences people to accomplish organizational goals.

Army leaders motivate people both inside and outside the chain of com-



mand to pursue actions, focus thinking, and shape decisions for the greater good of the organization.

The three goals associated with Army leadership (lead, develop organization, and mission accomplishment) are achieved by following the Leadership Requirement Model.

The attributes and competencies are the centerpiece of the new OER where warrant officers will be assessed through their technical and tactical leadership operating as pilots in command, tracked warrant officers, and broadening positions.

### Operational and Broadening Positions

Under the new OER, raters will be required to identify both operational and broadening positions for future assignments.

*Operational positions* for an Aviation Warrant Officer can generally be defined as an MTOE position within a

combat aviation brigade or TDA position not outside the scope of duties/responsibilities of a tracked officer (instructor pilot in training organization).

Warrant officer *broadening positions* are those outside the CAB serving in Branch and Army level positions. Examples are, but not limited to, Directorate of Evaluation Standardization, Human Resource Command, Combat Readiness Center, professional military education instructors, Aircraft Shoot Down Assessment Team.

To qualify for these positions the officer must be the foremost expert in his/her craft (technical-tactical expert/combat leader) through experiential based learning in the CAB.

Due to the time (8-10 years) it takes to build competence for these assignments, warrant officers should not expect consideration in broadening positions until they are a senior CW3 or CW4.

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Human Resource Command will utilize the future assignments section coupled with the officer's performance to better manage talent within the Branch and highlight to board members those officers with greatest potential to serve as a CW5.

### Three Grade Plates

Recognizing the current OER does little to differentiate between grades and levels of responsibility, three reports will be utilized for rank structure: Company Grade (WO1-CW2), Field Grade (CW3-CW5), and Strategic Leader (COL-BG).

The Field Grade Plate will have two versions; one for CW3/CW4 where the form will use the traditional "four block check" option, and another for CW5s with no block check option. The forms will eliminate the boxes for "at-

tribute, skills, and actions" and require the raters write descriptive statements, specifically about the individual's aforementioned attributes and competencies.

The OER is designed to engender or reinvigorate the importance of the rater in the overall assessment process; both the rater and the senior rater will have profiles to manage. Like the current system, less than 50% of the rater's population (by grade) can be assessed in the top block (Above Center of Mass).

A tool for the rater and senior rater will be the "rater credit" (three for rater/five for senior rater) option for situations where the commander may utilize for "highly qualified" performers in small populations and provide assistance with immature profiles.

The intent of the Officer Evaluation Report is to recognize performance and identify potential for service in a higher grade with increased responsibility.

The enhanced OER will provide board members who determine promotion a more distinct illustration of the officer in respect to the Army's leadership model.

It should also empower Human Resource Command to identify and manage talent preparing those officers to potentially serve at the strategic level.

Above The Best!  
CW5 Reese

❖❖  
*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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# The Army Aviation Crew Chief

By CSM James H. Thomson Jr.

*For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return.*

— Leonardo da Vinci

**A**s a valued member of the combined arms team, Army Aviation plays a critical role in the defense of the Nation and when called upon, winning our Nation's wars. Most visible to that effort are understandably our aircraft and the men and women who fly them.

Of course we all know that there is a team of teams that keep those aircraft in the air and one of the most important and vital members of that team are the crew chiefs.



**SPC Alberto Sandoval, a fuel specialist with Task Force Pirate, pulls the slack on his fuel line as he and SFC Steven Smith prepare to refuel a CH-47 Chinook helicopter at Forward Operating Base Kunduz, Afghanistan.**

Each one of the Army's flying machines typically has at least one crew chief, or flight engineer, assigned to it. Whether it's an AH-64, OH-58, UH-60 or CH-47, the crew chief is responsible for ensuring his or her aircraft is mission capable and mission ready.

We place a tremendous amount of responsibility and demands on these young enlisted men and women and they continue to perform admirably. It

certainly takes a special person to be a crew chief.

Unlike some of the other branches of service, Army Aviation crew chiefs begin their careers as aircraft mechanics and those that show competence, maturity, initiative and commitment are selected to serve as crew chiefs.

Once selected, training is conducted at the unit level taking anywhere from sixty to ninety days to bring a new crew chief up to a fully mission qualified status or for those that fly in UH-60s and CH-47s, a readiness level one status.

Once trained, the crew chief must maintain a high level of proficiency and competence. When not on the aircraft, crew chiefs can often be found in the crewmember office quizzing one another on aircraft components, systems and limitations.

They are required to meet specific semi-annual and annual training requirements and take an annual proficiency evaluation that includes written, oral and hands on examinations. Additionally, all crew chiefs and flight engineers are subject to "no notice" evaluations by the unit standardization instructor and should he or she fail, their readiness level status is removed until re-training is complete and proficiency can again be demonstrated.

An average day for the crew chief typically starts several hours prior to a scheduled mission. He or she heads out to their assigned aircraft diligently ensuring all maintenance inspections are complete and the aircraft itself is sound and safe to fly long before the pilots arrive for the pre-flight inspection.

Again, for those that fly in the back of UH-60s and CH-47s, the crew chiefs configure their aircraft in the proper mission profile for whatever their assigned mission is for that day.

During the operation, crew chiefs are an integral part of the aircrew constantly conducting airspace surveillance, monitoring systems, calculating



**A crew-chief with the 12th Combat Aviation Brigade pulls security for the UH-60 Blackhawk pilot during refueling operations in Regional Command North.**

weight and balance, performing in-flight checks and assisting with emergency procedures if needed.

Additionally, the crew chief and/or flight engineer are singularly responsible for the safety of any and all passengers flying onboard Army aircraft.

After the mission, the crew chief has a few hours of work yet to accomplish. He or she must conduct a post-flight inspection to ensure no maintenance faults have occurred during the flight, and if so, documents them and coordinates for repair.

A thorough review of the log book and upcoming maintenance inspections is conducted and likewise coordinated for completion so the aircraft will be mission ready as quickly as possible. The typical day of our crew chiefs is clearly long and arduous.

Army Aviation exists to support commanders and Soldiers on the ground doing so through the air with highly technical state of the art aircraft and in complex mission sets. The crew chief is absolutely a key component to meeting that sacred obligation. While it may not be an easy job, nor does it come with a lot of perks, serving as a crew chief or flight engineer in Army Aviation is certainly very rewarding.

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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Barbara Q., USAA member



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# How Did We Do?

By BG Timothy J. Edens

*As an Army, we're getting better all the time at safety. I feel confident making that statement given final numbers from fiscal 2012: with 162 accidental fatalities, it was our third-safest year on record and our best since combat operations began more than 11 years ago.*

**O**ur leaders, Soldiers, safety professionals and families deserve credit for this achievement. Without them, the Army Safety Program would be nothing more than regulations and tools dusted off for the occasional inspection.

Putting safety into action and living it day in and day out, regardless of mission or duty status, is why we've been successful in reducing accidental fatalities, even as we remain engaged in the fight overseas. Some challenges remain, however, and you'll find they are old and familiar foes.

This article will outline what we've gotten right, what still needs work, and how we can get there from here. It's a different approach from similar articles in the past, but I truly believe we need to move away from talking about losses in terms of numbers and start a new conversation on the lives those figures actually represent.

## The Big Picture

On-duty safety is a stellar success story for our Army. During the past 10 years, the accidental fatality rate – based on a per-capita calculation of fatal accidents per thousand Soldiers – fell 76 percent.

The rate is a more practical measure of our safety standing because it takes into account fluctuations in the Soldier population, unlike straight numbers that reflect only losses during any particular year.

So, even with a force that's grown and shrunk according to mission



**PFC Daniel Adjei, a truck driver assigned to 407th Brigade Support Battalion, 2nd Brigade, 82nd Airborne Division, stares into the twilight at a UH-60 Blackhawk as it comes in for a landing at the landing zone on Camp Ramadi, Iraq, Oct. 31.**

needs, the decline in on-duty accidental deaths has continued on a downward trajectory for an entire decade.

It gets even better on the ground. Since fiscal 2004, the number of Soldiers killed in on-duty ground accidents has declined 80 percent, a remarkable figure considering the constant training and operational requirements of our ongoing combat mission.

That trend continued during fiscal 2012, with total on-duty fatalities dropping 27 percent from the previous year. Leading the way were decreases of 50 percent or more in Army combat vehicle and personnel injury-other fatalities.

As our ground forces have been drawing down overseas, aviation crews are still maintaining an accelerated OPTEMPO both operationally and in training. That pace hasn't had a profound impact on safety, howev-

er. With 12 fatalities, we closed fiscal 2012 only slightly above the previous year, when 11 Soldiers died in aviation accidents.

Class A-C accidents were down 4 percent from fiscal 2011, although Class A accidents alone (involving both Soldier losses and/or total loss of aircraft) rose 40 percent during the year. Even so, fiscal 2012 helped sustain the marked improvements seen in aviation safety during the past several years.

Off duty, fatalities were down six percent from fiscal 2011. That number is somewhat deceptive, though, because it was driven largely by significant declines in PI-O losses and accidents involving "other" private motor vehicles (SUVs, trucks, vans, etc.).

Accidents in sedans and on motorcycles, along with pedestrian mishaps, actually increased during the year and remained the No. 1 killer of Soldiers, whether on or off duty.



## The Problems

If you were to read every accident report in the USACR/Safety Center database, one common topic would emerge: human error.

Whether due to indiscipline, inattention, complacency, overconfidence or any number of factors, the simple fact is that some Soldiers make bad decisions that result in tragic outcomes. That painful truth spans aviation, ground and off-duty and affects Soldiers of all ranks and backgrounds.

Looking at vehicle trends, we keep seeing the same mistakes. Speeding, nonuse of seat belts, or reckless riding and driving invariably make an appearance in both Army Motor Vehicle and PMV accident reports.

In fiscal 2012, two Soldiers died in rented vehicles while on duty overseas. Off duty, our youngest Soldiers are most at risk for a fatal PMV-4 accident, especially those at the rank of E-4. Disturbingly, however, NCOs continue to comprise a disproportionate majority of motorcycle fatalities.

Negligent discharges are another area rife with indiscipline. On-duty weapons fatalities have been under control for some time, but losses attributed to privately owned weapons increased during the last fiscal year.

A Soldier pointing an "unloaded" weapon at him or herself and pulling the trigger, often after drinking, was the most common scenario in these accidents. Horseplay with weapons, even those assumed to be safe, is a grave error in judgment and perfectly illustrates the issue we have with indiscipline.

The same principle holds true in aviation. During fiscal 2012, human error was to blame in 82 percent of all recorded Class A and B mishaps.

Dust landings, power management/aggressive maneuvering, and night vision goggle flights accounted for the bulk of the year's Class A and B aviation accidents. Aviators always have to be at the top of their game, but especially so in these situations, where mistakes can be brutally punishing.

## Safety Culture

I firmly believe safety culture is key to reducing accidents and associated fatalities. I've talked at length about what safety culture is in my monthly columns in this magazine, so now I'll share four specific themes to consider when evaluating your unit's safety culture.

■ Safety culture is not separate or

distinct from organizational culture. When done right, safety is an ingrained aspect of the organization's existing culture. A unit's shared beliefs, values and attitudes all contribute to operational safety and efficiency. Soldiers are the key stakeholders in any culture, and leaders must have their buy-in to make safety pay in their formations.

■ Safety must not compete with the organization's primary mission. Safety complements, not dictates, mission execution. Much of what our Army does comes with inherent risk, but in the thick of the fight, the Soldiers engaged in actual operations control how hazards are mitigated.

■ Leaders must guide them through holistic risk assessments that account for hazards posed by the enemy, environment, materiel, and their own human error, and then give them the latitude to make smart decisions to control aggregate risk.

■ Risk management is linked to readiness. Safety keeps Soldiers and equipment in fighting condition. Every loss degrades readiness, regardless of the source. Accidental fatalities are senseless because they can often be prevented, and every death leaves a lasting gap in that Soldier's unit and Family.

To stay ready, Soldiers must stay safe.

■ Safety must be an imperative, not a priority. An imperative is a "have to do," while priorities can shift due to competing demands. Safety can't slide to the left or right simply because something else might seem more important. In terms of Soldier's lives, there is nothing more important than safety.

In sum, safety culture fosters an instinctive mindset in Soldiers that translates to their activities both on and off duty. Unlike our other senses, the safety instinct is grown with careful nurturing and mentoring from leaders and a disciplined environment.

We've got to reach our Soldiers and let them know discipline isn't punitive – rather, it's what right looks like!

Accidents aren't left up to fate, and safety is firmly in our control. As a leader, battle buddy, safety professional or Family member, you have the power to effect positive change and save even more Soldiers in the future!

Army Safe is Army Strong!



*BG Timothy J. Edens is the director of Army Safety and commanding general of the U.S. Army Combat Readiness / Safety Center at Fort Rucker, AL.*

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# Simulators and Aircraft Survivability Equipment Maintenance Training

By Mr. Edward Hernandez

*This month, Mr. Ed Hernandez with our brigade system integration division, explores the paradigm shift in aircraft survivability equipment maintenance training that has been created by the use of simulators.*

*COL Heitkamp, Commander*

**P**roviding relevant training in support of new equipment fielding is the primary goal of the 128th Aviation Brigade's training companies. Providing training to maintainers that keeps pace with rapidly changing aircraft configurations is the focus of Military Occupational Specialty (MOS) 15N, Avionic Mechanic's training.

Soldiers in MOS 15N are trained to perform repairs, component replacement, system operations checks, adjustments, and alignments of aircraft flight controls, stabilization systems, avionics, and aircraft survivability equipment. The 15N must be able to troubleshoot equipment and trace avionics and cryptographic equipment wiring harnesses using technical manuals and schematic drawings to diagnose and isolate faults in order to affect repairs.

Legacy training on the critical aircraft survivability equipment was conducted on actual aircraft hardware systems with very limited fault isolation capability. In many cases, the faults used for training were real failures of flight worthy equipment with limited ability to use test and diagnostic equipment.

## Enter Simulation

The recent fielding of the Common Missile Warning System (CMWS) trainers started a paradigm shift in the training media used. The 128th Aviation Brigade, working with the Project Manager for Aviation Systems (PM-AS), developed detailed requirements for a modeled and simulated version of CMWS maintenance trainers.

This version of CMWS trainers fa-



**The Common Missile Warning System Maintenance Trainer-Apache (CMT-A)** – The CMT-A replicates the CMT with the addition of simulated aircraft system compartments to give the maintainer the difficulty of performing maintenance tasks as if on the actual aircraft.

cilitates the training of all maintenance operational checks and allows the instructor to insert faults to better develop and refine fault isolation skills. These devices will also have the capability to support the use of test equipment, providing a more thorough capability in aircraft survivability equipment (ASE) training.

Students learning UH-60A/L CMWS maintenance procedures can now follow all technical manual procedures in any environment while being controlled and closely monitored by the instructor.

Standard troubleshooting from a Unit-Level Logistics System-Aviation Enhanced (ULLS-AE) situational experience (write-up) and an inserted "bug" (fault) will enable the Soldier/learner to isolate and clear faults inserted into the trainer via standard

troubleshooting practices and to confirm problem resolution using a maintenance operational check (MOC).

## The Complete Package

The CMWS trainer is a completely modeled and simulated system using no real system software or critical parts. Through component modeling that meets the same physical and functional fidelity requirements as aircraft components and trainer unique software that emulates the operational environment to the exact extent required for students to accomplish maintenance tasks, students and instructors cannot tell the difference between the real system operation and the trainer functionality.

The CMWS Maintenance Trainer (CMT) was such a success that the same device concept was used to sup-

port the CH-47D training. The design was also modified to support AH-64D and OH-58D ASE training. This is the first time a component training device was developed so that it could successfully train all weapons platforms with only slight modification while exceeding the identified standard.

### The Future

Future integration of CMWS training into integrated-bussed aircraft systems like the CH-47F, UH-60M, and AH-64E maintenance training and training devices is in progress and based on the same concept introduced by PM-AS. Forward looking efforts in the modeling of components and use of test equipment will now be used by other platforms and will directly transfer with little to no additional integration costs.

Modeled communications, navigational, and aircraft survivability systems replicating dimensions and fidelity of actual system components alleviate the competition for repair support with the rest of the maneuvering force. The result is minimal trainer down time, cost effective operational and support costs while providing a



A Common Missile Warning System Maintenance Trainer (CMT) – The device supports operations, fault isolation, and line replacement unit (LRU) maintenance training tasks. The CMT configuration replicates the CH-47 in a bench type environment.

true training environment.

Army aviators develop flight proficiency through the use of flight simulators that replicate current fielded aircraft; training of the Aviation maintainer should follow the same logic – train skills to maintain current fielded avionics systems on modeled and

simulated devices to build proficiency, and then train on actual aircraft or full aircraft training devices.

◆◆◆  
*Mr. Edward Hernandez is a training specialist in the Systems Integration Division of the 128th Aviation Brigade S-3, Joint Base Langley-Eustis, VA.*

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The fielding of nearly 600 Standard Aircraft Towing Systems (SATS) to all components was completed in 2012.

PMAS COURTESY PHOTO

# Aviation Systems Project Management Office

By COL Gerald R. Davis Jr.

The Aviation Systems Project Office (AS PMO) manages more than 50 product lines and over \$750M annually. The dedicated team of Soldiers, Army civilians, and support contractors daily manages both software and hardware that touches every aircraft in the Army portfolio.

The PM AS team is committed to our mission of developing and integrating a wide spectrum of world class aviation products and services to meet Soldier's needs, generate common aircraft solutions, and conserve re-

sources. This mission is accomplished through management and oversight of four product offices managing the "cradle to grave" challenges of separate and distinct products.

From the mission planning software to the tools required for successful aircraft maintenance, PM AS equipment plays a vital role in Army Aviation's success in supporting the warfighter.

## AME

The Aviation Mission Equipment (AME) product office, led by LTC

Scott Everton, is responsible for the communications, navigation and surveillance (CNS) systems used by Army Aviation.

The AME team is responsible for providing and maintaining the common CNS equipment that meets the full range of Army Aviation requirements ranging from Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) mandates required to fly in commercial airspace to the tactical secure CNS capabilities that enable Army Aviation to effectively execute their primary military missions.

In addition to the CNS systems the team manages, they have also transitioned the management and oversight for the Blue Force Tracker-Aviation program from Program Executive Office (PEO) for Command, Control, and Communications-Tactical (C3T) to PEO Aviation under the CNS umbrella of PM AME.



PMAS COURTESY PHOTO

Blue Force Tracking-Aviation system.



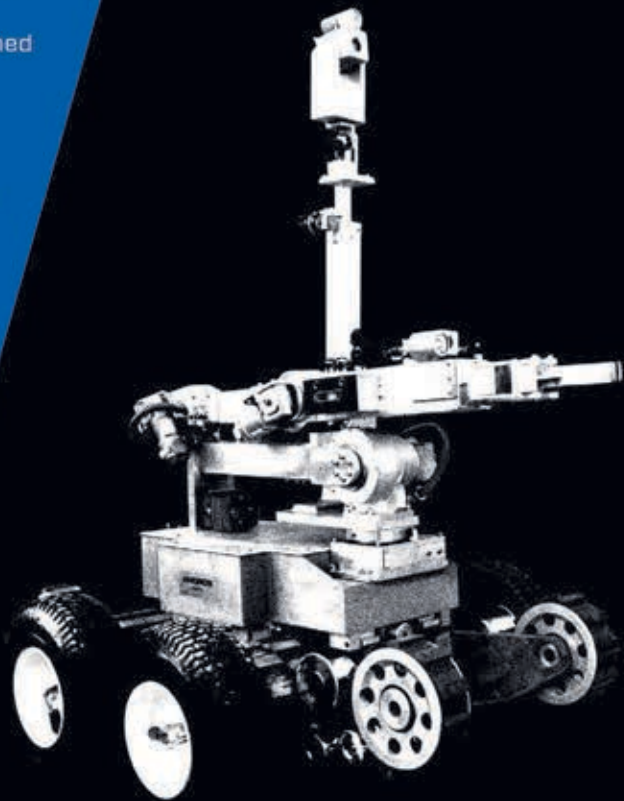
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The Mobile Tower System (MOTS) is a rapidly deployable air traffic control tower that supports operations at military/civilian airfields and tactical landing zones worldwide.

### AGSE

The Aviation Ground Support Equipment (AGSE) product office, led by LTC Steve Ansley, is the life cycle manager for all common AGSE used within Army Aviation and is considered the PM for the aviation crew



PMAS COURTESY PHOTO

The Aviation Mission Planning System (AMPS) is fielded in aviation brigades through line companies and provides the capability to plan Aviation missions.

chief. They have the direct responsibility for every piece of common aviation ground support equipment from the common aviation sets, kits, outfits, and tools to the flight line vehicles, aerial recovery kits, and forward operating base maintenance.

In 2012, PM AGSE initiated establishment of a permanent set of critical AGSE systems in Afghanistan as theater provided equipment (TPE) to support units engaged in Operation

Enduring Freedom. These TPE items alleviate the time and effort associated with units having to pack and ship critical systems.

The AGSE TPE equipment consists of Standard Aircraft Towing Systems (SATS), Aircraft Ground Power Units (AGPUs), the Generic Aircraft Nitrogen Generators (GANG), Aviation Unit Maintenance Shop Sets AVUM SS/A92s), and the Aviation Intermediate Maintenance Shop Sets (AVIM SS).

### ANMP

The Aviation Networks and Mission Planning (ANMP) product office, led by Scott Caruso, is our newest product office. Their primary responsibili-

ties involve digital data systems for mission planning and providing digital connectivity to the tactical network. This is accomplished primarily through the Improved Data Modem (IDM) in conjunction with the Aviation Mission Planning System (AMPS).

In addition to the work the team is doing to establish a long-term capability for our aviators to operate more safely in a degraded visual environment (DVE), in the near term the office is working to meet an Operational Needs Statement for a similar DVE capability.

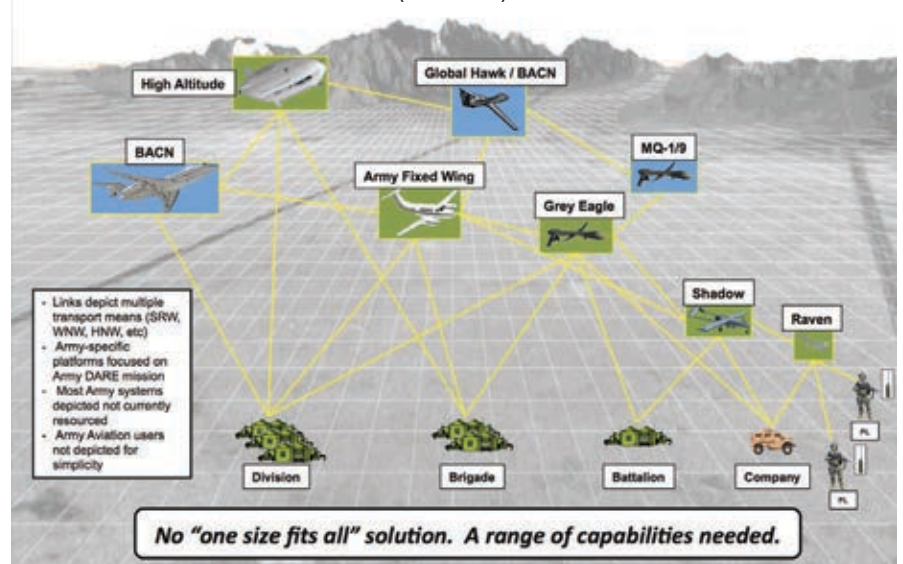
In the 4th quarter 2014, the team will begin fielding the Aviation Data Exploitation Capability (ADEC), the Aircraft Notebook (ACN), and the Aviation Logistics Enterprise-Platform (ALEP) family of systems (FoS).

These systems will replace the legacy Standard Army Management Information System (STAMIS) capabilities and enhance and simplify how Army aviation performs maintenance and logistics functions through highly integrated and improved processes, providing an intuitive, modernized user experience.

### ATC

The PM AS portfolio is rounded out with the Air Traffic Control Product Management Office (ATC PMO). The ATC product office, led by LTC Mike Rutkowski, is responsible for the life cycle management of all Army tactical and fixed base air traffic control systems to function in both the Nation-

## Future Army Aerial Layer (Notional)





al Airspace System and military/joint use airspace at home and abroad.

The ATC team oversees 19 different programs to provide these capabilities to our aviation units to include the Air Traffic Navigation and Coordination System (ATNAVICS), Tactical Airspace Integration System (TAIS), and the Mobile Tower System (MOTS). The ATC PMO provided an update on their team's activities in the November edition of the AAAA magazine.

In addition to these four product offices and their efforts, PM AS also oversees other efforts for PEO Aviation. One of these efforts is Aviation's participation at the Network Integration Evaluation (NIE) and the work to improve air-ground interoperability.

We recently completed a successful NIE 13.1 rotation and are heavy into planning 13.2 while looking out to 14.1 and 14.2. These evaluations are designed to synchronize the efforts of the requirements, development and

test communities to define emerging technologies for future tactical communications and speed delivery of integrated network capabilities to our Soldiers in the field.

The Aviation Systems Operations Cell is the PEO AVN focal point for NIE. In that role, we coordinated and executed activities required to support aerial tier network extension missions and air-ground integration missions at NIE 13.1.

These missions involve fixed wing, rotary wing and unmanned aircraft as well as a variety of emerging technologies and waveforms.

PM AS continues to actively support the Future Airborne Capability Environment (FACE) Consortium effort to develop the technical standard to define a software computing environment that supports reuse and portability of software components across different air platforms.

This is an industry and government forum chartered to develop the FACE Technical Standard, define conformance requirements, and establish a business model to enable the development of software components that interact with other software components through open/non-proprietary interfaces.

The FACE Consortium has established technical and business working groups to address the following areas: FACE Technical Standard, FACE Reference Implementation Guidance, Data Model(s), Conformance, Library/Repository, Business Model, and Contract Guidance.

PM Aviation Systems continues to leverage the power of integration on our aviation platforms. We are working to sustain and modernize our current systems while planning the development and integration of future capabilities.

Our goal is to reduce the workload of our Soldiers while providing them with increased combat capabilities.

*COL Gerald R. Davis, Jr. is the project manager of the Aviation Systems Project Management Office at Redstone Arsenal, AL.*



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# Aviation Mission Equipment -

## Communications, Navigation and Surveillance Planned Upgrades

By LTC M. Scott Everton

All Army aircraft require communications, navigation, and surveillance (CNS) equipment in order to effectively and safely operate in both civil and military airspace.

The Product Manager for Aviation Mission Equipment (PM AME) is responsible for providing the common CNS equipment that meets the full range of Army Aviation requirements from Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) mandates required to fly in commercial airspace to tactical secure CNS capabilities that enables Army Aviation to be effective in combat operations.

Additionally, PM AME is responsible for providing the current situational awareness (SA) system integrated in Army Aviation aircraft.

The current PM AME products include the AN/ARC-231 and AN/ARC-220 communications systems, the AN/

ASN-128D and Embedded GPS Inertial (EGI) H-764 navigation systems, and the AN/APX-118 and AN/APX-123 surveillance systems, and the Blue Force Tracking (BFT-A) family of SA systems. Additionally, PM AME has the responsibility for integrating Joint Tactical Radio Systems (JTRS) into all aviation manned and unmanned platforms. Current and planned upgrades to each of the products and JTRS integration activities are discussed in the following paragraphs.

### Communication Systems

The AN/ARC-231 radio set is a multimode very high frequency/ultra high frequency (VHF/UHF) line-of-sight (LOS) and tactical satellite communications system.

After close coordination with each supported platform and the Aviation Engineering Directorate, PM AME received the Air Worthiness Release for the Demand Assigned Multiple Access (DAMA) Integrated Waveform (IW) software upgrade to the AN/ARC-231 and began fielding in September 2011. This upgrade provides aircraft more reliable user access to the critical non-line-of sight (NLOS) satellite communications (SATCOM) waveform capability.

Future upgrades include modification to meet DoD Crypto Modernization program requirements and to incorporate the Mobile User Objective System (MUOS) waveform. This upgrade will allow the AN/RC-231 to maintain cryptographic tactical satellite communications interoperability with other DoD communication systems and a more secure/reliable com-

munication environment.

The AN/ARC-220 High Frequency (HF) radio and its AN/VRC-100 ground counterpart provide NLOS communications for Army aircraft and are currently installed on the majority of Aviation Rotary Wing Platforms. PM AME is currently working with the U.S. Army Aviation Center of Excellence Concepts and Requirements Directorate to determine the best approach to extend the life-span of the AN/ARC-220 and minimize obsolescence issues for sustainment through at least 2030.

The software in the radio is currently being updated to enhance functionality and improve responsiveness with a planned completion date of 4QFY13. HF is the only Aviation alternative for NLOS operations if SATCOM is compromised or lost. The communications team has developed an HF course that is offered quarterly at Redstone Arsenal, AL. The course is free of charge to AN/ARC-220 and AN/VRC-100 users. For more information contact Mr. Jeff Coffman at 256-955-3358 or [jeffery.coffman@us.army.mil](mailto:jeffery.coffman@us.army.mil).

The JTRS integration program qualifies and integrates JTRS radios into both manned and unmanned platforms.

Current efforts are underway by PEO C3T Program Manager, Airborne Maritime and Fixed Station (PM AMF) to identify and compete for a non-developmental Small Airborne Networking Radio (SANR) suitable for integration into the Apache Block 3, Black Hawk, Chinook, Kiowa Warrior, and Gray Eagle Unmanned Aerial System (UAS) aircraft.



The AN/ARC-220 is an easy-to-operate, multifunctional, fully digital signal processing (DSP) high frequency radio intended for airborne applications; it is an advanced data communications system capable of providing reliable digital connectivity.

PHOTO FILE PHOTO



The AN/ARC-231 is an airborne VHF/UHF line of sight (LOS) and tactical satellite communication system that supports the DoD requirements for airborne, multiband, multi-mission, secure anti-jam voice, data and imagery Wnetwork-capable communications in a compact radio set.





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SANR will deliver the Wideband Networking Waveform (WNW), Soldier Radio Waveform (SRW), and legacy Single Channel Ground and Airborne Radio System (SINCGARS) waveform capabilities to replace legacy radios currently fielded in these aircraft. In addition, the Shadow UAS is being integrated with a Small Form Factor-B JTRS radio set being developed by Program Manager Handheld, Manpack and Small Form Factor. PM AME's JTRS integration programs also support the aerial layer of the Army's Network Integration Evaluation (NIE) events.

NIE occurs twice a year at Ft. Bliss, TX and White Sands Missile Range, NM, defining emerging technologies for future tactical communications.

### Navigation Systems

The AN/ASN-128D, Doppler Global Positioning System (GPS) Navigation Set (DGNS), provides a combined GPS and Doppler navigation capability through an all-in-view satellite GPS receiver embedded into the signal data converter.

The AN/ASN-128D is Instrument Flight Rules (IFR) compliant and is certified for GPS use as a supplementary means of navigation for en route, terminal, and non-precision approaches using the Digital Aeronautical Flight Information File (DAFIF) non-corruptible database.

PM AME is working on an upgrade to the AN/ASN-128D to obtain certification for use of GPS as a primary means of navigation and Automated Dependent Surveillance Broadcast (Out) (ADS-B (Out)) Global Navigation Satellite System (GNSS) support including Wide Area Augmentation System (WAAS).

The Embedded GPS Inertial Navigation System (EGI) is a tri-service program led by the Air Force that provides a combined GPS and inertial

navigation capability through an all-in-view satellite GPS receiver for aircraft equipped with a MIL-STD-1553 digital data bus. The EGI provides precise location, velocity, and attitude to the aircraft fire control computer or integrated system processor for processing targeting information/sensor pre-pointing. The EGI is Instrument Flight Rules (IFR) compliant and is certified for use of GPS as a supplementary means of navigation for en route, terminal, and non-precision. PM AME is working on an upgrade to the EGI to obtain certification for use of GPS as a primary means of navigation and ADS-B (Out) GNSS support including WAAS.

### Surveillance

The Common Transponder (CXP) is a family of transponders that includes the AN/APX-118 and AN/APX-123 transponders which incorporates the advanced features required in today's global military and civil air traffic environments. PM AME is in the process of fielding the AN/APX-123, which is an upgrade to AN/APX-118, adding the new Mode 5 Identification Friend or Foe (IFF) capability. Efforts are underway to upgrade the APX-123 to meet the ADS-B (Out) capability which provides a cooperative position, direction, and velocity report for Air Space Managers. Finally, PM AME, in partnership with the Navy, has also initiated an effort for the procurement of a Small Form Factor transponder for Shadow unmanned platforms.

All these navigation, communication, and surveillance systems are critical to the success of Army aviation missions ensuring effectiveness, safety, and survivability in commercial and DoD airspace and on the modern battlefield. The dedicated personnel in the AME product office continue to look to the future of technology to bring our Soldiers the best systems possible.

### Blue Force Tracking-Aviation

Blue Force Tracking-Aviation (BFT-A), the air component of FBCB2/Blue Force Tracking, transferred from PEO C3T and is now a part of the PEO Aviation and PM AS/AME family of systems. The system includes the integration of on-board computers, global positioning equipment and communication systems that work in concert to provide near real-time situational awareness (SA) and command and control (C2) information from aircraft directly to tactical level forces.

BFT-A, part of the L band Joint Battle Command-Platform (JBC-P) satellite network, operates beyond line-of-sight (BLOS) and provides aviation formations the ability to exchange critical mission command information digitally with its ground counterparts.

BFT-A, used extensively in the Army, Navy, Marine Corps and Air Force, is also used by several federal agencies and foreign countries.

Its continuing evolution to BFT 2 with type 1 encryption is keeping pace with advances in the follow-on to JBC-P. BFT 2 will provide much better bandwidth and reduced latency improving SA for Army Aviation.

LTC M. Scott Everton is the Product Manager of the Aviation Mission Equipment Office, Project Management Office, Aviation Systems, Program Executive Office, Aviation at Redstone Arsenal, AL.





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# Aviation Ground Support Equipment

By LTC Steven Ansley and Mr. Alivio Mangieri

The Aviation Ground Support Equipment (AGSE) Product Management Office (PMO) is the Life Cycle Manager for all common AGSE utilized within Army Aviation providing our Soldiers with equipment to conduct aviation maintenance in the field and improve aviation readiness. Our mission includes the development and fielding of new equipment, sustainment and modernization of legacy equipment, and RESET and repair of equipment for units returning from combat.

This cycle of fielding, modernization, and repair is supported by a continuous dialogue with our users and partnering with our combat developers in the Training and Doctrine Command (TRADOC) Program Office, Aviation Brigade (TPO-AB), Fort Rucker, AL, to ensure the needs of Soldiers are met.

The AGSE PMO supports over 50 line item numbers and over 33,000 separate components that are used to



Aviation Ground Power Unit.

support every level of aviation maintenance from the crew chief on the flight line to depot level repairs.

Our mission is to provide reliable and maintainable AGSE that enables and improves aviation operational readiness by delivering the right tool at the right time in the right place.

Below is an update on a small number of the many programs managed within the AGSE PMO.

## Standard Aircraft Towing System

In 4th quarter fiscal year (FY) 2012, we completed the fielding of nearly 600 Standard Aircraft Towing Systems (SATS) to Active Army, National Guard, and Reserve Aviation Units.

This fielding included new equipment training (NET) for operators and maintainers and was completed a year ahead of schedule.

SATS components are provisioned and available, via funded requisition, through the Military Supply System.

The SATS Crew Protection System (CPS), a rigid, roll-over protected enclosure which provides the user environmental protection and is equipped with windshield wipers, dome light, adjustable fan, and heater, was cut into the production line after unit 274.

The SATS team has completed retrofitting 194 of the 274 SATS without the CPS; the remaining 80 units are scheduled to receive their CPS by the

end of calendar year 2013.

SATS has transitioned from an Army only program to a joint service program; in 2012 the U.S. Coast Guard purchased nearly 100 SATS.

## Shop Equipment Contact Maintenance

The Shop Equipment Contact Maintenance (SECM) vehicle uses the 2.5 ton, M1079A1P2 chassis to transport a crew of three with mission essential equipment, spares, and expendable supplies to repair or recover downed helicopters.

The SECM system, housed within the shelter, includes an environmental control unit (ECU), a storage rack system, a power inverter sufficient to operate power tools, internal and external lighting systems, and a portable air compressor.

The SECM, in production at Red River Army Depot (RRAD), is scheduled to begin fielding by 2nd Qtr., FY13.

## Common Aviation Tool System

The Common Aviation Tool System (CATS) is a tool set and container modernization of the existing New Aviation Tool System (NATS).

AGSE initiated the CATS program to capitalize on technological advancements and enhancements within tool kits, ensuring we provide our



SATS with cab/crew protective system (CPS)

aviation maintainers the most modern tools. To that end the CATS will include aerospace standard and industrial quality tools. Designed to support the Army's two-level maintenance concept, CATS is scheduled to begin fielding 3rd Qtr., FY13.

### Aviation Ground Power Unit

In March 2012, the Army approved the requirement for the Aviation Ground Power Unit (AGPU) Increment II. As we develop the Increment II acquisition strategy for the modular and more maneuverable future AGPU, we have partnered with LEAD to build 271 "E" model AGPUs to fill current critical shortages across Army aviation units.

### Aviation Light Utility Mobile Maintenance Cart

The Aviation Light Utility Mobile Maintenance Cart (ALUMMC), scheduled to begin fielding in early 2014, will provide Army Aviation units with a standardized, logistically sustainable, lightweight, all-terrain maintenance cart capable of transporting Aviation personnel with their assigned tools, test equipment, and small sized cargo across the flight line expeditiously and safely.

### Unit Maintenance Aerial Recovery Kit

The currently fielded Unit Maintenance Aerial Recovery Kit (UMARK) is a set of slings, shackles, fixtures, and ancillary equipment that provides the capability to conduct aerial recovery of aircraft disabled due to hard landing or crash/battle damage.

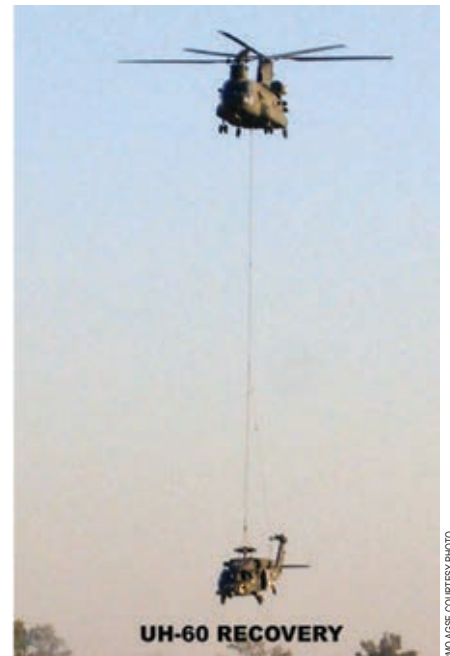
This UMARK only works when the main rotor hub, transmission, and structural integrity of the attachment/lifting points are not compromised.

Understanding on today's battlefield many downed aircraft sustain damage to the critical parts, and the lifting points are compromised, we are upgrading the UMARK to include the capability to rig and recover these aircraft and select unmanned aerial systems.

Both hardware and recovery procedures for the UMARK are being added and/or revised to incorporate this new capability. The upgraded UMARK is scheduled to be qualified and certified by FY14.

### Theater Provided Equipment

In January 2012, PM AGSE received approval to assign several crit-



CH-47 using a Unit Maintenance Aerial Recovery Kit (UMARK) during a CH-47 and UH-60 recovery.

ical AGSE assets permanently in Afghanistan to support units engaged in Operation Enduring Freedom.

This AGSE, the theater provided equipment (TPE), consists of SATS, AGPUs, the Generic Aircraft Nitrogen Generators (GANG), Aviation Unit Maintenance Shop Sets (AVUM SS/A92s), and the Aviation Intermediate Maintenance Shop Sets (AVIM SS).

This TPE serves two purposes: alleviating the time and effort associated with units having to pack and ship critical systems and significantly reducing inter-theater transportation costs and loss/damage during ground transportation in theater.

At the end of November 2012, all target quantities, except AGPU and SATS, were transferred into the TPE account by redeploying units. The AGPU and SATS will reach their target quantities in 2013.

The AGSE TPE systems receive constant use and are maintained by both the deployed combat aviation brigades (CAB) and Theater Aviation Single Manager-Ground (TASM-G) personnel. TPE systems are on a 27 month RESET rotation to ensure they continue to provide reliable service to our Soldiers.

### How to Contact Us

The AGSE team utilizes two web portals for communicating with our users to address issues and concerns,

the Joint Technical Data Interchange (JTDI) and our online help ticket.

The AGSE tab on JTDI provides quick access to a myriad of information including product descriptions, technical manuals, maintenance messages, and component listings.

Access to AGSE on JTDI requires a Common Access Card (CAC) and can be requested at [www.jtdi.mil](http://www.jtdi.mil). Our Help Ticket website allows users to submit an equipment specific problem or question directly to a subject matter expert.

An automated email informs users of the progress of their query during evaluation by the AGSE team and responses are sent via email to ensure users can reference it as often as needed. The help ticket is available via <https://agse.peoavn.army.mil>.

The AGSE PMO stands ready to support the aviation Soldier in the field; we remain committed to our motto: "Right tool, right time, right place."

LTC Steven Ansley is the product manager and Mr. Alivio Mangieri the technical branch chief for the Aviation Ground Support Equipment Product Management Office of the Aviation Systems Project Management Office, Program Executive Office, Aviation at Redstone Arsenal, AL.



A UH-60 Blackhawk in brownout – a degraded visual environment (DVE) team is working on a technical solution.

# Aviation Networks and Mission Planning

By Mr. Scott Caruso

PHANMP COURTESY PHOTO

January 2009 saw the creation of the Aviation Networks and Mission Planning (ANMP) Product Directorate. Previously an assistant product manager within the Aviation Mission Equipment portfolio, the ANMP mission grew to the point that they required a product director to track their many and varied activities.

ANMP has grown from three main efforts, Aviation Mission Planning Software (AMPS), Centralized Flight Records Systems (CAFRS), and the Improved Data Modem (IDM), to an office of seven major efforts with the addition of the Degraded Visual Environment (DVE) team and the three-prong Aviation Data Systems Family of Systems.

## Degraded Visual Environment

*You are on short final.*

*The before landing checks are complete, your intended touchdown point is in sight.*

*Just as you arrive at the position where you are committed to land you lose all visual reference outside the aircraft.*

*So you continue to feel your way to the ground, keeping the wings level and the cyclic centered, hoping this will be another successful landing to record.*

Rotary wing flight operations in DVE are a constant threat for our aircrews both in theater and abroad. During the execution of combat and train-

ing missions Army aircrews often encounter flight conditions that severely restrict visibility due to brownout, whiteout, or other atmospheric obscuration. These common mission profiles often place the aircrew in close proximity to obstacles and hazards, natural and man-made, which are not known or detected by the aircrew, often resulting in loss of personnel or damage to the aircraft.

To compensate for the lack of visual acuity when DVE is encountered, aircrews develop tactics, techniques and procedures (TTPs) to mitigate the risks and complete the mission. However, DVE continues to remain a challenge to our aviators resulting in the loss of personnel, equipment and combat effectiveness.

In response to this continuing threat, which generated an Operational Needs Statement (ONS) requesting development of a system to address DVE for aircrews in combat, the Program Executive Office (PEO) Aviation is part of a coordinated effort to develop a DVE solution. While working to identify an answer to the ONS, PEO Aviation is proceeding forward with the establishment of a formal acquisition program to mature obscure penetration sensor technologies.

These technologies will provide Army aircrews with real-time visual indication of the terrain and obstacles encountered during the various phases

of flight.

The immediate objective of the DVE team is to analyze potential systems which will enhance situational awareness, improve aircraft safety, and increase combat effectiveness.

To meet these objectives we are working to leverage the initiatives from a number of organizations including the Project Manager Air Warrior; the U.S. Army Aviation and Missile Research, Development and Engineering Center; the Night Vision and Electronic Sensors Directorate of the U.S. Army Communications-Electronics Research, Development and Engineering Center; the U.S. Air Force Research Laboratory, the Naval Air Warfare Center-Aircraft Division, and the Defense Advanced Research Projects Agency.

Potential DVE solutions may include a combination of both active and passive sensor technologies accompanied with the integration of advanced flight symbology.

A key component of any future DVE system architecture is the ability to accommodate a wide variety of sensors. As sensor technologies mature, a plug-and-play capability with a standard common interface will ensure the most effective sensor or suite of sensors are fused with current terrain data and existing sensors to provide the aircrew with real-time imagery for flight operations.



Improved Data Modem (IDM)

### Improved Data Modem

The IDM is the common solution for digitizing Army Aviation. It performs as an internet controller and gateway to the Tactical Internet and Fire Support Internet for Aviation platforms.

The IDM has its roots in the Enhanced Airborne Target Handover System (EATHS) product designed to meet a 1991 requirement for short range data communication for close air support and subsequent Army unique requirements of the Army Aviation Command and Control System (A2C2S) and Aviation Tactical Operations Center.

The requirements for the exchange of command and control (C2) and situational awareness (SA) data have evolved considerably since the days of EATHS. The IDM is a dynamically evolving product to facilitate a digital transmission network for the sharing of situational awareness, sensor and tactical data among our digitized Army, joint, and coalition aviation partners.

The IDM serves as the crucial interface between platform mission computers and radios, supporting legacy very high frequency (VHF) and ultra high frequency (UHF) radios and the Blue Force Tracker system.

Efforts are underway to enable future support of Blue Force Tracker 2.

As a single line replaceable unit (LRU) which performs communication modulation/demodulation, database processing, and message processing functions for the aforementioned aviation team members, the IDM presents a multi-path approach to C2 in the tactical environment.

As the digitized Army Aviation's

integrated C2 and SA solution, the IDM hosts Force Battle Command Brigade and Below-Air (FBCB2-Air) and processes Air Force Applications Program Development (AFAPD), Variable Message Format (VMF), and Advanced Field Artillery Tactical Data System (AFATDS) messages.

These capabilities further enhance Aviation's combat multiplicative effect and help prevent fratricide on the battlefield by providing timely target data to the Warfighter and control measures and situational awareness to battlefield commanders.

Currently, the IDM program activities are focused on developing the Open Systems Architecture (OSA) effort, a complete software and hardware re-architecture. This new architecture includes the IDM-401 and IDM software version 10, designed for Common Operating Environment (COE) compliance via Future Airborne Capability Environment (FACE) standards conformance.

### Aviation Mission Planning System

The Aviation Mission Planning System (AMPS) provides Army aviation a state-of-the-art interoperability and mission planning tool that enhances aviator SA, C2, and safety. This mission planning and battle synchronization tool automates aviation mission planning tasks including tactical C2, rehearsal, and flight planning.

Interoperable with Army Mission Command Systems (AMCS) and associated networks, AMPS furnishes the aviation commander with continuous situational awareness, allowing for rapid adjustment and dissemination of mission plans.

AMPS products enable communication, navigation, situational awareness, and weapons systems use on a multitude of Army aircraft from the D and E model Apache, to the L and M model MEDEVAC Blackhawk and unmanned aircraft systems (UAS).

AMPS is currently conducting a hardware refresh expanding the performance and internal data storage capacity for aviation users.

The new hardware, known as the VT Miltope RLC-3G will provide a 15.4" display, a 2.53 GHz Intel® Core 2™ Duo processor, 4GB of RAM, and an ATI Radeon™ 512 MB video card. Additionally, two 640GB eSATA internal hard drives will facilitate classified and unclassified operations and



Aviation Mission Planning System (AMPS) Mission Computer

negate the need for an external hard drive.

AMPS hosts the Army Portable Flight Planning Software (PFPS), which allows Warfighters to load the aircraft with navigation, environmental, performance, and threat data.

In fiscal year 2014 a significantly updated version of PFPS, called Execution Planner (X-Plan), will be fielded which will provide PFPS capabilities with improved workflow and integration while providing a Microsoft Office 10 look and feel.

A collaborative developmental effort between PEO Aviation, the U.S. Special Operations Command, and the USAF, X-Plan will expand the planning capabilities available to users across the Department of Defense.

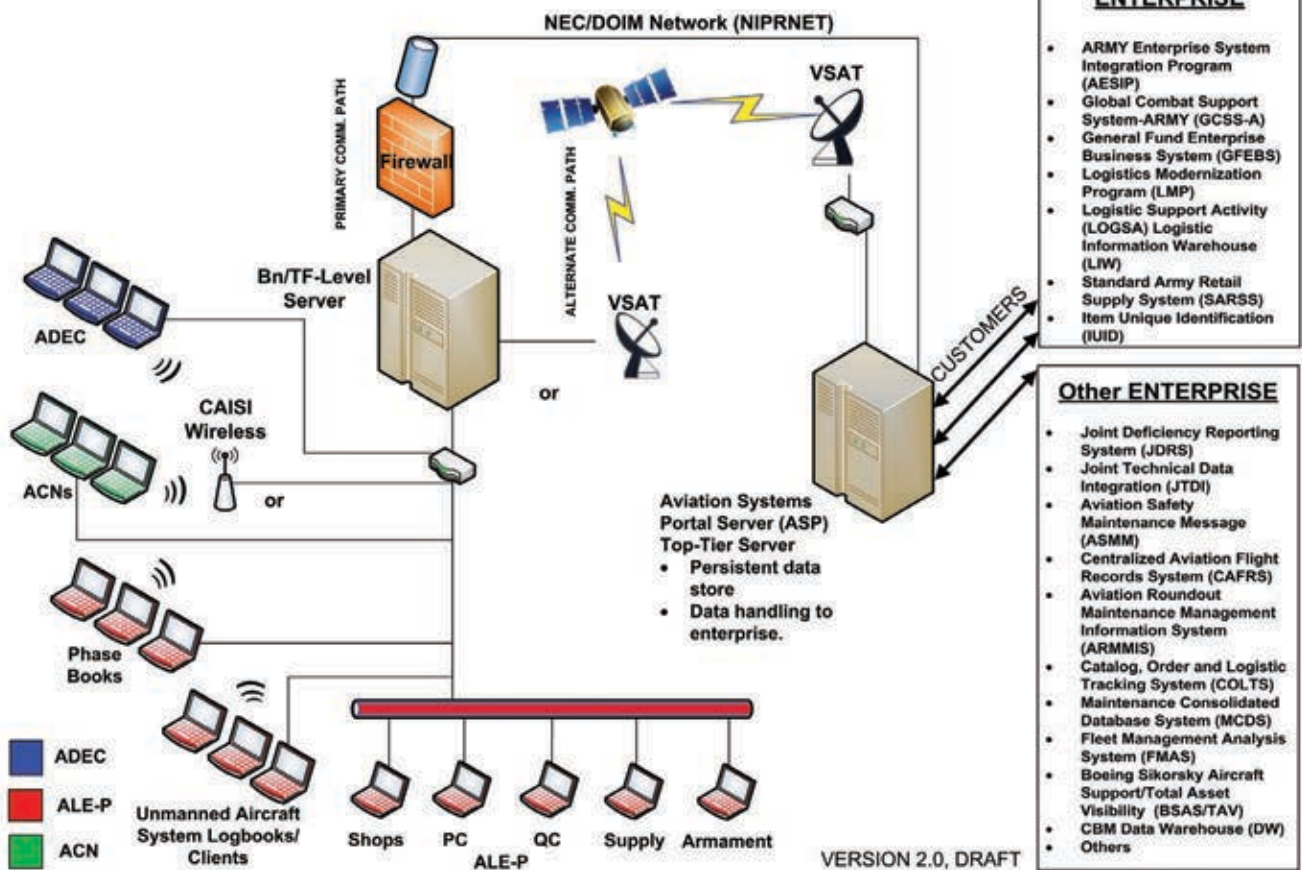
This capability will greatly increase the value of AMPS as an air, ground, and maritime planning tool and will leverage the Tactical Terrain Visualization System that provides users a realistic three-dimensional view of their proposed route.

### Centralized Aviation Flight Records (CAFRS)

The Centralized Aviation Flight Records System (CAFRS) software is part of the AMPS program. CAFRS is fielded to manned and unmanned Army aviation units to automate flight records management.

There are two versions of CAFRS: the Training and Doctrine Command (TRADOC) version which provides student management functionality and other functions needed to support installations that conduct flight training, and the Forces Command (FORSCOM) version which supports the National Guard, the Reserve, and the Active Component.

# ADEC, ACN, & ALE-P Family of Systems



Aviation units are able to synchronize with the CAFRS Central Database (CCDB) which allows them to permanent change of station (PCS) a crewmember's Individual Flight Records Folder (IFRF) between losing and gaining units via the CCDB.

Units connected to the CCDB are also able to PCS an IFRF for individuals attending a course at a TRADOC site. Once the crewmember has completed the course, the school performs a closeout and PCS's the record back to the CCDB from which the unit flight operations can bring it back into their database.

The next phase of CAFRS will integrate the Individual Aircrew Training Folder (IATF). Functionality will exist between the IFRF and IATF to allow data flow between the two, reducing the work load of standardization and flight operations personnel.

For additional information on the CAFRS program, and insight into the role the program is playing in the lives of our veteran aviators, see the article titled "Vietnam War Veteran Elated to Receive Missing Flight Record" in this edition of *ARMY AVIATION*.

## Aviation Data Systems

In the 4th quarter, 2014, the Army will begin fielding the Aviation Data Exploitation Capability (ADEC), the Aircraft Notebook (ACN), and the Aviation Logistics Enterprise-Platform (ALE-P), jointly referred to as the Aviation Data System Family of Systems (FoS). These systems will replace the legacy Standard Army Management Information System (STAMIS) capabilities and enhance and simplify how Army aviation performs maintenance and logistics functions through highly integrated and improved processes, providing an intuitive, modernized user experience.

This FoS will replace the Unit Level Logistics System-Aviation (Enhanced) (ULLS-A(E)), and merge with the unmanned capabilities provided by the Unmanned Aircraft Systems-Initiative (UAS-I) to provide a single aviation baseline that meets the needs of manned and unmanned aviation platforms.

The aviation FoS will implement Military Flight Operations Quality Assurance (MFOQA), enhance Condition Based Maintenance (CBM)

within the Aviation unit community, provide a single point, integrated aircraft logbook, and provide the bridge between the aviation domain and other enterprise systems including the Global Combat Support System-Army (GCSS-Army). The ADEC system will provide an MFOQA capability similar to commercial aviation's Flight Operations Quality Assurance, but with a focus on how Army aviation trains and fights.

ADEC flight visualization will provide a visual representation of the actual flight tasks, analysis, and highlighted events thereby allowing constructive aircrew debriefs and after action reviews (AAR), to include multi-ship missions. ADEC will also automate the flight scheduling and mission briefing processes, to include the unit's risk assessment worksheet and the crewmember reading file.

Integration with CAFRS will provide decision makers ready access to crewmember data during the risk assessment and mission approval process. A customizable dashboard will provide unit personnel with pertinent maintenance, operations, safety and



training data, and a kiosk capability will provide situational awareness of current flight operations in real time.

This system will leverage current and future network architectures and infrastructure as much as possible and provide an integrated battalion server capability to reduce the server footprint within the unit.

In addition, ADEC will host an Aviation System Portal at the enterprise level that provides connectivity between the battalion, brigade and the aviation enterprise.

The ACN is a laptop computer that serves as the single point, at-aircraft system with aircraft forms, records software, and platform specific installed applications. This 'tool kit' of software is necessary for completing maintenance on Army aircraft through an electronic, automated, fully-integrated solution. The ACN will facilitate recording maintenance actions and supply requests, provide and leverage reference material from maintenance manuals, and operate in a disconnected mode.

In addition, the ACN software will integrate the aircraft Interactive Electronic Technical Manuals (IETM)

and on-board digital source collector ground station functionality. This integration will provide a task based maintenance approach for recording maintenance, significantly reducing user input required to complete associated maintenance forms and enhancing the fleet manager's knowledge of what maintenance tasks are being performed and the associated faults.

ALE-P will provide an automated ability to enter and track required maintenance functions. The ALE-P system is an integrated production control (PC) shop, quality control (QC) shop, technical supply, armament, and phase team capability, and will work seamlessly with the ACN and ADEC systems to automate the requirements of Department of the Army Pamphlet 738-751, The Army Maintenance Management System-Aviation.

As with the ACN software, ALE-P will reduce the keystroke entries required by the user through integration with other systems and associated data, context sensitive search features, and use of bar code scanners with marked parts.

The ALE-P architecture will support the Army's two-level maintenance

system (field and sustainment), and will interface with GCSS-Army, the Maintenance Consolidated Database System (MCDS) and other enterprise level systems.

The ANMP team is dedicated to both aircrew safety and reducing their workload. The DVE program will save many lives at home and abroad, reduce the loss of aircraft and provide commanders with increased force projection on the battlefield.

AMPS will remain a vital mission planning and rehearsal tool for Army Aviation platforms and the ADEC/ACN/ALE-P FoS will usher in a new era of Army Aviation maintenance tracking.

❖❖

*Mr. Scott Caruso is the acting product director of the Aviation Networks and Mission Planning Product Management Office of the Aviation Systems Project Management Office, Program Executive Office, Aviation at Redstone Arsenal, AL.*



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# Joint Attack Munition Systems – Evolving to Meet Army Aviation’s Needs

By COL James S. Romero



U.S. Marine Corps firing the Advanced Precision Kill Weapon System II (APKWS) guided rocket from a UH-1N Huey helicopter during initial testing at Naval Air Weapons Station, China Lake, CA.

**SPECIAL FOCUS**  
**ARMING THE FORCE**

JAMS PMO COURTESY PHOTO

The JAMS Project Management Office continues to do everything possible to provide Army Aviators with the best capabilities possible. We are ever mindful that the missiles and rockets we provide are the “tip of the spear” for our Aviators and Soldiers in harm’s way and take our role seriously. As you will see, in 2012, we have made significant progress in some areas while we have also had our challenges in others.

The HELLFIRE product line continues to evolve with greatly improved missiles and modernized launchers. Despite its successful developmental progress, the Joint Air to Ground Missile program was restructured to meet budgetary constraints. Rockets continue to be a foundational capability

for Army Aviation.

The Enhanced Rocket Launcher will provide added capability needed for digital platforms until funding is available for a full modernization effort. Despite the challenges, we will continue in our efforts to provide Army Aviation with the best weapon systems possible.

## HELLFIRE

HELLFIRE missiles continue to be the weapon of choice for precision air to ground engagements. Despite that fact, we have continued to make improvements to address safety, reliability, obsolescence, and producibility of the missile.

These improvements are being consolidated into a single variant which

will include the penetration, fragmentation, and unmanned aircraft systems (UAS) capability currently distributed among multiple variants while incorporating additional capabilities not found in previous increments.

The HELLFIRE R, or “Romeo,” is completing system qualification and is on track for a material release in the spring of 2013.

The three primary changes are safety and reliability improvements, an expanded flight profile, and the addition of a multipurpose warhead.

Romeo incorporates a safer Electronic Safe Arm Fuse (ESAF) that increases the minimum safe arm distance providing greater margin in the event of a premature detonation.

This is particularly beneficial to the faster moving fixed wing aircraft which HELLFIRE has recently been integrated onto.

Another safety and reliability improvement is the replacement of the obsolete gyros with an Inertial Measurement Unit (IMU) that eliminates the failure mode commonly referred to as “Roll-Tip-Off” a state created by the gyros hitting their limits in certain firing scenarios and aircraft altitudes.

The second capability found in the Romeo as a result of the more precise IMUs is an expanded engagement profile enabling off axis shots from both



Raytheon

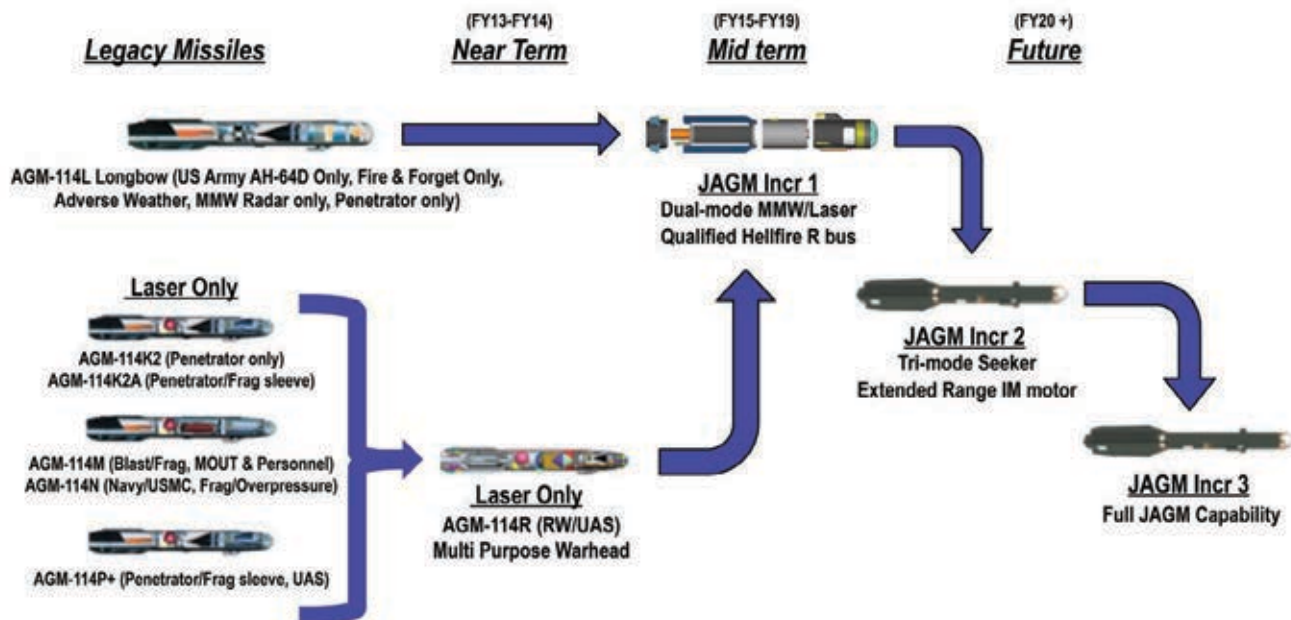


Lockheed Martin

RAYTHEON COURTESY PHOTO / LOCKHEED MARTIN COURTESY PHOTO

JAGM Technology Development Phase Prototype Flight Tests against armored targets. The Raytheon test was August 13, 2010 and the Lockheed Martin test was on November 22, 2010, both at White Sands Missile Range, NM.

# HELLFIRE to JAGM Roadmap



rotary wing and UAS such as the Army's Gray Eagle. This will bring more target sets into the engagement window and require less maneuvering by pilots to engage targets once acquired.

The last new feature of the Romeo missile is the multi-purpose warhead whose design provides a single warhead capable of defeating armor, soft targets, and urban terrain targets.

The flexibility afforded the pilot by the multipurpose warhead will ensure they are always armed with a weapon capable of defeating any target set they encounter while reducing the overall cost to maintain and sustain the inventory.

The Romeo missile continues the long line of successful adaptations to the HELLFIRE family of missiles and ensures that today's Warfighters continue to have the overmatch capability necessary for decisive victory on the battlefield.

## Joint Air-to-Ground Missile

The Joint Air-to-Ground Missile (JAGM) is an Army led development program for a precision guided munition to replace all legacy laser HELLFIRE and radar Longbow HELLFIRE missiles while providing improved capabilities to the Warfighter.

The original program would have developed an entirely new missile for use on fixed wing, rotary wing, and UAS with a tri-mode seeker, multi-purpose warhead, and 16 kilometer range rocket motor.

While the program was on track and

scheduled for fielding in 2017, it was not affordable in the current budget environment and was scaled back in 2012. This approach saves the program from termination but defers some desired capabilities to future increments.

The JAGM Product Office and the TRADOC Capability Manager for Reconnaissance and Attack worked together to define the missile capabilities and configurations for JAGM's increments.

JAGM's first increment provides a dual-mode seeker with a semi-active laser (SAL) for precision point targeting and a millimeter wave (MMW) radar for fire and forget targeting.

JAGM's first increment leverages the qualified HELLFIRE Romeo rocket motor and warhead and eliminated the fighter jet fixed wing operational envelope.

It will also be backward compatible on all digital aircraft that can fire the HELLFIRE II. The resulting capability allows the Warfighter the operational flexibility to laser designate for the entire firing mission or let the missile's radar guide it to the target.

Additional targeting options will be available after aircraft software modifications are complete. The fire and forget capability increases the ability to engage time sensitive moving and fleeting targets especially in adverse weather, obscurants, or countermeasure intensive environments.

Future JAGM increments will include an extended range rocket motor and a tri-mode seeker with an im-

aging infrared (I2R) seeker mode for improved countermeasure robustness and more lethal end game aim-point targeting.

The ongoing competition between Raytheon and Lockheed Martin will conclude with missile test shots in 2015 followed by qualification testing on the AH-64E Longbow Apache in 2016.

## Aviation Rockets and Small Guided Munitions

The Aviation Rockets and Small Guided Munitions (ARSGM) Product Office portfolio includes the Hydra 70, 2.75" rocket with various warheads and the Griffin and Viper Strike missiles. Improvements to the rocket weapon system include a Modernized Rocket Launcher (MRL) that will keep pace with the future digitization of platforms, will be lighter, more reliable, addresses insensitive munition (IM) requirements, and allows for a smart rocket interface while still being backward compatible with legacy rockets.

The first increment of the MRL is the Enhanced Rocket Launcher (ERL) that will support the AH-64E Apache fielding in FY15. The ERL allows individual rockets to be identified giving the pilot an accurate situational awareness of the type of warhead that is selected for the next engagement.

Additional improvement efforts that will be available soon include the flechette night reliability indicator, perchlorate-free training warheads, and a new shipping container that is lighter



Joint Air to Ground Missile (JAGM) test at White Sands Missile Range, NM, Dec., 2012.

weight, lower cost, and IM compliant.

While there is currently no Army program of record for a guided rocket, there are several contractors developing guidance systems for rockets and are actively working towards airworthiness releases for certain platforms.

One guided rocket system is BAE Systems' Advance Precision Kill Weapon System (APKWS) which is a Navy Program of Record.

Other guided rocket efforts include ATK Armament Systems' Guided Ad-

vance Tactical Rocket (GATR), Lockheed Martin's Direct Attack Guided Rocket (DAGR), and Raytheon's TALON Laser Guided Rocket.

All the systems are viable candidates for a future Army guided rocket solution and their progress will be monitored for performance, maturity, and cost.

### Summary

The JAMS PMO is dedicated to providing Army Aviators with the best

missiles and rockets possible. We look forward to providing capabilities to the force that are already in development, such as JAGM, while also finding ways to improve existing capabilities and invest in future technologies.

Our enemies, present and future, continue to improve their equipment and how they fight. It is our intent to do what we can to ensure our Army Aviators have the tools needed to maintain a clear advantage when facing those future threats.

The Soldiers and civilians of the JAMS team are squarely focused on accomplishing that mission!



*COL James S. Romero is the project manager for Joint Attack Munition Systems. The following contributed to this article: Ms. Alfreda Green, the PMO logistics division chief; LTC Tom Huff, the product manager for Aviation Rockets & Small Guided Munitions; LTC Dave Warnick, the product manager for HELLFIRE; and LTC Ron Volkin, the product manager for Joint Air-to-Ground Attack Guided Missile (JAGM). All are assigned to Redstone Arsenal, AL.*



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# Vietnam War Veteran Elated to Receive Missing Flight Record

By Katherine E. Doss

In 1973, a fire at the National Personnel Record Center in St. Louis, MO, destroyed or seriously damaged 18 million military personnel records. The records lost included those of U.S. Army personnel spanning the years 1912 through 1959. Before the fire, the Army's flight record policy required aviators to turn in their records upon separation from service to be put in physical storage. Since that fire, new regulations regarding disposition have emerged.

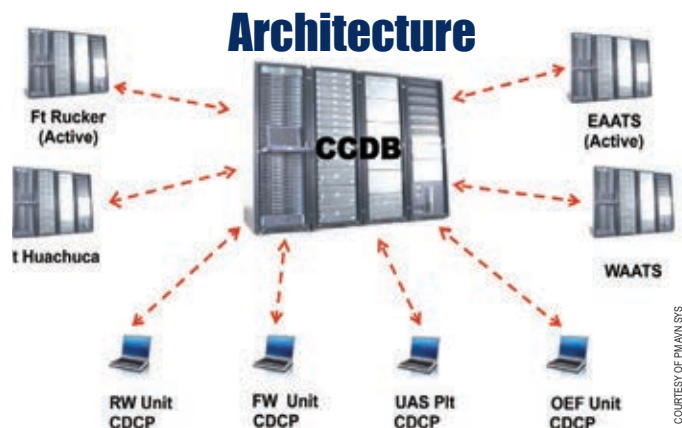
In 2006, the Army initiated development of the Centralized Aviation Flight Records System (CAFRS) as a central repository for storing all Army aviation flight and aircrew training records. Utilizing the CAFRS client software, units are able to manage their flight records easier and more efficiently, to include performing network based transfer of record ownership during Permanent Change of Station moves. One of the goals for CAFRS is to drive Army flight and training records management to go paperless, providing a reliable, readily available source for retrieving lost or destroyed records.

## Assisting a Veteran Army Aviator

In 2010, Mike Nance, CAFRS field support representative (FSR) lead and Gina Manning, a CAFRS FSR, attended a National Guard conference in Orlando, FL where Gina met with a member of the National Guard Bureau and discovered they possessed boxes of unclaimed records in a storage unit. Mike and Gina offered to claim the discarded records. That offer was accepted and they returned to Huntsville, AL, with the goal of reuniting the lost records and Soldiers. For months the FSR team sorted through the boxes and attempted to contact each individual.

Two years later, SFC (Ret.) Herivan Figueroa, one of the FSRs, contacted a veteran to inform him the CAFRS team possessed his missing records. The retired Army aviator was in disbelief and completely elated that he would finally have the information he had been desperate to find for many years. After verifying the units and dates of assignment, he was overcome with emotion and proceeded to explain how much worry, time, and money he spent trying to recover the missing documents. This veteran, a retired Major, was an Army pilot during the Vietnam War flying both UH-1C (Huey) helicopters and Chinooks during his two tours of duty.

After being diagnosed and treated for cancer he began a dispute with the Department of Veterans Affairs (VA) to prove his duties as a Vietnam pilot. Without the documentation in the Individual Flight Record Folder (IFRF), he has had great difficulty proving his total flight hours and obtaining full benefits from the VA. With the recovery of his flight records he is confident that he will meet the VA requirements and claim the compensation he so greatly deserves. An active member of the Vietnam Helicopter Pilots Association (VHPA), he attends their annual reunions,



Synching to the CAFRS Common Database (CCDB) allows unit level CAFRS Data Collection Points (CDCPs) to move records between installations for PCS moves and schooling.

COURTESY OF PMA/SS

adding that many of the pilots attending the reunions have not had access to their flight records for decades. He was excited to share his CAFRS experience with his fellow pilots and the VHPA so others might benefit as he did.

## The Future

Paul Williams, the CAFRS team subject matter expert (SME) and a retired Army aviator, explained that "in accordance with Army Regulation 95-1, Flight Regulations, a copy of the latest DA Form 759, Individual Flight Record and Flight Certificate-Army, closeout and the remainder of the IFRF will be given to the soldier." Additionally, upon retirement or discharge, the hard copy record will be given to the soldier for safe keeping and a digital copy of the record will be retained by the Army.

Williams contends that CAFRS provides "real-time information" for records that might have been stolen, lost, or delayed by shipping. He further believes that "we have not yet seen the full benefit of what will soon be available through the addition of the Individual Aircrew Training Folder (IATF)." The IATF, available with CAFRS version 4.0, contains forms that document the training each soldier has completed. Previously, the remarks section of the DA Form 759 has acted as a "catch all" for a soldier's qualifications. With the digitization of the IATF, an individual's training will be condensed and immediately available for review. Williams is optimistic that through the digitizing of the IFRF and IATF government agencies on a "need to know" basis might be able to access pertinent documents to expedite health care and financial transactions.

Looking to the future, CAFRS version 4.0 will not only automate and digitize aviator's training records, but will also provide support for the Army's Aviation Data Exploitation Capability (ADEC). ADEC will pull data from CAFRS and other aviation systems to provide a graphical display capability for commanders to understand and manage their unit's posture.

If you are a soldier and have any questions or experiences similar to the example above, please contact the CAFRS Help Desk at (256) 842-9808, DSN 788-9808, find CAFRS on Facebook, or visit <https://www.us.army.mil/suite/page/662874> for more information.

Katherine E. Doss works for QinetiQ-North America in Huntsville, AL and has been the primary technical writer for the CAFRS team since 2010.



U.S. ARMY PHOTO BY 25TH CAB POC

## ★ Four Week Targeting Process

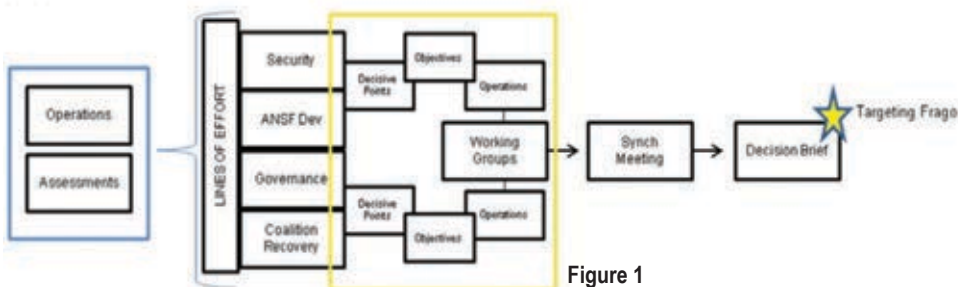


Figure 1

# Targeting in Afghanistan

By CW3 Shannon R. Mowery

The 25th Combat Aviation Brigade (CAB) targeting working group meets each week to focus on synchronizing and de-conflicting aviation assets and other available resources with the goal of finding, tracking, and attacking the enemy across Regional Command-South.

A successful targeting process requires the right people with the right roles and a disciplined, doctrinally sound process. This article discusses the challenges of pre-deployment targeting training, the vital roles and responsibilities in the targeting process, the targeting team process, and the importance of nesting operations within the RC's priorities.

The 25th CAB executes the full spectrum of aviation support simultaneously to defeat the insurgency, support improved governance and development, and enable Afghan led security forces to secure the Afghan people, setting the conditions for sustainable peace in RC-S. The majority of this aviation support is driven by customer request processes.

The CAB's internal targeting process is essential for prioritizing assets and allowing initiatives that achieve the commander's intent.

The CAB effectively targets by applying doctrinal methodology and nesting all operations within the Division campaign plan. To ensure success for the subordinate aviation battalions, the CAB must manage and synchronize aviation assets to be at the right place at the right time.

### Pre-deployment Training for the Targeting Process

Pre-deployment training is challenging for every unit. The 25th CAB participated in a culminating training event that tested aviation operations, staff processes, and digital systems prior to deployment. Although these training environments highlight areas of sustainment and improvement, the targeting process did not get fully exercised.

The culminating training event (CTE) training scenarios did not lend themselves to training, developing, and running an effective targeting process. During the CTE, the CAB exercised the targeting process based on the concepts and methods of the unit we were replacing.

The concepts and methods were useful as placeholders during the CTE, but the CAB staff was not able to synchronize until the unit was actually in RC-S and processes were tested by actual timelines and limitations.

The spectrum of threats within the operational environment, along with complex situations, demanded a dis-

ciplined, well coordinated targeting process. The targeting process needed to achieve the CAB commander's mission and end state, while nesting within the higher headquarters campaign plan.

### The CAB FECC

Fire support integration is one of many tasks that the CAB Fires and Effects Cell Coordinator is responsible for. The FECC is expected to integrate all lethal fires and nonlethal effects and its management of effects is an essential task to assist in achieving the commander's mission.

The FECC also works with battalion fire support officers (FSO), effectively bridging the gap between the battalions and the brigade. The battalion FSOs manage the same "effects" role while keeping their battalion commander's mission and end state in mind. This proves somewhat challenging due to the various missions of the aviation battalions. For example the cavalry squadron could be focused on reconnaissance and security while the assault battalion is focused

Decision Brief	
Inputs	Outputs
Operational assessments	Commander's guidance
Intelligence	Security priority updates
Division orders/guidance	Targeting FRAGO
Commander's planning priorities and guidance	
Afghan National Security Forces (ANSF) effects achieved/future focus	
BSO/CAB operational/targeting assessments	

Figure 2: Decision Brief Inputs and Outputs

# ★ Weekly Targeting Process

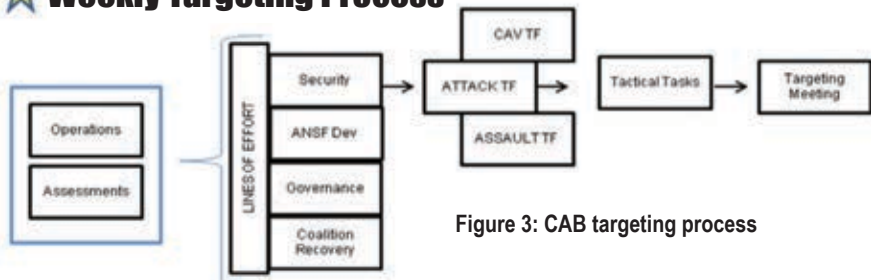


Figure 3: CAB targeting process

Targeting Meeting	
Inputs	Outputs
Higher Headquarters Operational Priorities/Campaign Objectives	Commander's guidance
BSO priorities	CAB priority of support
CAB priorities	Targeting FRAGO
Intelligence/PIR	
Special tasks	
HPT/HVTL review	

Figure 4: Targeting meeting inputs and outputs

on conducting air assaults.

Lastly, the FECC assists in synchronizing intelligence and operations through the targeting process. As intelligence is developed, aviation assets are required to accomplish tactical tasks. The targeting process dedicates assets to tasks in accordance with Division and internal priorities.

The FECC is able to measure based off of the accomplishment of the tactical task, overall mission success or failure. In the event that the tactical task was not accomplished, an assessment is made for re-attack. The task is reprioritized and assets are rededicated in the next targeting cycle.

## The CAB Targeting Officer

The CAB Targeting Officer assists in managing the targeting process.

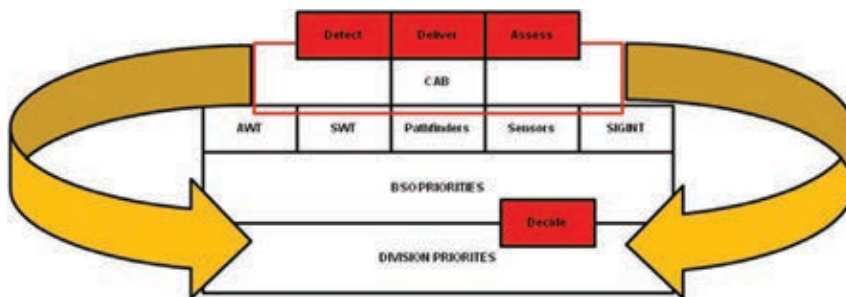
Other duties include development of the intelligence, surveillance, and reconnaissance plan; the high payoff target list; the high value target list; measures of performance and effectiveness; and assisting in the integration of all lethal and nonlethal effects.

## 25th CAB Targeting Process

The 25th CAB targeting process adopted the decide, detect, deliver, and assess (D3A) doctrinal methodology and was driven by the division four week targeting process. The Division targeting process nests all operations within lines of effort. Each line of effort contains its own decisive points and objectives. The objectives are measured by unit actions (tactical tasks).

Within a four week period, certain decisive points are allocated assets to provide the division commander data to assess whether the decisive point was achieved, see Figure 1. The division commander will decide whether the decisive point was achieved or if the decisive point will need to be pushed to the next targeting cycle for re-attack.

The decision brief is an essential battle rhythm event that provides the battle space owners (BSOs) and



The Targeting Process

the CAB focus through priority; inputs and outputs are shown in Figure 2. The 25th CAB's targeting process was managed through a weekly targeting meeting.

The guidance given during the division decision brief and the information released from the division targeting fragmentary order provides targeting focus for the upcoming targeting cycle. The CAB targeting meeting is chaired by the CAB's deputy commanding officer (DCO).

The DCO guides the battalions to achieve the commander's end state, guidance, and priorities while maintaining focus on the Division's decisive points and objectives. Due to the nature of the aviation mission, aviation assets cannot determine the enemy network that is on the ground; however, aviation assets can determine enemy indicators.

Aviation assets, through reconnaissance and security, can provide detailed analysis of the operational environment. Additionally, aviation assets conducting direct fire engagements on improvised explosive device emplacements, enemy combatants, and detection of homemade explosives, show geographically areas of instability.

Special program mission support should also be considered part of the natural mission set of the CAB.

## Bringing it all together

Aviation assets see more of the bat-

tlefield and can get to any location faster than any BSO. 25th CAB's ability to team with other assets and other aerial platforms assists commanders at every level to visualize the battlefield, which ultimately helps the commander make decisions. The targeting process provides a doctrinal way to appropriately achieve the desired effect with the appropriate asset.

By nesting all operations within the Division Campaign Plan, the CAB has a greater impact, and assists BSOs as they build a multidimensional assessment of their operational environment. CABs must remain flexible with their targeting process, improvising when necessary and showing initiative and innovation.

Fire support coordinators (FSCORD), fire support officers, and targeting officers must have a complete understanding of the targeting process if they are to synchronize all assets through the targeting process.

The targeting meeting is the one time of the week when all focus is on defeating the enemy. If a disciplined and coordinated targeting process is in place and everyone executes their roles, the CAB can maximize its contribution to the fight.

— ❖ —  
*CW3 Shannon R. Mowery is the targeting officer for the 25th Combat Aviation Brigade, in Kandahar, Afghanistan.*



The Honorable Mo Brooks, U.S. Representative from the 5th Congressional District, AL and co-chair of the Army Aviation Congressional Caucus, welcomes attendees to the AAAA UAS Professional Forum, Dec. 15 in Arlington, VA.

API PHOTO

# AAAA UAS Professional Forum

By COL (Ret.) Dan Ball

This year's AAAA Unmanned Aircraft Systems Professional Forum was held at the Crystal Gateway Marriott in Arlington, Virginia on December 10-12 and included presentations highlighting how the Aviation community can best increase UAS efficiency and affordability for our Warfighters.

AAAA senior vice president, BG (Ret.) Howard W. Yellen opened the forum with comments focused on our Warfighters, three of whom were recognized at an awards luncheon later in the day: the 2012 UAS Soldier of the Year, SSG Joshua A. Palowitch, Company E, 160th Special Operations Aviation Regiment (Airborne) and representing the 2012 UAS Unit of the Year from Company E, 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)), CPT Steven K. Souza II and 1SG Charles D. Kidd Jr.

As a UAS operator and trainer, SSG Palowitch flew over 1,000 combat hours in support of special operation forces and personally fired five successful HELLFIRE strikes against the enemy. E/160th SOAR(A) flew in excess of 7,000 total hours and 500 sorties supporting Army, Joint and coalition special operators, and was specifically recognized for their ability to use the UAS platform for kinetic strikes, including being credited with over 32 enemy killed in action and 4 enemy wounded in action.

LTG James O. Barclay III, Army Deputy Chief of Staff, G-8, made particular mention in his luncheon address that these types of missions and recognition lend credence to

the message that UAS are here to stay, and the Army must employ lessons learned to improve the next generation of UAS and continue to develop future tactics, techniques and procedures (TTPs) to leverage the full potential of unmanned aircraft systems.

His comments brought home to the audience that while our Army's technology and ability to leverage that technology keeps us ahead of our potential enemy, it remains our Soldiers on the ground and our families who support them that win our Nation's wars.

Speaking on the first day of sessions, both MG William "Tim" Crosby, Program Executive Officer Aviation, at Redstone Arsenal, AL, and LTG (Ret.) John "Mark" Curran, former Army Aviation Branch Chief and Training and Doctrine Command (TRADOC) Deputy Commanding General, Futures/Director, Army Capabilities Integration Center (ARCIC), highlighted the efficiencies gained by leveraging the capability of unmanned systems with our manned platforms while also discussing the realities of "great expectations and making hard choices" in light of upcoming budget constraints. The Army has to find a way to balance the incredibly diverse array of UAS platforms and mission sets against how much it can afford in the future.

This message was also brought home on the last day of the forum by LTG William N. Phillips, the principal military deputy to the Assistant Secretary of the Army (Acquisition, Logistics and Technology), and Director of the





ASPHOTO  
**SSG Joshua A. Palowitch** (second from right), the AAAA UAS Soldier of the Year, receives his award from (left to right) AAAA national vice president, BG (Ret.) **Howard W. Yellen**; COL **Timothy Baxter**, Project Manager, Unmanned Aircraft Systems; Mr. **Chris Seat**, vice president of programs from award sponsor, General Atomics Aeronautical Systems; and LTG **James O. Barclay III**, the Army G-8 at the awards luncheon Dec. 11 in Arlington, VA.



ASPHOTO  
**CPT Steven K. Souza II** and **1SG Charles D. Kidd, Jr.**, commander and senior noncommissioned officer of Company E, 160th Special Operations Aviation Regiment (Airborne), accept the AAAA UAS Unit of the Year award on behalf of the company Soldiers, from (left to right) AAAA national vice president, BG (Ret.) **Howard W. Yellen**; COL **Timothy Baxter**, Project Manager, Unmanned Aircraft Systems; Mr. **Bill Irby**, senior vice president and general manager of UAS programs for award sponsor, AAI Corporation; and LTG **James O. Barclay III**, the Army G-8 at the awards luncheon Dec. 11 in Arlington, VA.

Army Acquisition Corps who spoke briefly on how the Acquisition Corps is working to streamline processes and speeding this new technology to the field thereby reducing costs associated with longer developmental timelines.

Multiple speakers from within the Aviation UAS community, including representatives from both the TRA-DOC capability manager and product manager offices, Army G-3 Aviation office, National Guard Bureau, and

Mr. **Dyke Weatherington**, the deputy director of the Unmanned Warfare Directorate of the Office of the Undersecretary of Defense (Acquisition, Technology, and Logistics (AT&L)), spoke on a full range of topics from airspace management, UAS interoperability, manned-unmanned teaming and logistics.

Each speaker demonstrated a clear understanding of what UAS brings to the battlefield and gave the audience a clearer understanding of the current and future actions that are in play over the next decade to put meaning into *increasing the efficiency and affordability* of our UAS platforms and mission sets.

The industry panel also brought this home speaking and answering questions from the floor regarding their perspective on how industry sees the evolution of UAS in our armed forces.

Three members of the Army Aviation Congressional Caucus also spoke to attendees beginning with welcoming remarks by caucus co-chair, Representative **Mo Brooks**, from Alabama's 5th Congressional District.

His comments, as well as those of co-chair Rep. **Mark Critz**, from Pennsylvania's 12th Congressional District, and incoming co-chair Rep. **Bill Owens**, from the 23rd Congressional District, New York, cautioned about potential defense budget cuts.

Each stated that, no matter what the future might hold regarding resources, their primary focus will remain on ensuring our Soldiers and their families are always placed first.



*COL (Ret.) Dan Ball is the deputy executive director of the Army Aviation Association of America.*



# Hypoxia

By Dr. (LTC) Joseph Puskar

One of the safety briefings that all aviators should receive annually is altitude and hypoxia, and for good reason. The negative effects on human performance of hypoxia can be subtle and gradual, but are always progressive and insidious, and unless you recognize these effects and take the appropriate corrective actions the results can be fatal.

The cells of the brain and the retina of the eye have the greatest physiologic need for oxygen of any tissue in the body, and therefore these tissues and their functions are the most sensitive in the body to hypoxia.

Cognitive and psychomotor effects of hypoxia include decreased attention or vigilance, reaction time, and decision making ability and accuracy. Ability in arithmetic, memory, visual monitoring, and auditory detection tasks are also reduced. Individual susceptibility to hypoxia varies, and even the same individual can have varying ability to compensate due to changing states of physiologic fitness over time.

Visual contrast sensitivity, peripheral vision, and ability of the eyes to adapt to darkness are impaired by altitude-induced hypoxia. Smokers perform worse in all the above categories of performance at high altitudes than do non-smokers, so there's another reason to avoid smoking.

And with the holiday season upon us, I'll remind you of the toxic effects excessive alcohol can have on cellular respiration, or histotoxic hypoxia.

Drink only in moderation if at all the days immediately before a high altitude flight, stay well hydrated, and get the best rest and nutrition you can with an emphasis on higher carbohydrate and fat consumption to enhance your performance at the higher altitudes.

### The PHODS

The Personal Helicopter Oxygen Delivery System is a pulsed or non-

continuous oxygen delivery system that can deliver up to 41 cc per breath of 100% oxygen at 18,000 feet. According to the U.S. Army School of Aviation Medicine's altitude physiologist MAJ Frank Petrassi, a recent study found that peripheral tissue oxygenation can be as low as 84% at 17,500 feet using PHODS due to inadequate triggering of the regulator, (only 37-38% of breaths in at least two studies) the effects of mouth breathing, and physical exertion.

These are factors the individual aviator can train himself to control. "While the PHODS system is less than perfect, it's the best the Army rotary wing aviator has right now to enhance performance at high altitude, and mitigate risk," said Petrassi.

He goes on to say at least one published, and an earlier un-published Army study testing the PHODS' efficiency at high altitudes in Alaska showed that it can be effective at this altitude if used properly.

More efficient systems do exist, but the increased weight, bulk, complexity, and expense of an on-board oxygen generating system (OBOGS), for example, means that this is not a practical option for Army rotary-wing aircraft at the present time.

Get PHODS, train with it, and become proficient in its use if you will be flying missions above 10,000 feet in un-pressurized aircraft.

Fit the nasal cannula properly: tightly with no slack, and the prongs as far into your nose as they can go.

The curves in the two nasal prongs should hook down not up. This may tickle a little until you get used to it; trimming some nose hairs may help.

If it's too tight it will become painful after several minutes; if this occurs loosen it a little. Take a good hard sniff to trigger the regulator, and breathe a deep, slow breath when it does trip; you can tell when it does:

the oxygen flow will feel cooler than a regular breath. Fewer, deeper breaths are better than shallower, more frequent ones.

Breathe through your nose as much as possible, and don't over-exert yourself at the higher altitudes: take it easy physically and conserve your oxygen and energy for your brain.

Change to a full oxygen bottle before you try to make it over that high mountain pass so that it doesn't go empty half way up!

Be a thinking user of your PHODS equipment just as you are an expert with your aircraft. PHODS is not a "put it on and forget about it" piece of gear. Recognize that PHODS does have limitations, and that your performance can still be significantly impaired even with its use, but it may just give you that little extra edge you need to complete the high altitude mission, and to live to succeed again until an improved version is developed.

Never underestimate the potentially deadly effects that hypoxia can have on your ability to fly safely, and to avoid and quickly respond to an emergency situation at high altitudes.

Get high altitude training for yourself and as many of your crew as you can before operating in this, the most unforgiving of environments.

Safe flying and see you at the flight line!

Doc Puskar

### Question for the Flight Surgeon?

If you have a question you would like addressed, email it to [AskFS@quad-a.org](mailto: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 US Army School of Aviation Medicine at Fort Rucker, AL.*



# AAAA Scholarship Foundation – A Half-Century of Serving Soldiers and Families

By COL (Ret.) Tom Harrison

## Scholarship Eligibility and Application

The AAAA Scholarship Foundation, Inc. (AAAASFI) awards in excess of \$360,000 in scholarships annually to AAAA members and their eligible beneficiaries. Scholarship applications are due each year on **May 1st**, and I encourage all AAAA members to take advantage of this exceptional membership benefit.

### Eligibility

In order to apply for an AAAA scholarship, applicants must meet three criteria: first, AAAA membership or membership affiliation; second, membership duration; and third, school attendance.

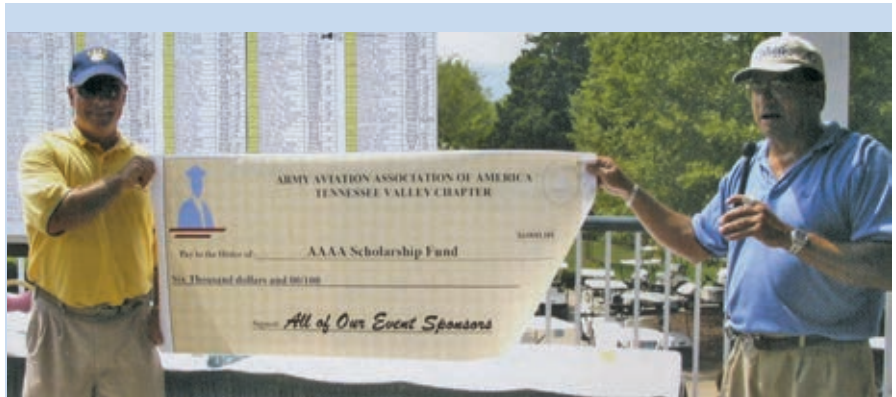
### Membership / Membership Affiliation

The applicant must be one of the following:

- the spouse of an AAAA member or deceased member,
- the unmarried son or daughter of an AAAA member or deceased member,
- the unmarried brother or sister of an AAAA member or deceased member,
- or, the unmarried grandchild of an AAAA member or deceased member.

**Membership Duration** - Whether the applicant is an AAAA member or a member affiliate, the AAAA member's effective date of AAAA membership must be on or before May 1 of the **previous year** in which the applicant is seeking aid unless the member is deceased. For example, if Mr. Smith is an AAAA member and his wife wishes to apply for a 2013 scholarship, Mr. Smith must have established his AAAA membership **May 1, 2012 or earlier**. The one year requirement is waived for active duty members.

If Mr. Smith did not become a



## History of AAAA Scholarship Foundation, Part 5

ARMY AVIATION Magazine , October 31, 2006 issue.

The Tennessee Valley Chapter held its annual Scholarship Golf Tournament on August 18 at the pristine Hampton Golf Course in Huntsville, AL. Despite a typical hot, humid Alabama day, over 225 members and friends of AAAA came together to support the TVC's scholarship foundation efforts.

This year over 45 corporate sponsors, including major sponsors such as Portal Dynamics, Raytheon, CAS and AEPCO, helped the TVC raise more than \$6,000. Adjoining photo depicts TVC President Bob Birmingham and tournament organizer George Chinaea, hold up a \$6,000 check; while at the same time, offering a hardy thanks to all the players and sponsors for their generous donations to the Scholarship Foundation.

member until July 1, 2012, his wife is ineligible for a 2013 scholarship but may apply for a 2014 scholarship as long as SGT Smith remains an active, dues paying AAAA member.

**School Attendance** - The applicant must be currently attending an accredited college or university or have been selected for Fall entry as an undergraduate or graduate. Applicants are required to submit proof of attendance (acceptance letter, enrollment documentation, etc).

### Application Process

If you would like to apply for a

AAAA scholarship, simply call, fax, e-mail, or snail mail your request to the AAAASFI with the AAAA member's name and your affiliation to the member (self, spouse, etc).

Once your eligibility status is verified, we will e-mail or snail mail you an application. Fill out the application and return it, along with the supporting data discussed below not later than **May 1st**. It's just that simple! If you have any questions or need help along the way, don't hesitate to contact us.

### Supporting Data

**References** – Give the reference form

*Continued on page 46*



# From the State of Minnesota, the North Star Chapter

By COL (Ret.) Robert D. Carter

*Our North Star Chapter has agreed to highlight their Chapter this month. Thanks to President Mike Huddleston for his contributions to our Association.*

The AAAA North Star Chapter is a Master Chapter based out of Saint Paul, MN and is led by chapter president, COL Michael J. Huddleston. This year the North Star Chapter is holding their fifth annual North Star Chapter AAAA Golf Tournament. All of the funds raised from this golf tournament are used to fund the AAAA National Scholarship Fund.

Normally we have around eighty golfers that come out to support the AAAA North Star Chapter and to enjoy the camaraderie as supporters to Army Aviation

Last year the North Star Chapter joined forces with the 34th Combat Aviation Brigade to co-sponsor the 34th CAB/AAAA Ball. The 34th CAB/AAAA Ball is attended by more than six hundred people each year and is a premier event in the Minnesota Army National Guard.

### CG-4 Glider

Recently the North Star Chapter had the privilege of witnessing the complete restoration of a CG-4 glider made possible by CPT (Ret.) Jim Johns. Johns is an aircraft historian and has restored eighteen WWII aircraft over the last thirty-five years.

The restoration of the CG-4 took four years to complete and started with an original frame, landing gear, and cockpit controls. Johns estimates that it cost \$14,000 to rebuild the CG-4, an amount that could have been much higher had it not been for the generous donations of Villaume Industries, the original builder of the plane.

The completed CG-4 is made with 25%-30% of its original parts and is now on display in Granite Falls, MN at the Fagen Fighters WWII Museum.

### Scholarship

Funds raised from the annual AAAA North Star Golf Tournament are donated to the National Matching Scholarship Fund. In 2011 MAJ Corby Koehler was the first recipient of the North Star Chapter Matching Scholarship.

### Awards

Since 2003, the North Star Chapter has inducted forty-one Bronze and two Silver Order of Saint Michael recipients. There have also been five Lady of Loreto inductees since 2010. Traditionally, the recipients are recognized at the 34th CAB/AAAA Ball each year in December.

SSG Dan Young received the Henry Q. Dunn Crew Chief of the Year award for 2008 distinguishing himself as a premier crew chief for Co. A, 2nd Bn., 147th Avn. Regt. throughout his deployment in support of Operation Iraqi Freedom 07-09.

The Chapter received the Top Senior Chapter Award in April 2010 and has since grown its membership to Master Chapter level.

In 2011, Co. B, 2nd Bn., 211th Avn. Regt. was recognized as the John J. Stanko ARNG Aviation Unit of the Year. Headquartered out of Davenport, IA with a detachment of eighty soldiers in Saint Cloud, MN, this outstanding unit flew 6,900 flight hours and almost 1,800 missions in support of Operation New Dawn.

### Professional Development

The Chapter has had several guest speakers over the years to include: Betty Wall Strohfus, a Woman Air Force Service Pilot (W.A.S.P.); CPT (Ret.) Jim Johns, who has given several speeches to the Chapter regarding the Army Air Force's contributions to WWII, the most recent concerning the Minnesota contribution to the Doolittle Raid (he is a Chapter member and an Order of Saint Michael in-



North Star Chapter CG-4 Glider tour in May 2012.

ductee); COL (Ret.) Terry Branham spoke about his experiences as a pilot in Vietnam, and as a commander during the Gulf War and the drug war in South America (for his actions in Vietnam he was awarded the Silver Star and Distinguished Flying Cross).

The North Star Chapter's goal as it moves forward is to continue to increase chapter membership, expand our professional development opportunities, contribute annually to the AAAA Scholarship Fund, and most importantly, continue to be ambassadors for Army Aviation.

Again, thanks to Mike and the North Star Chapter for their tremendous support of Aviation Soldiers and their families.

### Summary

As your VP for Chapter Affairs, I will use this column to highlight procedures that assist you in meeting your individual chapter goals. If you have an idea that needs to be transmitted to our 71 chapters, let me know and I will use this column as the voice across the Association. Feel free to contact me if you want or need help for your Chapter or to obtain clarification of National procedures. As a reminder my email address is [bob.carter@quad-a.org](mailto: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



# The Family as the Fourth Component

By CW5 Mark W. Grapin

**B**earing in mind these articles are penned about 60-90 days ahead of the print and publication date of the magazine, I'd ask you to remember back this scant couple of calendar pages to the corresponding noise level that preceded our year-end and New Year holidays.

Too much good news wound up on too many pressroom editorial floors as precious space was consumed with everything from budget concerns to tensions and hotspots around the globe.

The best Army in the world and all of its Soldiers stand their watch anywhere called, and the process of equipping and manning such an outstanding and effective force – including peerless Aviation assets – requires fiscal resources that boggle the mind. To be sure, we're talking about millions and billions of dollars, which far exceeds my personal allowance with which I prowl the local Home Depot or Cabella's.

But keeping track of whose sons or daughters were awarded which scholarships, which Soldier had an Order of St. Michael draped around their neck, and which spouse was pinned with an Our Lady of Loreto, is no less important news to our Aviation families than the announcement of which Soldier was promoted, and who assumed which command.

Now and again, though, we are treated to a voice in the room who understands the inherent and true value of including the Army's *Fourth Component* in their planning at virtually every level: our families.

In recent memory, the then-chief of our Aviation Branch took the stage at our Quad-A National Professional Forum opening session hand-in-hand with his wife. Until recently, we have institutionally long ignored the influence of our families in shaping our Army – whether these influences shape the posting decisions for a single family, or how national allies and adversaries are perceived.



General officers are issued three emblems of their Flag status. During his promotion ceremony, BG Benjamin F. Adams, III is presented his General Officer's belt by his grandson, Cameron Schillfarth.

While we may jest that "Hell hath no fury..." I learned early in my military career that the effort to winning the commander's heart may have found its path through those of his family. If my sons share a Boy Scout Troop with the chief of staff's sons, our discussion of our mutual interests may share an open door. We either get this concept, or we don't.

We either grasp the power of the family in our lives and the shaping of our Army, or we don't. It's that simple.

Our best and most effective leaders understand this simple and elegant concept, and are the most effective employers of this component. It's not Regular Army, or Army Reserve; it's not Special Forces, or National Guard. It's *Families*.

I have been unabashed in this column in doling-out praise for chapters, organizations, and leaders across our Army who have made a difference in our Branch and across our Army. One of these leaders recently rose to the lofty air of Flag Officer: BG Benjamin

F. Adams, III, Chief of the Joint Staff for the Kentucky National Guard.

A veteran of the storied 101st Airborne Division, and the venerable 160th Special Operations Aviation Regiment, and the inaugural president of the Quad-A Bluegrass Chapter, his promotion ceremony in Frankfort, KY on Dec. 7, 2012 bore consistency in his philosophy of embracing the family as our Fourth Component.

The hangar in which is promotion ceremony took place was standing room only with witnesses and well-wishers. So many former adjutants general and commanders from across the Army joined rows of his own family; nearly as many with beards and gray hair were present as were those with crisp uniforms and regulation haircuts.

BG Adams' remarks followed those of his boss, Maj. Gen. Edward W. Tonini, and nearly all would agree that he had spoken to and about *them* during these few moments. And while most being promoted acknowledge their spouse or parents, this newly-minted general officer touched upon the influence of so much of his own family – including siblings, grandparents, and his grandson, Cameron, who presented BG Adams with his general's leather belt.

We share pillows with our spouses, and fishing poles with our sons and daughters; we break bread with our brothers, and trade Christmas cards with our sisters; and many of us still harbor some degree of fear of a wrap over the knuckles from our parents or grandparents.

So why wouldn't we acknowledge the influence of this collective Fourth Branch upon our Army, and Army Aviation? Quad-A sure does!

### Family Memberships

Not a week goes by that I'm not asked about what the retiree dues structure is, or how much extra it would be to also sign-up a son, daughter or a spouse. My answer is a consistent boast of how modest the current brackets are, and how the individual annual memberships are priced at \$15 or \$26 – pick the category that most locally fits your situation, and your best discretion will always be welcomed at the na-

*Continued on page 46*

## 12th CAB Honors Two Fallen Aviators

The 12th Combat Aviation Brigade honored two of its fallen aviators in separate building dedication ceremonies in November, 2012. CW5 John C. Pratt, the brigade's first command warrant officer, and his co-pilot and the brigade's adjutant, CPT John "Jay" Brainard III, were killed on May 28, 2012 when their AH-64D Longbow Apache was shot down near Kabul, Afghanistan. The 12th CAB headquarters building located at Katterbach, Germany was named for CW5 Pratt during a Nov. 2nd ceremony at which his wife, Nicola, and daughter, Emma, were joined by MG James C. Boozer, acting commanding general of U.S. Army Europe, and Lord-Mayor Heinrich Forster of Illesheim, Germany.

During a Nov. 9th ceremony, the Urlas Army Lodging building, also at Katterbach, was renamed Brainard Hall. CPT Brainard's wife, Emily, COL Kelly Lawler, U.S. Army Garrison, Ansbach commander, and Lord-Mayor Heinrich Forster were the distinguished guests at that ceremony.



Emily Brainard and 12th Cbt. Avn. Bde. commander, COL Van "Jay" Voorhees, Jr., unveil a dedication plaque during a ceremony renaming the Army Lodging building at Camp Urlas, Germany, for her husband, on November 9, 2012.



U.S. ARMY PHOTO BY SFC ONDIRAE H. ABDULLAH-ROBINSON, 12TH CAB PACO

Emma Pratt and her mother, Nicola, the daughter and widow of fallen aviator CW5 John C. Pratt, show the key to the newly named Pratt Headquarters building to 12th Cbt. Avn. Bde. commander, COL Van "Jay" Voorhees, Jr., during a ceremony renaming the brigade headquarters building on U.S. Army Garrison Katterbach, Germany, on November 2, 2012.

## AAAA Scholarship Foundation

*Continued from page 44*

we send to two individuals who are aware of your abilities and potential.

**School Recommendation** – Give the school reference form to a school representative (counselor, principal, coach, etc) who has direct, personal knowledge of your overall performance as a secondary school or college student.

**Teacher Recommendation** – Give the teacher reference form to a teacher who has direct, personal knowledge of the applicant's classroom performance.

**Academic Reporting Form** – Give the academic reporting form to the appropriate official in your school who has access to your academic history. Grade point percentage is required for all applicants. Entering freshman must provide high school class rank and SAT and/or ACT test scores.

**Current Transcript** – All applicants must provide an official high school transcript. Sophomore, junior and senior college applicants as well as graduate applicants must provide official college transcripts.

**Essay** – (Graduate applicants only). Submit a 250-word essay about your life experiences, work history, and aspirations.

**Photograph** – Send a photograph, preferably head shot, to be used for publicity purposes.

All supporting data is mandatory. Incomplete scholarship applications will not be considered by the AAAASF Board. AAAA scholarships are a cornerstone benefit for our members and their families.

Don't let this AAAA member benefit pass you by. Submit your complete application **NLT May 1st!**

Thanks for all your past support!



COL (Ret.) Tom Harrison,  
President, AAAASF

## The Family as the Fourth Component

*Continued from page 45*

tional office! Also, let us not forget the suite of complimentary memberships for our "of the month" awardees, and for every deployed Servicemember – simply for the asking.

I have enjoyed serving as your Vice President for Membership for the past four years, and sharing success stories from across the field, and analogies from my own home and briefing room. I deeply appreciate your generosity of time in finding this page in the magazine each month.

I, for one, look forward to reading this very magazine each month to remain abreast of those events that shape our Army Aviation fleet, and of the outstanding manner in which each those wearing the prop and wings of our Great Branch bring that fleet to bear.

As always, I welcome your questions at [mark.grapin@quad-a.org](mailto:mark.grapin@quad-a.org).



CW5 Mark W. Grapin  
AAAA Vice President for Membership



# MANning the Homefront

By Judy Konitzer

One of many Family Forums that I attended at AUSA's Annual Meeting in October was presented by Wayne Perry from Fort Riley, Kansas, who spoke about his decision to be the stay-at-home dad.

The Perrys married in 2006 and have two children. When he became a military spouse in 2010, he decided to become actively involved which would be the best way to meet other stay-at-home dads. He realized he was not the only one doing this.

The theory was great, but Perry discovered that guys don't participate as much in the military community as do the ladies. "It is tougher to fit in, and it takes a lot more effort," said Perry who discovered the 'MANspouse' is an *extreme* minority.

## Understanding the Role of the Military Male Spouse

According to a 2010 military family life project, 5 percent of active duty service members' civilian spouses are male, with some of these being dual military couples. Scott Stanley, research professor from the University of Denver, and a military family expert said, "While things have changed a lot in society as well as in the military, it's still more typical for people to think of the male as the Warrior.

People don't understand the male role when it is the female service member who is deployed. A lot of these men are sort of swimming in a whole new part of the pool, without really knowing exactly where to go or what to do or what sort of supports to seek.

Evidence points out that civilian men married to a service member are twice as likely to divorce." Stanley found "their spouse role could clash with their sense of who they are as a male, or their perception of who they are supposed to be." They could also be less inclined than women to seek support or to open up about their struggles.

## Are Family Readiness Group Meetings for Male Spouses?

Although there is a plethora of support programs available, many are focused on connecting with the service members' wives, and therefore are more female friendly.

According to Perry, "It's like asking a woman to join 30 guys she doesn't know at the local sports bar for a game she knows nothing about."

Jonathan Thomas, male spouse and father of two found going to a family readiness group (FRG) meeting in Korea was too gender specific, so he preferred not to attend, but he felt comfortable with being able to find solutions and resources if he ever needed them.

Thomas has also chosen to take care of their children and not work in Korea. It is not easy to find a job there that would offset the expense of caring for their children.

"We make choices in our lives and have a responsibility to see through the consequences of our choices.

When children are involved, I be-

lieve it should be the highest priority of a couple to keep the family as together as they can. There is also our obligation to serve our country as well," he said.

## Creating a MANning the Homefront Group in Your Area of the World

Perry would like to see the 'MAN-spouse' recognized more, but that job should fall to these men and he is making headway in doing that. "We need guys at each installation who are getting together on a regular basis," he said. He feels that guys just want to get together, grill some brats, drink some beers, and catch a game or play a game, and that it is vital for the 'MANspouse' to form his own sense of community, to step out of his comfort zone and take part in classes that the military offers to help become more resilient.

Although Perry has only been at this for two years, he has had contact with over 100 'MANspouses'. He blogs under the name The Army Wife (DUDE)

*Continued on page 50*

# The Howze Board - 50 Years Later

By LTC Paul J. Fardink, Ret.

2012 marks the 70th birthday of Army Aviation, as well as the 50th anniversary of the Howze Board. Very few events have had the impact on Army Aviation as did the Howze Board and its follow-on activities. The Howze Board is the informal name of the Tactical Mobility Requirements Board that was created at the request of Secretary of Defense Robert McNamara to review and test new concepts integrating helicopters into the United States Army.

It gave birth to idea of airmobility.

In 2008, I had the incredible honor of doing an extensive interview with LTG Robert R. Williams (1918-2009), whom AAAA refers to as the “Father of Army Aviation.” As a member of the epochal Howze Board, Gener-



LTG Robert R. Williams in 1961 at Fort Rucker, AL, flying the venerable UH-1 Huey. Both became legends in Army Aviation.



This UH-60 Black Hawk, a star performer in Desert Storm, represents the culmination of the evolution of the Army's Utility Tactical Transport System, which began with the Howze Board and the application of the airmobile concept in Vietnam.

al Williams offered many behind the scenes observations with the candor and unique vantage point that only direct participation could provide.

The following is from this interview. *Fardink:* During April of 1962, Secretary of Defense Robert McNamara ordered the Army to take a “bold new look” at land warfare mobility.

McNamara directed this examination to be conducted “in an atmosphere divorced from traditional viewpoints and past policies.”

The second memorandum of two asked for the examination of six specific areas and again ordered the Army not to stifle new ideas and to “seriously consider fresh, new concepts, and give unorthodox ideas a hearing.”

What was your input to these historic memoranda?

*Williams:* From 1961-1962, I had been the Deputy Director, Tactical Warfare Systems Office, Director of Defense Research and Engineering Office, Secretary of Defense. I was the action officer for our directorate on the Air Force-Navy joint Tactical Fighter Experimental Program.

During one of the meetings on the program, Dr. Alain Enthoven, Director of Operations Research, commented to me that the Army seemed dead

in the water with the Army Aviation program and was not considering new uses for its aircraft. So we decided to recommend to the Secretary of Defense to “stir up” the Army.

I sought the off-the-record, wise advice and help from the Army Chief of Research and Development, LTG Arthur G. Trudeau, who then encouraged this plan of action and offered the assistance of COL Edwin Powell.

We spent about two weeks drafting two memoranda which directed that a study be made, who should participate, and that the results be forwarded to the Secretary of Defense unedited by the Army Staff.

We expected the memoranda to be softened considerably in the staffing, but the memoranda were approved and signed by Secretary McNamara with very little change from our original drafts.

*Fardink:* What happened next and what was your involvement?

*Williams:* The Army had five months to complete this task and immediately convened the U.S. Army Tactical Mobility Requirements Board, now commonly known as the Howze Board.

LTG Hamilton H. Howze, the commander of the XVIII Airborne Corps, Ft. Bragg, NC, was appointed its pres-



## 71 Years Above the Best



ident, and COL John Norton its secretary. As the commanding general of the Army Aviation Center (then), I became a member. The Howze Board was charged to determine future Army requirements for equipment and organization in the years 1963-1975.

An ambitious Howze and Norton used one month to assemble personnel and equipment, two months for testing, and the remaining time for analysis and report preparation. The final report, especially considering the limitations of time and resources, was a small masterpiece and offered far-reaching recommendations.

*Fardink:* Who appointed Lieutenant General Howze as President of this Board?

*Williams:* LTG James M. Gavin was G-3 at the time, so I assume he did.<sup>1</sup>

*Fardink:* What then transpired following the report of the Howze Board?

*Williams:* A decision was made to create and test the two major organizations recommended, an airmobile division and an air transport brigade.

This satisfied the people in OSD.

I stayed in the job until the decision was made for BG Harry Kinnard to command the division. Harry immediately joined me in Washington, and together we selected the key people for the division. The first two we picked were COL Phip Seneff and

COL Dell Bristol.

The personnel people said that they would not move them from their present assignments, so we took the matter to the vice chief of staff, and he said, "Move them!"

During the test, a general from Washington who had opposed airmobility, spent two days in the field with the division. He then said to me, "This test will not prove anything. The people in the division could make any concept work."

*Fardink:* In February 1963 at Ft. Benning, GA, the 11th Air Assault Division (Test) and the attached 10th Air Transport Brigade were activated.

MG Harry W. O. Kinnard, the veteran G-3 of the 101st Airborne Division's 1944 Battle of the Bulge, would lead these units. Under his command and leadership, these units would validate the airmobility concepts of the Howze Board and then later deploy to Vietnam as the 1st Air Cavalry Division.

In your capacity as the commander of the Test, Evaluation, and Control Group charged with conducting and evaluating these tests, did you encounter any interesting moments?

*Williams:* About halfway through Air Assault II, the field test of the 11th Air Assault Division, a very senior group from DC came to observe the exercise.

I was commanding general of the Test Evaluation and Control Group.

From my viewpoint, the two key members of the group were GEN Harold K. Johnson, who had just become Chief of Staff of the Army, and Dr. Alain Enthoven, Director of Operations Research in the Office of the Secretary of Defense. This was my first meeting with GEN Johnson.

I knew and had worked with Dr. Enthoven when I was in OSD. Dr. Enthoven dominated the questions, continuing to challenge our measurements of such things as mobility.

I finally explained to the group that finding agreed-upon criteria for this test seemed impossible; and, to illustrate my point, I told an off-color story about two drunks at a bar bragging about certain measurements – I will leave it at that. When the meeting ended, GEN Johnson motioned for me to step outside with him. He braced me



U.S. ARMY FILE PHOTO

GEN Hamilton H. Howze, circa 1963

like I was a plebe at West Point and lectured me that general officers do not tell stories like I did.

*Fardink:* Secretary of Defense Robert McNamara is frequently given credit for his support of Army Aviation during this period of incredible growth.

Army aircraft numbers grew from approximately 6,000 in 1962 to over 12,000 in 1970, the peak year.

It is obvious that he was a driving force. Could you expand on this?

*Williams:* Our best friends and supporters in OSD were Dr. Enthoven and his group of Operations Research Specialists, and Secretary McNamara listened to them.

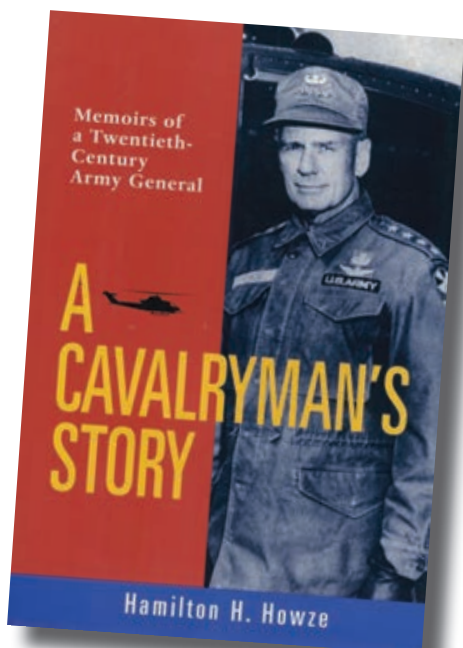
*Fardink:* General Hamilton H. Howze obviously had great trust in you since you were selected to edit and review his magnificent autobiography *A CAVALRYMAN'S STORY: Memoirs of a Twentieth-Century Army General* (Washington, DC: Smithsonian Institution Press, 1996) shortly before his death on December 8, 1998.

You also wrote the Foreword to the book. Could you kindly describe your relationship with GEN Howze during your Army and subsequent careers?

*Williams:* He was my mentor and very close friend to the very end.

He is recognized as the intellectual force behind the concept of airmobility and the beginnings of the current U.S. Army Aviation doctrine.

Howze's chairmanship of the now-



# 71ST ANNIVERSARY OF ARMY AVIATION

famous Howze Board in 1962 led to the implementation of modern helicopter warfare, an innovation that has characterized every conflict from Vietnam to Desert Storm and beyond.

In helicopter warfare, helicopters are integrated into the Army forces to carry out maneuver, fire support, intelligence, air defense, logistics, and battle command. The concept has been known as Air Cavalry and as Air Mobility, but the most popular title in use today is the title GEN Howze gave it in 1962 – Air Assault.

A final thought: In GEN Howze's excellent book, *A CAVALRYMAN'S STORY*, he concludes his chapter on the Howze Board with the following concern, "As I write this (1996), the Army has one very capable Air Assault Division, the 101st, but no air cavalry brigades as we envisioned them. It does, however, have in its new Aviation Branch a very considerable capacity for combat, anywhere...

The Board in all its recommendations considered basic the idea that Army Aviation, to achieve maximum effectiveness, had to be closely integrated into the structure of the combat branches." Today, this capacity has indeed been integrated with 21 combat aviation brigades (CAB). Thirteen are active duty units and eight belong to the National Guard.

The CAB is the Army Aviation equivalent of the brigade combat team (BCT) supporting the Army's modular force transformation. As a division deploys, a combat aviation brigade goes with it. A CAB contains, on average, 2,700 troops and 120 aircraft which is dependent on one of three possible configurations: light combat, heavy combat and full spectrum.

While the dream of seeing air cavalry brigades did not come to fruition during Howze's lifetime, the 21 CABs serve today as a legacy to the foresight and vision of this great Army general, Hamilton Howze, and all Howze Board members.

Delbert L. Bristol, Hamilton H. Howze, Harry W.O. Kinnard, John Norton, George P. Seneff and Robert R. Williams, are all inductees of the Army Aviation Hall of Fame.

❖❖  
*LTC (Ret.) Paul Fardink is a retired Army Aviator and life member of*

*AAAA. He is also a member of the American Helicopter Society's History Committee and enjoys writing about Army Aviation history.*

<sup>1</sup> Editor's Note: See page 236, *A Cavalryman's Story*, by Hamilton H. Howze. Howze states: "McNamara suggested that I be made a member of what he called a committee, and

he named eight others as well." Earlier in the narrative, he writes about Gavin's decision to choose him as the first director of Army Aviation, page 179: "Gentleman' Jim Gavin... had selected me, I judge because of my demonstrated emphasis on mobility in the tactics of ground warfare, to become the first director of Army Aviation."

## Spouses' Corner *Continued from page 47*



and is part of the core team for *MANning the Homefront*, a group that meets at Fort Riley once a month for dinner just for the guys and at least once a month for either a family or MANly event. They are hoping to see similar groups start up across the globe. Find them on their Facebook page *MANning the Homefront* and for links to more related information and support go to [www.machospouse.com](http://www.machospouse.com).

Stanley advises, "It is important for men to create a strong support network and social connections and develop friendships with other couples who have the same dynamics. This

way they can gain a friend with whom they can blow off steam, as well as someone who can relate to their complaints and concerns.

If you are really in this, you have to kind of figure out what's going to work for you to cope in the best way you can, because that's going to be the best thing for your marriage, best thing for your family, and the best thing for you down the line."

❖❖  
*Judy Konitzer is the family readiness editor for ARMY AVIATION; questions and suggestions can be directed to her at [judy@quad-a.org](mailto:judy@quad-a.org).*

## Sikorsky Supports Wounded Warriors



SIKORSKY COURTESY PHOTO

Mike Mudd, Sikorsky Aircraft, presents a Sikorsky Black Hawk coin to former President Bill Clinton at the start of the Birdies for the Brave golf tournament. Sikorsky Aircraft, together with the Florida Army National Guard, displayed a UH-60 L Black Hawk

at the "Birdies for the Brave" Golf Tournament at TPC Sawgrass at Ponte Vedra Beach, Florida on 30 November and 1 December 2012. Sponsored by PGA pro golfer Phil and Amy Mickelson, this event which benefits our wounded warriors was attended by former President Bill Clinton, retired General's Doug Brown, Dick Cody and "Buck" Kernan as well as numerous PGA tour professional golfers. The golf tournament raised nearly \$3 million dollars to help the most deserving of our veterans and their families.

## AFS/IAM Team Raises Over \$320,000 for Wiregrass



L-3 AFS COURTESY PHOTO

### United Way

L-3 Army Fleet Support (AFS) announced December 17, 2012 that its 2012 United Way campaign set another record for total contributions. The AFS/International Association of Machinists (IAM) team raised a total of \$320,366.89, exceeding last year's record total by \$39,254 and once again making the campaign the largest in Wiregrass United Way (WUW) history. AFS Vice President and General Manager Lowell Green, along with IAM Local Lodge 2003 President Tony Barnes, presented WUW Area Manager Taylor Wheeler with an oversized check showing the campaign total. Pictured from the left are: Sonny Moore, AFS; Lowell Green, AFS; Heather Helms, AFS; Taylor Wheeler, WUW area manager; Rob Fittro, AFS/IAM WUW co-chair; Tony Barnes, president, IAM Local 2003; Madison Cox, AFS/IAM WUW campaign co-chair; and Fred Duff, AFS.

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

**AAI Corp.**, Hunt Valley, MD, was awarded a \$22,129,858 cost-plus-fixed-fee contract to provide for the procurement of contractor logistics support for the One System Remote Video Terminal. Work will be performed in Hunt Valley, with an estimated completion date of Dec. 30, 2013.

**Advanced Technology Systems Co.**, McLean, VA, was awarded a \$11,055,873 firm-fixed-price contract to provide for the procurement of Huey major components and spares in support of Foreign Military Sales. Work will be performed in Lebanon, with an estimated completion date of Dec. 31, 2013.

**Applied Visual Technology Inc.**, Orlando, FL, was awarded a \$45,800,000 cost-plus-fixed-fee contract to provide for services in support of the Aviation Combined Arms Tactical Trainer Reconnaissance and Attack Concurrency Upgrade. Work location will be determined with each order, with an estimated completion date of Dec. 9, 2017.

**The Boeing Co., Mesa, AZ**, was awarded a \$56,370,522 firm-fixed-price contract to provide for procurement of AH-64D Apache Longbow Helicopters for the Egyptian Air Force. Work will be performed in Mesa, with an estimated completion date of June 30, 2014.

**The Boeing Co., Ridley Park, PA**, was awarded a \$34,240,221 cost-plus-fixed-fee contract to provide for the procurement of an MH-47G Special Operations Variant Chinook helicopter. Work will be performed in Ridley Park, with an estimated completion date of Oct. 31, 2015.

**HELLFIRE System L.L.C.**, Orlando, FL, was awarded a \$114,085,200 firm-fixed-price contract to provide for the modification of an existing contract to procure HELLFIRE II tactical missiles in containers. Work will be performed in Orlando, with an estimated completion date of Feb. 28, 2014.

**Honeywell International Inc.**, Phoenix, AZ, was awarded a \$24,121,500 cost-plus-fixed-fee contract to provide for engineering logistical support services for the T55A engine. Work location will be determined with each order, with an estimated completion date of Dec. 31, 2017.

## Advertisers Index

Alpha Risk Mangement .....	41
Bell Helicopter - Military .....	64
Boeing, Defense, Space & Security .....	5
Coastal Aircraft Parts, LLC .....	17
Columbia Helicopters, Inc. ....	2
EADS North America .....	7
Fastening Systems Inc. ....	12
Hupp Aerospace Defense .....	23
Northrop Grumman Corporation .....	21
Phantom Products Inc. ....	63
Robertson Fuel Systems, LLC .....	11
Science and Engineering Services .....	13
Ultrax Aerospace .....	19
USAA .....	15
USATCO .....	33
Vector Aerospace .....	25
VT Milltope .....	1
Yulista Management Services .....	9

# POTM

## PEOPLE ON THE MOVE

### Aviation General Officer Promotions



PHOTO BY FAHREN GOIN WELLS

**BG Benjamin F. Adams, III**, chief of the Joint Staff, Kentucky National Guard, gets new shoulder boards from his wife, Shelley, and mother, Doris Adams, during his promotion ceremony to BG on December 7, 2012 in Frankfort, KY.

Secretary of Defense Leon E. Panetta announced on Dec. 13, 2012 that the President has nominated the following officers for appointment to the rank of brigadier general:



U.S. ARMY PHOTO

**COL William K. Gayler**, currently serving as deputy commander, 7th Infantry Division, Joint Base Lewis-McChord, WA.



U.S. ARMY PHOTO

**COL Erik C. Peterson**, currently serving as deputy commander, U.S. Army Cadet Command, Fort Knox, KY.



U.S. ARMY PHOTO

**COL Leon "Neil" Thurgood**, currently serving as the deputy program executive officer, Missiles and Space, Redstone Arsenal, AL.

### Changes of Command

#### Musiol Takes the Reins of Pegasus



U.S. ARMY PHOTO BY SFC ERIC PAXON, 82ND CAB PUBLIC AFFAIRS

XVIII Airborne Corps Commander LTG Daniel B. Allyn hands the 82nd Combat Aviation Brigade colors to **COL Michael J. Musiol** during the brigade change of command ceremony on Pike Field, Fort Bragg, NC, Dec. 13. Musiol assumed command of the Pegasus brigade from COL Terry J. "TJ" Jamison. Recently returned from Afghanistan, the 82nd CAB broke all-time flight records in every category during their one-year deployment to Regional Command-East.

#### Fox Takes Command



U.S. ARMY PHOTO BY SFC BENJAMIN M. MIRANDA, 1st CAB PUBLIC AFFAIRS

(L-R) CPT Thomas C. Richert, outgoing commander; LTC Phillip C. Baker, battalion commander; and CPT Alexander D. Fox, incoming commander pause for a photo at the change of command ceremony for Co. B, 1st Bn. (Atk./Recon.), 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div., on Nov. 15, 2012 at Fort Hood, TX.

### Deployments/Redeployments

#### Pistoleros First to Deploy



Soldiers of 4th Battalion, 501st Aviation Regiment, Combat Aviation Brigade, 1st Armored Division prepare to board the plane Nov. 30 that will take them to Kuwait for a nine-month deployment. The "Pistoleros" Attack helicopter battalion, led by LTC Christopher M. Barnwell, commander, and CSM Steven D. Odom, is the first from the CAB to deploy since the unit activated in September, 2011.

## Promotions

### FY 2012 Colonel Reserve Component Selection Board Results

The fiscal year 2012 Colonel, Reserve Component, Active Guard Reserve and Non-active Guard Reserve and Army National Guard competitive categories, selection board results were released Dec. 18. Congratulations to the following 38 Aviation lieutenant colonels on their selection.

#### Active Guard Reserve Competitive Category

Seq # Name  
68 Bartow Thomas E  
\*77 McLeary Thomas P \*  
21 Singler Robert F Jr

#### Non-Active Guard Reserve and Army National Guard Competitive Categories

Adams Thomas B  
Allison Robert C Jr \*  
Anderson Derric H +  
Balzano Bruce C  
Becker Jeffrey K \*  
Bellamy Maureen E \*  
Bissell Gary A \*  
Bowie Jimmy D  
Copeland Jeffrey L \*  
Covert Robert C \*  
\* Edwards Joseph A II \*  
Fleming Christopher M  
Fritz Mark S \*  
Greenhaw Jon R \*  
Iwanski Lawrence M  
Jones Kit D  
Kovac John D \*  
Lambrecht Gene K \*  
Leger David A +  
Lemoine Bruce R \*  
Lewis Todd W  
Lord James D \*  
Malee Thomas M II  
Manor Rodney C  
Myers Ralph R Jr \*  
Norman Daniel A  
Parrish Michael D  
Pember Richard A  
Posey James O Jr \*  
Schwab William P  
Sutter Anthony K  
Valentine Herman P +  
Vannoorbeeck Vincent L \*  
Wolf Steven F  
Young William R

\* Below the zone selection

\* = AAAA Member

+ = Life Member

## Flight School Graduations

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.

### 62 Officers, December 13

#### IERW AH-64D Track

LT Jay A. Laing \* – DG  
CW2 Derek E. Stivers – DG  
WO1 Anthony D. Hill \* – HG  
LT Michael Lynch – HG  
CPT Steven R. Bota  
WO1 Jessica A. Cochran  
WO1 Andrew J. Frey  
CW2 Christopher B. Greenhill  
LT Michael J. Kalik \*  
LT Sean M. Laughlin  
WO1 Allison Moser  
LT Peter E. Nickoloff \*  
WO1 Jonathan B. Oldham  
WO1 Erik E. Olsen  
WO1 Samuel Padilla  
LT Nathaniel D. Pendleton \*  
LT Charles Pendry \*  
WO1 Jory M. Stauffer  
WO1 Chapin Thomas  
LT Morgan J. Wood \*

#### IERW OH-58D/R Track

WO1 Kevin J. Dove \* – DG  
LT Marcus Fowler \* – DG  
LT Eric Shirley \* – HG  
LT Kevin H. Chapla \*  
WO1 Ryan H. Flanary  
LT Colin T. Gilligan  
LT Trenton Gordon \*  
WO1 Michael W. Grey \*  
LT Ryan T. Maynard  
LT Cody M. Omilusik \*  
LT Amber Robertson \*

#### IERW UH-60 Track

WO1 Charles A. Barba \* – DG  
LT Wyatt A. Brady \* – DG  
WO1 Mickey P. Lansink \* – HG  
WO1 Aaron Taylor \* – HG  
LT Brian M. Anton  
WO1 Tyler M. Bannister  
WO1 Richard B. Cardavelli \*  
WO1 Adam P. Connaughton  
WO1 Charles W. Cooper \*  
LT Dustin W. Gabbert  
LT Anna H. Gardner \*  
WO1 Daniel J. Litscher \*  
WO1 Benjamin J. McKay  
WO1 Aaron Nawrocki  
LT Gale A. Premer  
WO1 Deric M. Rasmussen \*  
WO1 Thomas W. Reynolds  
WO1 Christopher Roberts  
LT Matthew L. Sepe

WO1 Daniel Watson  
WO1 Francis G. Wooten \*

#### IERW UH-60M Track

LT Andrew M. Duplessis – DG  
LT Jason S. Trump \* – HG  
LT Jessica E. Clark  
LT Benito Gonzalez, Jr. \*  
LT Joseph S. Muse  
LT Andrew P. Nicholson  
LT James P. Schumacher \*  
LT Lara E. Senteno \*  
LT Stephen M. Townsend \*  
LT Benjamin S. Wynia \*

## Unmanned Aircraft Systems Graduations

### UAS OPERATOR

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

#### Warrior Alpha UAS Operator Course

Class: 13-001  
8 Graduates, December 13, 2012  
PFC Wylie A. Mathis – HG  
SPC Adrian J. Flores  
SGT Cory L. Labove  
SGT Nicholas D. Levan  
SPC Jason E. Bennett  
SPC Jeremy J. Bown  
PFC Ryan J. Dentremont  
PFC Michael A. Stocker

#### Shadow UAS Operator Course

Class: 12-032/034/035  
40 Graduates, Dec. 13, 2012  
PFC James L. Madden – HG  
SPC Daniel R. Barclay – HG  
PFC Jacobs D. Descamp – HG  
PV2 Justin C. Adams  
SPC Nelson Agudo  
PV2 David G. Akeley  
PV2 Michael A. Barnes  
SPC Benchimol D. Benchimol  
PFC Zachary A. Cuevas  
PFC Jesse J. Doyle  
PV2 Brandon K. Ford  
PV2 Eric H. Gonzalez  
PV2 Garrett W. Harer  
PVT Frederik P. Hawkins  
PFC Brandon S. Helm  
PFC Paul E. Hodge  
PFC Christopher J. Hudson  
PV2 Dustin J. Jacobs  
PV2 Jeffrey R. Lumby  
PFC Joseph S. Martin  
PV2 Stephen A. Mickel  
PV2 James A. Miller  
PV2 Kenneth D. Phillips  
PFC Zachary D. Ramirez  
PV2 Justin A. Roberts  
PFC Michael D. Rzonca  
SPC Manuel A. Sanchez  
PFC Alexander P. Scalise  
PFC Gregory H. Schoning  
PFC Scott C. Smith  
SPC Scott S. Snider  
SPC Jeff R. Sullivan  
PV2 David G. Valenzano

PV2 Paul S. Vento  
PV2 Devin S. Watkins  
PFC Wesley B. Wendt  
PFC Steven W. Whitford  
PV2 Cory J. Williams  
PFC Stephanie K. Zeman  
PFC Michael P. Zemanovich

#### Gray Eagle UAS Operator Course

Class: 12-031 Phase 2  
11 Graduates, Dec. 13, 2012  
SPC Adam Sprinkle – HG  
SPC Jory Bonem  
SPC Shannon T. Dahl  
SPC Grady M. Elmore  
PFC Shaun A. McClendon  
SGT Shawna L. Rainwater  
SPC Matthew T. Rouse  
PFC Devin T.K. Sakamoto  
PFC Rocco C. Scinto  
PV2 Kevin R. Szymczek  
PFC Trenton L. Williams

#### Gray Eagle UAS Operator Course

Class: 12-031 Phase 3  
10 Graduates, Dec. 13, 2012  
SPC Kenneth S. Spann – HG  
SSG Keith J. Wilson  
SGT Robert G. Barriere  
SGT Frank C. Garner  
SGT Eddie L. Keller  
SGT Gary A. Niemyer  
SGT Edward Rodriguez  
SPC Brenden J. Besaw  
SPC William B. Patterson  
SPC Jeffrey A. Schoonover

### UAS REPAIRER

AAAA congratulates the following Army graduates of the Unmanned Aircraft Systems Repairer Course, MOS 15E, at Fort Huachuca, AZ.

#### Shadow UAS Repairer Course

Class: 12-071/072  
5 Graduates, Dec. 6, 2012  
PFC Brendan C. James – HG  
SPC Benjamin S. Brandvig  
SPC Curtis L. Maulioni-Eidman  
PFC Steven A. Perry III  
SPC Christopher A. Rubidoux

#### Gray Eagle UAS Repairer Course

Class: 12-007/008/009  
16 Graduates, Dec. 18, 2012  
SGT Christopher J. Cervantes – HG  
PV2 Josep C. Garcia – HG  
SPC Miguel A. Ortiz-Martinez – HG  
SGT John A. Arechiga  
SFC Clifford E. Baldowski, Jr  
SGT Anthony C. Dowden  
PFC Shuan J. Factora  
CPL Charles D. Girlinghouse  
PFC Christopher M. Goodine  
SGT Kelsey D. Harris  
PFC Robert D. Learned  
SPC Heath A. Martens  
CPL Jody K. Miller  
SGT Misty R. Stow  
PFC Cody B. Tackett  
PFC Dakota J. Whaley

DG = Distinguished Graduate

HG = Honor Graduate

\* = AAAA Member

## Fiscal Cliff Holiday Drama

Congress and the White House both agreed to terms to prevent the automatic budget cuts scheduled to take place on January 3, 2013 as part of the Budget Control Act of 2011. After eighteen months of unsuccessful negotiations, to include the failed efforts of the Congressional Super Committee, the House finally passed a bill on January 1, by a bi-partisan vote of 257-167.

The bill was approved by the Senate on New Year's Eve, after extensive negotiations personally conducted by Vice President Joe Biden with members of the Republican House and Senate. At stake was an automatic \$600 billion in cuts initiated over the next 10 years as well as an automatic tax raise for every American Taxpayer. Presidential and congressional staff members were working through the beginning of the holiday week to draft legislative language for the proposed agreement.

On December 26, President Obama returned early from his Christmas break in Hawaii to try to broker a deal with the Senate called back into session on Thursday, December 27. Both the House and Senate remained in session through the weekend before New Year's in an effort to avoid going over the supposed fiscal cliff. At the end of the negotiations, about 98% of American Taxpayers avoided an automatic increase in taxes as a result of the end of the Bush Era tax cuts.

Currently, tax raises will affect those individuals with incomes over \$400K and married couples over \$450K. This was higher than the \$200K and \$250k threshold President Obama had championed during his campaign.

The drama continued up to the last minute on New Year's Day as the House called for a straight up or down vote on the Senate bill. The reason for this decision was based on Senate Majority Leader, Senator Harry Reid's statement that he would refuse to deliberate on the bill if it was sent back by the House with any modifications. This would have in essence placed the blame for a large tax increase on the middle class squarely on the backs of the House Republicans.

Although the President declared this as a great victory for the administration, with the Continuing Resolution Authority scheduled to end at the end of March and the remaining work to be completed on National debt ceiling, there are still many



# LEGISLATIVE REPORT

By COL (Ret.) William H. Morris  
AAA Representative to The Military Coalition (TMC)

challenges which lie ahead over the next several months.

## National Defense Authorization Act 2013 (NDAA)

The 2013 Defense Authorization Act was finally ratified by both the House and Senate on December 21, 2012. By and large, major defense programs remained the same as during the original House and Senate caucuses which took place last summer and fall. One of the major sticking points for passing the act was the decision to remove language that would restrict the closure of the military detention center at Guantanamo Bay.

Notable individuals to include Secretary of Defense Leon Panetta, Senator Diane Feinstein (CA), as well as key members of President Obama's staff have asked that the President veto the 2013 NDAA based on this provision.

President Obama did not veto the 2012 NDAA which did not include provisions for closure of Guantanamo but he did use it as a major point during the recent presidential campaign.

Major highlights of the bill include \$552.2 billion for base national defense and \$88.5 billion for overseas contingency operations (OCO). From these outlays comes a 1.7% pay increase for all service members, sustainment of current TRICARE fees and a limit of troop reductions established as a cap that can be separated from the Army in a single year. The bill did increase TRICARE copay fees for prescription drugs in 2013 with a cap established in 2014 that allows fees to rise no more than the annual retiree COLA.

Additionally the bill continues to maintain the Army requirement for 50 AH-64Ds, 59 UH-60Ms, 44 CH-47Fs and mandates that the Air Force maintain 32 additional C-130 or C-27J beyond the current requirement based on Army's requirement of 40 direct support aircraft to support time sensitive/mission critical

sorties.

Although the bill authorizes \$633 billion overall, this will likely not be the end state over the Fiscal Years Defense Plan (FYDP) for 2013-2018 based on the current continuing resolution, sequestration and the withdrawal from OEF on an accelerated timeline.

## Taps becomes National Song of Remembrance

In the final version of the 2013 National Defense Authorization Act (NDAA) passed by Congress, one of the provisions includes the 26-note melody "Taps" now recognized by law as the National Song of Remembrance.

Although this noble and noteworthy provision, considered long overdue by many Veteran's' groups, was sent to the President on December 21st, with the 2013 NDAA, some of the original intent was left out of the bill. Of note was the omission of instructions on how civilians and military should act when the song is played in front of an audience honoring fallen service members.

The House version originally maintained a provision that did modify the law to include instructions for civilians placing their right hand over their heart and for male civilians wearing hats to place their hat in their right hand and place it over their heart.

Military members would come to attention and then salute after the first note is played.

Senate and House negotiators failed to implement these instructions after further discussions during caucus determined that a Federal Law was not necessary for the rules governing funerals and remembrance ceremonies.

Since this popular law could not be enacted as first envisioned by the sponsors there is no doubt why there are challenges with the fiscal cliff when Congress cannot even agree on popular laws of this type.

## In Memoriam

### Vietnam Missing Pilots Identified

The Department of Defense POW/Missing Personnel Office (DPMO) announced on Dec. 7, 2012 that they identified remains of a serviceman killed in action during the Vietnam War.

Army aviator, CPT James Montgomery "Monty" Johnstone, of Baton Rouge, LA, was the pilot of an OV-1A Mohawk aircraft that crashed while conducting a daytime reconnaissance mission over Attapu Province, Laos on Nov. 19, 1966. Nearby U.S. aircrews reported seeing the wing of Johnstone's aircraft hit a tree during a climb to avoid a nearby ridgeline; no parachutes were seen exiting the aircraft and heavy enemy presence in the area prevented recovery efforts.

From 1993 to 2009, joint U.S.-Laos People's Democratic Republic (L.P.D.R.) teams, led by the Joint POW/MIA Accounting Command (JPAC), interviewed multiple witnesses, and conducted several investigations and excavations of the crash site. With the help of Johnstone's wingman that day, CPT John Pfeiffer, who had returned to Vietnam to help pinpoint the search, the teams located human remains, military equipment, an AMEX card and military identification card bearing Johnstone's name, and aircraft wreckage of an OV-1A, which correlated with the last known location of Johnstone's aircraft. A DPMO spokesman said the remains of the other pilot on board, MAJ James Lafayette Whited, were also identified.

Johnstone was buried with military honors in Arlington National Cemetery, VA on Wednesday, Dec. 12, 2012; Whited was buried, with full military honors, Friday, Nov. 2, 2012, at Sunset Memorial Park in his hometown, Norman, OK.



CPT Johnstone



MAJ Whited

U.S. ARMY FILE PHOTOS



AAPI PHOTO BY BILL HARRIS

Former AAAA President, MG (Ret.) Carl H. McNair Jr. presents Shawn Hocevar and her twin brother, Kevin Hocevar, daughter and son of CPT Monty Johnstone, a copy of *Where Valor Rests: Arlington National Cemetery* following their father's interment at Arlington National Cemetery, on Dec. 12, 2012 46 years after he died in an aircraft crash in Laos. AAAA helped sponsor the book and provides a copy to the next of kin of all Army aviation Soldiers killed in action and interred at Arlington.

### Colonel George "Jake" Benjamin III, Retired

AAAA is saddened to announce the passing of Southern California Chapter President, COL (Ret.) George "Jake" Benjamin III on January 1, 2013 at the Keck Medical Center, Los Angeles, CA, as a result of complications from a recent heart attack. He was 73.

Born in Millen, GA, he attended the Field Artillery Officer Candidate School and served three tours in Vietnam as a field artillery officer. He attended flight school in 1967 and subsequently rose from a fixed wing aviator with the 82nd Aviation Battalion in 1967 to commander of the 168th Aviation Group in 1992.

He was released from active duty in 1973 and joined the Army Reserve in 1974 and began his civilian career as the western district manager for General Electric Aircraft Engines Business Group, remaining with GE for over 38 years.

During his three decades of military service, he served as a pilot, flight instructor, executive officer and group commander retiring from the USAR in 1999.

In 1988, he revitalized the defunct Southern California Chapter of Quad-A at Los Alamitos, CA and has been a driving force in that chapter ever since. He was interred with full military honors on Jan. 11 at Oak Hill Cemetery in Quitman, GA.

May he rest in peace.



COL Benjamin

FILE PHOTO

## Order of St. Michael and Our Lady of Loreto Awards

### Colonial Virginia Chapter



CHAPTER PHOTO BY WILLIAM D. SWARTZ

**SFC Robert F. Stafford**, a senior instructor and writer with 2nd Battalion, 210th Aviation Regiment, is inducted into the Bronze Honorable Order of Saint Michael with his wife at his side by battalion commander, LTC William R. Cristy, at a retirement ceremony on Nov. 30, at Joint Base Langley-Eustis, VA. Stafford was recognized for his cumulative contributions to the Army Aviation community over 25 years of service; he will be seeking employment in the Army aviation support contractor community.

### Corpus Christi Chapter



U.S. ARMY PHOTO BY MIKHAELLEN

COL Christopher B. Carlile, Corpus Christi Army Depot Commander (CCAD), TX stands beside outgoing Corpus Christi **Mayor Joe Adame** during a special award presentation at CCAD on December 7. Adame was inducted as a Knight of the Honorable Order of St. Michael for his avid support of CCAD by Carlile who is also the president of the AAAA Corpus Christi Chapter. Adame then presented Carlile with a key to the city.

### Corpus Christi Chapter



CHAPTER COURTESY PHOTO

Navy **Captain Steven J. Labows** is inducted into the Bronze Honorable Order of St. Michael

by LTC (Ret.) Mark E. Ballew, Delaware Valley Chapter President, for his contribution to Army Aviation as the commander of the Defense Contract Management Agency (DCMA) Boeing Philadelphia, PA for the past four years. Capt. Labows officially retired from the Navy in November after more than 24 years of service and accumulating over 2,600 flight hours in 34 different aircraft. He is planning on remaining in the Philadelphia area.

### Iron Mike Chapter



CHAPTER PHOTO BY MRS. JESSICA OGDEN

The Iron Mike AAAA Chapter in Fort Bragg, N.C. inducted four of the founders of the AH-64A Apache Helicopter and now AH-64D Longbow Helicopter Foreign Military Sales (FMS) program at Mena Air Force Base, Egypt as Knights of the Honorable Order of St. Michael. (Right to left) BG Ahmed Sherif, BG Ibrahim Amr, and BG Mohamed Aly Hanafy, Egyptian Air Force, three of the pioneers to receive the first training on these helicopter gunships, were inducted together with Mr. Abdel Wahab, who has served contractors, active duty military and civilians with distinction. The ceremony was held on Nov. 25, 2012 at Mena Air Force Base, Egypt by the Technical Assistance Field Team (TAFT) deployed from Fort Bragg, N.C. Maj. Gen. Richard Clark (USAF) Office of Military Cooperation (OMC), U.S. Embassy Senior Defense Attaché (DAO) presented the medallions and CW4 Robert Ladd, Apache TAFT chief, presented the certificates while SFC Jovanni Pimentel provided the narration for the ceremony.

### ShowMe Chapter



CHAPTER PHOTO BY MAJ WAUGHN L. BROWN

**COL William J. Thomas**, commander of the 1107th Theater Aviation Sustainment Maintenance Group (TASMG), Springfield, MO, was inducted into the Bronze Honorable Order of Saint Michael by state army aviation officer (SAAO), COL David G. Dippold, during

a change of command ceremony at the TASMG hangar, Dec. 1, 2012. Thomas was recognized for his outstanding contributions to Army Aviation over the past 23 years on the occasion of his change of command; he will be replacing Dippold, who assumed command of the TASMG. Thomas' wife, **Diane Thomas**, was also recognized at the same ceremony for her dedicated support throughout her husband's career by her induction into the Honorable Order of Our Lady of Loreto.

### Voodoo Chapter



PHOTO BY SSG CYNTHIA CARLINO

**CSM Donald J. Everett** (left), command sergeant major for the State Aviation Command, was inducted into the Silver Honorable Order of St. Michael, by Voodoo Chapter President, LTC Dallas Jones, during a ceremony on Sep. 9, 2012 at the Officers Club, Camp Beauregard, LA. Everett was recognized on the occasion of his retirement with over 40 years of military service and for his extraordinary efforts in establishing the Voodoo Chapter.



PHOTO BY SSG CYNTHIA CARLINO

**Beverly Everett**, was inducted into the Honorable Order of Our Lady of Loreto at the same ceremony for her unflinching support of many family readiness groups over the span of her husband's career. The Everetts remain in the Lafayette area.



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Follow us on







## New Order of St. Michael Recipients



### Bronze

SFC William Peden  
 CW3 Michael V. Kailian  
 MAJ Anthony V. Hudson  
 1SG Gerado Gonzalez  
 CW5 Dino Sorter  
 SFC Manuel A. Tarango  
 CW5 Mark A. Broxterman  
 MAJ Edwin L. Chilton  
 MAJ John Rigdon  
 CW4 Brian Fields  
 CPT Mark Jordan  
 CW4 David Smith  
 CW3 Jayson Keel  
 LTC Anthony McConnell  
 CPT Jesse Belk  
 CW5 Guy S. Harris  
 CW5 Stephen F. Black  
 CW5 Terry L. Frabott  
 MAJ Michael Tilton  
 MAJ Jake Whiteside  
 CW4 Roone McKaig  
 MAJ Aaron Ashley  
 Frederick J. Bundy III  
 LTC Gregory Robillard

## New Our Lady of Loreto Recipients



Leslie Edens  
 Jennifer Valentine  
 Lisa Moore  
 Tracy Aylworth  
 Cassie Sparks  
 Laurie Quinn  
 Suzanne Jolivet  
 Paula Allman  
 Betzaida Flores Ortiz

## Soldier of the Month

SGT Kelly J. Fisher  
 November 2012  
*Thunderbird Chapter*

## New Lifetime Members

SFC Vince Battaglia  
 CW4 Tracy Alan Davis  
 MAJ Corby A. Koehler  
 1LT Steven L. Moy  
 CW2 Masaki Sudo

## In Memoriam

LTC John P. Noeding, Ret.

## Reunions

15th Medical Battalion  
 (Medevac),  
 1st Air Cavalry Division  
 (Vietnam).S  
 16-21 April 2013, Sacramento,  
 California.

Contact Art Jacobs (ajacobs@valkyrieconsultinggroup.com), or Jim Calibro (jimcc4@att.net) for details.

VHPA 2013 Reunion  
 at the Hilton  
 San Francisco Union Square,  
 San Francisco, CA  
 (30 June-7 July 2013)  
 Call HQ on 800-505-VHPA  
 (8472)  
 to register or with Questions.

Transportation Corps  
 Aviation Association  
 Annual Reunion  
 27 July 2013 6PM -9PM  
 Miss Hampton Harbor Cruise  
 710 Settlers Landing Road,  
 Hampton  
 Reservations: wjoyce4@cox.net  
 (757) 223-1898



## Making Dreams Come True

### 50 Years of Service to U.S. Army Aviation Soldiers and their Families

The AAAA Scholarship Foundation, Inc. provides a variety of annual scholarships to hundreds of students seeking higher education: Soldiers, NCOs, warrant and commissioned officers and to their family members. Your tax-deductible donation helps make a difference to those looking to further their educational opportunities.

**Please contribute to the AAAASF through the Combined Federal Campaign program. Contribute to #10516.**

See your unit CFC representative for details on participating in the 2013 CFC Program.

The AAAA Scholarship Foundation, Inc.  
 593 Main Street, Monroe, CT 06468-2806  
 Email: [aaaa@quad-a.org](mailto:aaaa@quad-a.org) (203) 268-2450

## AAAA National Executive Board Nominations

In accordance with the AAAA By-Laws, notice is hereby given that in addition to the nominations recommended by the Nominations Committee for those NEB offices in which vacancies occur at the time of the annual election, floor nominations may be made at the Annual Professional Forum, provided that the name of the floor nominees appear on nomination petitions signed by 25 AAAA members and said petitions are provided to the Chairman of the Nominations Committee at the AAAA National Office at least 30 days prior to the conduct of the AAAA Annual Professional Forum.

## AAAA AWARDS

*Now Accepting Nominations for 2014 Inductees*

# Army Aviation Hall of Fame

*Deadline for nominations is June 1, 2013.  
 Forms are available online at [www.quad-a.org](http://www.quad-a.org)*



## New Members

### Air Assault Chapter

David N Halbrooks  
CW4 Michael D Hunt  
PFC Suzanne Nicole Wymer

### Aloha Chapter

SSG Desiree Decker

### Arizona Chapter

Mr. Tim Michael Dean

### Aviation Center Chapter

2LT Logan T. Allie  
2LT Paul M. Anderson  
WO1 Robert E. Anderson  
WO1 Benjamin S. Ashworth  
SFC William Ross Butler  
2LT Brian R. Carlson  
2LT Thomas P. Carr  
2LT Sherman S. Chapman  
CPT Samuel J Diehl  
2LT Robert G. Hall  
SGM John P. Hendricks Jr.  
Jeff A Luther

### 1LT Chloe L. Madinger

### WO1 Corey Mathews

### 2LT Sean E. McManus

### 2LT Daniel L. O'Neill

### 2LT Stephen J. Pickett

### WO1 Jacob K. Radke

### 2LT David E. Ramirez

### 2LT JonMichael C. Renzi

### 1SG Troy Richards, Ret.

### 2LT Tyler W. Ritenow

### CPT Erika L. Salerno

### WO1 Kevin L. Scharkey

### WO1 Robert J. Silva

### WO1 Clifton M. Streagle

### WO1 Gregory A. Wilson

### 2LT Keegan J. Wisehart

### Badger Chapter

### SGT Patrick T. Deuberry

### SGT Robert L. Gibson

### Bavarian Chapter

CW4 Michael Todd Mckinney

### Black Knights Chapter

CDT Sean V. Toal

### Central Florida Chapter

Brian Brown

Richard Gentner

### Colonial Virginia Chapter

Yolanda M. Blaess

1SG William C. Howard

CW4 Rolando Sanchez

### Connecticut Chapter

Christopher J Biehl

CW3 Michael R McJunkins

### Corpus Christi Chapter

Clarence R. Hitchings

Jaclyn Nix

### Greater Atlanta Chapter

SFC Vince Battaglia

LTC Ed Gulesserian

### Griffin Chapter

SFC Carlos E Scimia

### High Desert Chapter

SFC Kevin Barker

SSG Eric Drabenstot

COL James E. Kazmierczak

### Iron Mike Chapter

CDT Chad Drake

CW4 Mario Gabriel Jr.

Hannah F. Juergens

### Jimmy Doolittle Chapter

SSG Michael U. Dembitsky

### Keystone Chapter

SSG James L Eirich, Jr.

MAJ Tim Zerbe

### Lindbergh Chapter

Paul E. Griffin

### MacArthur Chapter

CPT Christina Wright

### Magnolia Chapter

SSG Adrian P. Bihm

WO1 Jason D. Ferguso

CW3 Nazario L. Gutierrez

SPC Sheneka A. Jones

CW5 Joseph A. Sharp

SFC John K. Sumrall

SSG Larry Thomas, Jr.

SFC Michael D. Wacker

SSG Toby T. Wheaton

### Michigan Great Lakes Chapter

SGT Jeff A. Bussard

CW4 Brian N. Chambers

SSG Steven M. Crawford

CW3 Dale Foerschler

CW2 Randy A. Foreback

MSG Stephen J. Graszler

CW2 Andrew D. Harrison

CDT Elliott A. Koch

SSG Steve T. Letts

MSG Douglas L. Penfield

CW2 Kevin L. Ross

CW3 Donald Snelling Jr. Ret.

SFC Sarah M. VanLoon

1SG Steward A. Wenino

### Mid-Atlantic Chapter

COL Vincent Mercadante

### Morning Calm Chapter

CW2 Daniel Borisov

### North Texas Chapter

1LT Travis Wetterstone

### Northern Lights Chapter

SPC Ryan Lee Newton

### Savannah Chapter

SSG Guillermo Magana, Jr.

SFC Paul Neugebauer, Ret.

### Tarheel Chapter

Victoria Gayle Williams

### Tennessee Valley Chapter

Roberta Adams

Travis J. Atchley

Tracy Ayers

Collin P. Benson

Eric W. Brower

Katelyn E. Colson

Rachel N. Cummings

Mitchell S. Delk

Edward W. Ference III

Katherine E. Glosemeyer

Lavega Green Jr.

William James Hanks

LTC Arno J. Hoerle, Ret.

Garrett S. Jacobsen

Richard S. Lehman

Robert D. Long

Daniela M. Mangieri

Lucas J. McCarrell

Nikki M. Messer

Amelia E. Muschek

Mallory B. Papich

Devon J. Parsons

Mark A. Parsons

Thomas Reynolds

Thomas M. Rogers

Hannah E. Rose

Kaitlyn E. Sabourin

Margaryta A. Shchukina

Mark Smalley

Margaret C. Smallwood

Jeffrey M. Smith

Matthew S. Smith

Richard Sneed

Andrew P. Spalding

COL Dorothy Taneyhill, Ret.

Randy Tisor

Jason W Watwood

### Thunderbird Chapter

SGT Kyle F. Anderson

SGT David L. Atkins

SGT Richard A. Atkins

SGT James C. Austin

SFC Chad K. Beals

CW4 Nolan G. Chandler

SGT Carrie L. Elwell

SGT Kelly J. Fisher

SGT Zachary R. Granger

CW2 Jack L. Higginbotham

SSG Nathan C. Honeycutt

SPC Nathan A. Koivisto

SGT Jason D. Leehan

SGT Michael W. Lynch Jr.

CW2 Mathew S. McDonald

1LT Richard M. Nezat

WO1 Dean A. Olson

SFC Samuel W. Sanders

CW4 Jeffrey J. Scorse

PFC Kyle D. Sevier

SPC Zachary S. Smith

SSG David L. Tillman

SGT Aaron M. Withrow

### Utah Chapter

CW5 Kenneth Wiely

### Volunteer Chapter

2LT Taylor M. Jeansonne

### Voodoo Chapter

SGT Sandra M. Atley

SGT David A. Carroll

PV2 Tylor R. Davis

SPC Jason W. Dufrene

SGT John L. Hukel, Jr.

SGT Shaun B. Joseph

SSG Joseph C. Laffeur

SFC Glenn A. Logsdon

PFC Chapetta D. McKay

PFC Shanguel A. McKay

## AAAA Chapter News

### Rio Grande Chapter



PHOTO BY SPC JEANITA C. FISCHBIE, MD CARPUBEL CAFFARS

Soldiers from Fort Bliss hit the fairways at the Underwood Golf Complex, Fort Bliss, TX Nov. 29 during the AAAA Rio Grande Chapter Scholarship Golf Tournament. The Combat Aviation Brigade, 1st Armored Division sponsored the event at which seventy-two participants and seven volunteers from units all across Fort Bliss raised \$1,780 for the scholarship fund.

PFC Portia L. Meyers  
SGT Brandon R. Powell  
SGT Shannon M. Saxon  
SGT Renee L. Seruntine  
SPC Justin W. Smith  
SPC Christopher P. Sohnjer  
CSM Robert J. Stiefvater  
SPC Michael J. Stone  
CSM Steven R. Stuckey  
PFC Ryan E. Thomas  
SPC Clinton D. Valega  
SPC Ryan A. Verges, Sr.  
**Washington-Potomac Chapter**

Mark J. Calafut  
LTC James Patrick Cassella, Ret.  
Mary Beth Anne Chipkevich  
COL Derek Donovan, Ret.  
Jeffrey M Dunn  
Jose A. Fernandez  
Chris C. Mead  
Ravindra Nirgudkar  
CW4 Robert O'Neil Williams  
Dr. Paul G. Zablocky  
**Wright Brothers Chapter**  
James C. Donaldson  
**No Chapter Affiliation**  
SPC William Ayotte  
SGT Tammie L. Burton  
SSG Tony S. Cain  
SPC Robert Chestney  
SGT Jeremy B. Clark, Ret.  
WO1 Moises Cobian-Diaz  
Mr. Michael Curtis Crouse  
CW4 Tracy Alan Davis  
Col. Mark John Dierlam  
PFC Ira J. Duville

Ronen Factor  
CPT William C Heine  
CW4 Darold M. Hoelz, Ret.  
SPC Sean William Howard  
CW4 Todd AAAA Rabusin  
James Ranes  
David Ricker  
SGT Carlton B. Sumner  
Sara Thingvold  
William Todd Walker

### LOST MEMBERS

[Help us locate a lost member and receive a free one month extension to your AAAA membership.](#)

SGT Benjamin M. Ackerman  
CW2 Thomas Adams  
2LT Logan T. Allie  
SPC George J. Atilano  
SGT Joash Baniqued  
1LT Tessa L. Baptista  
CW2 Robert B. Bartlett  
SGT Julio Bernardavila  
1LT David Biemer  
SGT Kendall Devon Bridgett  
Brian Brown  
SSG Timothy Brown  
SPC Johndevin S. Butters  
SSG Edgardo Calderon  
PFC Maygan N. Campbell  
SPC Ian Caron  
WO1 Moises Cobian-Diaz  
CW2 Robert F. Chattin  
SFC Thelton T. Cobb  
SPC Philip Collier  
SSG Thomas Combs

# AAAA: Supporting the U.S. Army Aviation Soldier and Family

Remember the AAAA Scholarship Fund in your end-of-year donations. 100% of your donation goes to our soldiers and families!



**Thank You!**

Our Scholarship Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation General Fund during the past quarter. The General Fund provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Every penny donated to the Scholarship Foundation goes directly to a grant or loan as a result of the Army Aviation Association of America subsidizing ALL administrative costs! For more information about the Foundation or to make a contribution, go online to [www.quad-a.org](http://www.quad-a.org); contributions can also be mailed to AAAA Scholarship Foundation, Inc., 593 Main Street, Monroe, CT 06468.

## Scholarship Donors

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 Textron  
 Brian F. & Anne Trent  
 R.L. & Patricia A. Williams  
 Tyrus C. Wood, Jr.



AAAA Scholarship Foundation, Inc., vice-president, Connie Hansen, and Foundation fundraising chair, COL (Ret.) Lou Bonham, accept donations for the General Fund during the AAAASFI luncheon on Mon., Apr. 2, 2012, at the Opryland Hotel in Nashville, TN from: (left photo) CW2 (Ret.) José Martinez (left) and CW3 (Ret.) Bob Wise from the 7/17th Cavalry Association; and (right photo) COL (Ret.) Harry Townsend, representing The Originals, also known as "The Cub Club."

SPC Arlana Crabb  
 SGT Charles S. Cruz  
 SPC Nicholas Danet  
 SPC Shaun R. Davenport  
 SSG Aaron Davis  
 SFC Patrick Delzer  
 SPC Jessica Denman  
 SFC Nkosi Dennie  
 SFC Richard J. Detomasso  
 SGT Montrel O. Dillingham  
 Dennis C. Dimengo  
 SSG Ronald Dorsey  
 PFC Yona Duclos  
 SGT John Edwards  
 SPC Jamal Fears  
 CPL Garrett Flinn  
 1LT Robbie Flowers  
 SPC Joshua M. Friot  
 SPC Raj Ganeshan  
 CW2 Dorothy Gerow  
 SSG Fabian Gradillas  
 MAJ Andrew Roy Graham  
 MSG Lomack Gray Jr.

CPL Blake Harris  
 SPC Cody Haskins  
 SFC Rosendo Henriquez  
 SGT Carroll Hinson  
 SPC Jacob Hobbs  
 SPC Dustin Hollis  
 SGT Dona Honra  
 CPT Andrew Howell  
 SPC Joshua D. Humphreys  
 CW2 Jason Hunley  
 1SG Kenneth A. Inman, Ret.  
 SPC Richard Inns  
 MAJ David A. Jobe  
 SPC Brian Jones  
 SSG Rolf A. Karlstad  
 SSG Marcella Keith  
 SPC Ashley M. Kelley  
 SPC Clint M. Kiley  
 SPC Young Kim  
 David Laughton  
 SPC Logan Lockhart  
 SGT Jeffrey Long  
 CW2 Edwin Lopez

SFC Pedro Lopez  
 SPC Michael Mahan  
 2LT Ronnie S. Manning  
 CPT Kyle T. Markle  
 SGT Chris Marsh  
 SPC Jacob Martin  
 SPC Matthew McAlpin  
 SPC David A. Micheau  
 SPC Eric Miree  
 SPC Samuel Mixon  
 SGT Brandon Moss  
 SGT Khalilullah Muhammad  
 WO1 Ryan R. Munsterman  
 WO1 Christopher D. Nelson  
 SGT James T. Norwood  
 SPC Bryan Oke  
 LTC Enrique Ortiz, Jr.  
 SGT Tyler J. Parsons  
 2LT Ami T. Patel  
 PFC Leslie Patterson  
 1LT Travis James Payne  
 CPT Kyle D. Pickett  
 2LT Eric M. Pietrasz

SGT Cody Pybas  
 SSG Eric T Radcliff  
 CW2 Rex Raffelson  
 SFC Ryan C. Reichard  
 SGT Manuel Reyes  
 MAJ Daniel L. Rice  
 SPC Michael Riddick  
 SSG Brian Rief  
 SSG Julio Riveraperez  
 SPC Eugene Robinson  
 SPC John F. Robinson  
 SPC Matthew Rocha  
 PFC Jayson O. Rodriguez  
 SGT Doris Rogers  
 SPC Dane Rogge  
 Brenda R. Rojas  
 SPC Marcus Saintil  
 SPC Jeremy L. Sharkey  
 PFC Michael Sharkey  
 SPC Loren Shepherd  
 SPC Kimlee Sigrah  
 SPC Ronald A. Smith  
 CW2 Thomas D. Smith

SGT Ray Sosa  
 SGT Gabriel Soto  
 CSM Terry Lee Sparks  
 SGM Jason E. Speede  
 CW4 Jeffrey D. Starritt  
 SPC Felicia Stone  
 SPC Jessie Tate  
 SGT Jesse E. Thompson  
 SPC Carlos Noe Topete  
 SSG William Tryon  
 SPC Alexander D. Vargas  
 1LT Neil H. Vigil  
 Adam E. Wallace  
 SGT Derrick Waters  
 SGT Joel Williams  
 2LT Anthony E. Winstead  
 1SG Christopher W. Wood  
 SGT Tyler Woodworth  
 SPC Seong Yang  
 PFC Jeremy M. Ybarzabal

## UPCOMING EVENTS

### February 2013

- Feb 6-7 Joseph P. Cribbins Aviation Product Symposium, Huntsville, AL
- Feb 20-22 AUSA Winter Symposium, Fort Lauderdale, FL

### March 2013

- Mar 4-7 HAI Heli-Expo, Las Vegas, NV

### April 2013

- Apr 10-13 AAAA Annual Professional Forum and Exposition, Fort Worth, TX

### May 2013

- May 1 Scholarship Application Deadline
- May 21-23 AHS 69th Annual Forum & Technology Display, Phoenix, AZ

### June 2013

- Jun 1 Scholarship Packet Completion Deadline
- Jun 18-21 AAAA Army Fixed Wing Professional Forum, Huntsville, AL

## ARMY AVIATION

### Upcoming Special Focus'



#### February

- Rotary Wing Project Manager Updates

#### March/April

- AAAA Annual Professional Forum
- Army Aviation Leadership Annual Updates



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## ARMY AVIATION ASSOCIATION OF AMERICA

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## UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION



### SIMULTANEOUS MEMBERSHIP FORM

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 3 Yrs \$150  5 Yrs \$250  
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 3 Yrs \$111  5 Yrs \$185

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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.



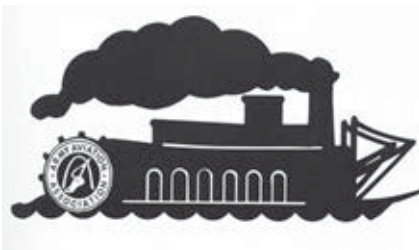
## 25 Years Ago January 31, 1988

### AAAA Convention— St. Louis

The AAAA National Convention will convene, April 13-17, at the Cervantes Convention Center. Professional sessions will take place Thursday, April 14 through Saturday April 16. A special feature will be the Mississippi River Boat Cruise, 1:00 PM, Wednesday, April 13.

### Kwajalein

A hub in President Reagan's Strategic Defense Initiative is Kwajalein Atoll in the Marshall Islands. However the U.S. Army Kwajalein Atoll (USAKA) has



an Army Aviation contingent . . . two aviators, and they fly the only UH-1H helicopters fitted with floats for amphibious duties. On February 1, 1944, Operation Flintlock, the 4th Marine Division and 7th Infantry Division battled Japanese troops for Kwajalein. The Navy, having learned from Tarawa, attacked Kwajalein with the heaviest preparatory bombardment to date in the Pacific War. Beginning on January 30, 7,000 rounds of 16-inch, 14-inch, 8-inch and 5-inch ordnance pounded the 2.5 mile atoll. From neighboring Enubuj, Army gunners poured in another 29,000 rounds of 105 mm and 155 mm. Kwajalein fell, February 4, 1944.



### Spare Air

During recent action in the Persian Gulf, a Navy crewman survived being trapped in his downed helicopter. Submersible System's "Spare Air" scuba air system provided the beleaguered bluejacket an extra two minutes worth of oxygen, allowing him to extricate himself from his plight. Spare Air, AKA HEED (Helicopter Emergency Egress Device) II, is standard equipment for Navy and Marine helicopter crews.

## 50 Years Ago January 1963



### On the Job

Adjoining photo shows Major Lawrence R. Bailey, recently appointed Chief of Aviation in the G3 section of the 2nd U.S. Army at Fort Meade. The gallant Major Bailey was awarded a Bronze Star by President Kennedy, for enduring



a year's worth of interrogation and imprisonment as a guest of the Pathet Lao. The Pathet Lao (Land of Laos) refers to the Communist Movement in Laos.

### Do We Have a Future?

Our role in South Vietnam has proven to be a testing ground for what one has to call "modern Army Aviation." This is the first tactical employment of Army Aviation beyond the "spotters" role of the Piper Cub and the flying ambulance role of our reconnaissance helicopters in Korea. What have we learned? What is good? What is bad? Do we have a future? Army Aviation has one of the most important roles to be played in any type of future conflict. Why? Mobility! It's too elementary to warrant examination. A Jeep is better than walking and an aircraft beats a Jeep. It's that simple! *Editor's Note: The above is an excerpt from "Vietnam: A Pilot's Outlook," pages 41-43; an article derived from a basket of thoughts submitted to bolster the nomination of the 45th Transportation Battalion (Helicopter) for the "Outstanding Unit Award," bestowed by the Army Aviation Association. Author? Nameless.*

### Worm-Like Warmers

In the freezer-locker that is Korea, 7th Division ground crew resort to hose heaters to melt frost build up on an O-1A.





# Army Aviation Hall of Fame

*The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine highlights a member of the Hall of Fame.*

*Nominations for the 2014 induction into the Hall of Fame are currently being accepted, with a deadline date of June 1, 2013.*

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

## **COLONEL NANCY J. CURRIE, RETIRED**

### **ARMY AVIATION HALL OF FAME 2010 INDUCTION - FORT WORTH, TX**

During a 23-year Army career, Colonel Nancy J. Currie was an accomplished Aviator and Astronaut. Assigned to the U.S. Army Aviation Center as an instructor pilot, she developed some of Army Aviation's first aircrew training manuals.

She helped implement the standardized and effective flight procedures used by Army Aviators.

She was subsequently assigned to the National Aeronautics and Space Administration (NASA) at the Johnson Space Center.

Utilizing skills developed as an Army Aviator, she became the seventh Army Aviator and first female Army Officer selected for the Astronaut Program. She served as the Space Shuttle flight engineer during four shuttle missions, logging 1,000 hours in space.

She also served as a spacecraft communicator, crew safety and habitability equipment lead, and chief of both the Robotics and Payloads-Habitability branches. Following the Columbia tragedy, she led the Space Shuttle Program's Safety and Mission Assurance Office and was responsible for implementing the most rigorous flight operations safety processes in NASA's history.

A member of the Senior Executive Service, she served in key management positions, including Manager of the Habitability and Human Factors Office; Senior Technical Advisor, Automation, Robotics and Simulation Division; and Deputy Director of Engineering.

Dr. Currie currently serves as Principal Engineer, NASA Engineering and Safety Center.

She continues to serve her country as a leader and a role model for both Soldiers and civilians, exemplifying the high standards of an Army Aviator.



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