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30



12



16



20



36

# Contents

December 31, 2014, Vol. 63, No. 12

## TO THE FIELD

### 10 Partnering with Industry

By MG Michael D. Lundy

### 12 First Year Steep Learning Curve

By CW5 Allen R. Godfrey

### 16 What's New in Army Aviation?

By CSM Eric C. Thom

### 18 ARNG Aviation Safety Update

By COL Mark W. Weiss

### 20 The Big Picture

By SFC John T. Wallace

### 22 Ask the Flight Surgeon - Training Recovery Supplements

By Dr. (LTC) Joseph Puskar

### 24 Tech Talk - Flight in Non-Army Aircraft

By Mr. David B. Cripps

## SPECIAL FOCUS — Industry Support and Challenges

### 26 FlightSafety International - Training Military Aviation

By Mr. Steve Phillips

### 30 Exelis and U.S. Army Aviation: A Legacy of Innovation

By Mr. Rick L. Rife

### 32 Improving Mission Readiness Through Common Test Equipment

By Mr. Kevin Steidel and Dr. Charles Ryan

### 36 Innovative Solutions For Defenders Of Our Freedom

By Ms. Monika Crannell

## SPECIAL FOCUS — Industry Partners Directory

### 40 2014 Industry Partners Directory

ARMY AVIATION Magazine's original directory of current contact information for year round reference to the industry partners of the Army Aviation team.



# Contents

December 31, 2014, Vol. 63, No. 12

## SPECIAL FOCUS — Research & Development Science & Technology

### 60 Aviation Development Directorate and the Future of Army Aviation

By Dr. William D. Lewis

### 64 AED and Future Vertical Lift – Preparing for the Way Forward

By Mr. Edward Martin

## FROM THE FIELD

### 68 The UAH RSESC – A Path Forward for Army Aviation

By Mr. David Arterburn and COL (Ret.) Kevin B. Smith

### 72 41st Joseph P. Cribbins Aviation Product Symposium

By Ms. Sofia Bledsoe

### 74 2014 Aircraft Survivability Professional Forum

By CW4 Joseph L. Pisano, Sr., Retired

## DEPARTMENTS

### AAAA NEWS

AAAA President's Cockpit.....	8
AAAA VP Chapter Affairs.....	78
Chapter News.....	79
AAAA VP Membership .....	80
New Members.....	81
AAAA Family Forum.....	82
AAAA Legislative Report.....	88
AAAA Scholarship Foundation.....	83

### ARMY AVIATION COMMUNITY NEWS

Advertisers Index.....	84
Art's Attic.....	90
Briefings .....	6
Calendar .....	87
Fallen Heroes.....	89
Hall of Fame.....	91
Historical Perspective .....	76
Industry News.....	84
Letter to the Editor.....	75
News Spotlight.....	21
People on the Move.....	86

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## On The Cover

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# Briefings

## Late Breaking News - Announcements - Notes

### Carter Nominated as SECDEF



Ashton B. Carter, the former deputy defense secretary, has been nominated by President Obama to be the 25th Secretary of Defense replacing Chuck Hagel who announced his resignation on Nov. 24th. Carter served as the Pentagon's No. 2 civilian official from October 2011 to December 2013, and as defense undersecretary for acquisition, technology and logistics prior to that. He holds bachelor's degrees in physics and medieval history from Yale University and received his doctorate in theoretical physics from Oxford, where he was a Rhodes Scholar. From 1990 until 1993, he served as director of the Center for Science and International Affairs at Harvard University's John F. Kennedy School of Government, and chairman of the Editorial Board of International Security before serving as the assistant defense secretary for Global Strategic Affairs during the Clinton Administration.

### Dailey Selected to Become SMA



CSM Daniel Dailey, currently the senior enlisted soldier for the Training and Doctrine Command, has been named the next sergeant major of the Army. Just 17 when he enlisted in 1989, Dailey, now 42, will be the youngest soldier to ever serve in the job. He will become the 15th sergeant major of the Army on Jan. 30, and will succeed Sergeant Major of the Army Raymond Chandler, who was sworn into the job in March 2011 and will retire after

almost 33 years in uniform. A veteran of Operations Desert Shield and Desert Storm, and four deployments to support Operation Iraqi Freedom and Operation New Dawn, Dailey has served as a radio telephone operator, rifleman, Bradley commander, battalion master gunner, a Primary Leadership Development Course senior instructor, platoon sergeant and first sergeant. He served as a command sergeant major at the battalion, brigade and division levels before being selected as the senior enlisted soldier for TRADOC in August 2011.

### 159th CAB to Inactivate



The Army announced on Nov. 20 it will inactivate the 159th Combat Aviation Brigade (CAB). The 159th CAB is the first of three aviation brigades expected to be cut as part of a five-year aviation restructuring initiative. The other two have not been announced. The 159th, which recently returned from Afghanistan, is one of two combat aviation brigades in the 101st Airborne Division at Fort Campbell, KY. About 2,400 soldiers will be reassigned as a result of the inactivation, some of them within the 101st. The 159th CAB's Apache battalion, the 3rd Bn., 101st Avn. Regt., will be reassigned to the 101st CAB giving that CAB two attack units, each with 24 Apaches. One will be an attack reconnaissance battalion, which will be partnered with the MQ-1C Gray Eagle unmanned aircraft system for an attack mission. The other will be an attack reconnaissance squadron pairing with the RQ-7 Shadow to take on a reconnaissance mission. The squadron is designed to replace the Kiowa element within the brigade. The inactivation is scheduled to be completed by the end of fiscal year 2015.



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# Recognition

This month I had several topics I considered writing about, but despite this plethora of ideas, I looked at the calendar and threw that all out. I decided I would share some of my recent travels and then mention one of our four pillars that I believe is important to consider, whether you're a unit leader, or a private association: **Recognition.**

If the AAAA National Office is the heart of our Association, then our 70 Chapters could certainly be considered our vital organs. Last month I visited two of our high-performing Chapters: Central Florida and Washington Potomac. Both epitomize the AAAA purpose **to support the U.S. Army Aviation Soldier and Family.**

Down in Orlando, Florida, the Central Florida Chapter was in the midst of celebrating their 250th consecutive monthly chapter meeting. Now think about that for a moment. That's over 20 years without ever missing a meeting! They were extraordinarily proud of their Chapter and what they've accomplished and were committed to another consecutive 250 monthly meetings. Whether they were recognizing deserving members, providing support thru matching scholarships, or just networking to enjoy the camaraderie with each other, the at-



Members of 4th Bn., 101st Avn. Regt., 159th Cbt. Avn. Bde., from Ft. Campbell, KY surround one of their own, SGT Dustin Mahan (second row, 3rd from right), following his being awarded the 2014 AAAA Avionics Award on Nov. 4th, during the Aircraft Survivability Professional Forum in Huntsville, AL.

mosphere was electric. I was impressed at how energetic they are and not content to rest on their laurels. What is truly unique about the Central Florida Chapter is that they don't have a large military population to draw upon, yet they continue to bring in new members and that evening recognized two brand new AAAA Life Members. The spirit of volunteerism was unmistakably on display that evening.

While the weather was a pleasant 80 degrees in Orlando, it was a bit nippier in the National Capitol Region as I traveled up to join the Washington Potomac Chapter for their annual Dining Out. This traditional black tie event is their major scholarship fund-raising effort. The industry members of this chapter dig deep each year in order to help raise \$25,000 or more for the AAAA Scholarship Foundation. The dining out was the epitome of the AAAA pillar for

Networking. That evening there were attendees from the Active Army, National Guard, and the Army Reserve. Enlisted, warrant, and commissioned officers, plus a host of retirees and our industry partners all gathered to help make this an eminently successful event. In fact, if you wanted to have your voice heard, you could meet and speak with a variety of senior leaders such as LTG Ray Palumbo, Director for Defense Intelligence (Warfighter Support) in the Office of the Under Secretary of Defense (Intelligence), or BG Mike Bobeck, the Special Assistant to the Director of the Army National Guard, or even the Army G-1, LTG Jim McConville who was the guest speaker that evening. This was a terrific evening that once again highlighted Washington Potomac as a model chapter worthy of emulation.

I was pleased that we could once again resume our schedule of profes-

sional forums and what better way to kick it off than with the Aircraft Survivability Forum in Huntsville. We had a spectacular array of presenters on the first day and three outstanding award winners. But one of the most indelible memories was the image of the battalion commander and about 40 of his Soldiers from 4-101st Aviation in attendance in support of award recipient SGT Dustin Mahan. They left Ft. Campbell around 0400 hours in order to share this special moment with one of their own. That's unit cohesion.

This was followed by the Joseph P. Cribbins Aviation Product Symposium. Here was another jam-packed agenda with all the key personnel from the Army Aviation acquisition and sustainment communities. Well done to the Tennessee Valley Chapter who put together a magnificent professional program and followed it up with their scholarship fund-raising golf scramble on Friday morning. Well done!

The recurring thread throughout the above was simply, *Recognition*. Not that Networking, Voice and Support weren't present, but here we had leaders taking the time to ensure deserving personnel were properly recognized. We all have another opportunity as it is the season to nominate folks from throughout the Army Aviation community for AAAA National Awards. Please take the time to nominate officers, soldiers and civilians who have made an exceptional contribution this past year. If a unit is nominated, there ought to be a nomination for each individual award. After all, an outstanding unit doesn't become such all by itself.

Army Aviation has never been stronger or more relevant. As I reflect upon 2014, I can't help but admire all the efforts of so many who have volunteered their time to make AAAA so successful. And, it's that time of year that we wish all our service men and women could be home with their families for the holidays. They are deployed around the world dedicated to serve selflessly, quietly, and professionally to ensure the freedoms so many Americans take for granted are preserved.

My best wishes for a Happy Holiday season to all – and for a successful and safe 2015 for Army Aviation.

---

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# Networking Happens

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## From the Aviation Branch Chief

# Partnering with Industry

By MG Michael D. Lundy



APPHOTO BY PETER BIEZ

To win in a complex world requires material and non-material solutions that enable Army Aviation to maintain technological, leadership and training overmatch against our adversaries. Army Aviation currently provides our Nation with a unique asymmetric advantage.

To maintain that advantage, we must continue to work closely with our industry partners to develop the best solutions for the future. However, development of random niche technologies cannot drive the way ahead; instead, we must focus our limited time and resources on developing capabilities focused on closing our highest priority gaps and requirements.

To maintain our asymmetric vertical lift and attack advantage, we must focus on affordable technologies that improve the speed, range, payload, survivability and lethality of both our current and future fleets without sacrificing performance in the objective area.

We must be able to extend our operational reach, penetrate enemy air defenses, and operate in degraded visual, degraded electronic and high/hot environments while still delivering precision ordnance, cargo and personnel with the networked situational understanding to support commanders and Soldiers on the ground. To realize our full potential as a maneuver element in the Joint Air Ground Team, Army Aviation must be able to fight and win in all conditions and environments.

The Aviation Branch Chief was among numerous key Army aviation leaders who conducted question and answer sessions in the main exhibit hall Technology Learning Center during the 2014 Aviation Mission Solutions Summit, May 5th at the Opryland Hotel, Nashville, TN.

### Open Architectures and Common Protocols

To maintain leader overmatch, we must develop technologies that reduce training time and cognitive workload. Placing the complexity "behind the faceplate" might be more expensive initially, but the downstream savings combined with the increased time available to focus on collective war fighting versus individual task proficiency will cover the cost many times over. Ensuring that we build interoperable training aids, devices, simulations and simulators (both system and non-system) that are backwards compatible with existing Army systems is another critical requirement.

We cannot afford to continue to develop and procure stand-alone, single-purpose training systems. Using common terrain databases, open architectures and common protocols to allow full interoperability is the way ahead to ensure that systems are multi-purpose and compatible for both individual and collective training in both the institutional and operational Army.

### More With Less

Underpinning all of this is our ability to generate combat power. Reduced force structure, increasing operational demands and personnel caps require that we fight in a higher weight class. We must develop capabilities to better sustain and maintain our aircraft without growth to the force. In fact, we need capabilities and designs that allow us to generate more combat power with less organizational structure and personnel.

Any new system or capability that incurs added manpower (Soldier or contractor field representative) or institutional/operational training requirements is dead on arrival.

As we move forward, our already strong partnership with industry will increasingly be more important. We will continue to expand our discussions to ensure that industry understands our priorities and requirements as we balance our limited resources to ensure that we maintain overmatch against our enemies.

We owe it to our Soldiers, and the maneuver commanders we support, to provide the most important and best capabilities today to ensure we win in the complex world of tomorrow.

Above the Best!

---

*MG Michael D. Lundy 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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## Chief Warrant Officer of the Branch

# First Year Steep Learning Curve

By CW5 Allen R. Godfrey



U.S. ARMY PHOTO BY SGT. JORDAN C. THIBAUT, 4TH CAB, 4ID PUBLIC AFFAIRS

As I reflect on the lessons learned from my first year, it has been a steep learning curve. I admit during the first few months, I was trying to catch the aircraft that is Army Aviation. After about six months, I made it to the back of the aircraft. Now after the first year in the position, I am at the crew chief's station. Next stop in the progression will be the jump seat.

Our most important weapon system – adaptive and agile Aviation Leaders and Soldiers with training and leader overmatch over any adversary. Warrant officers are expert combat leaders. The aircraft we fly and the systems we operate are our tools to accomplish our combat mission.

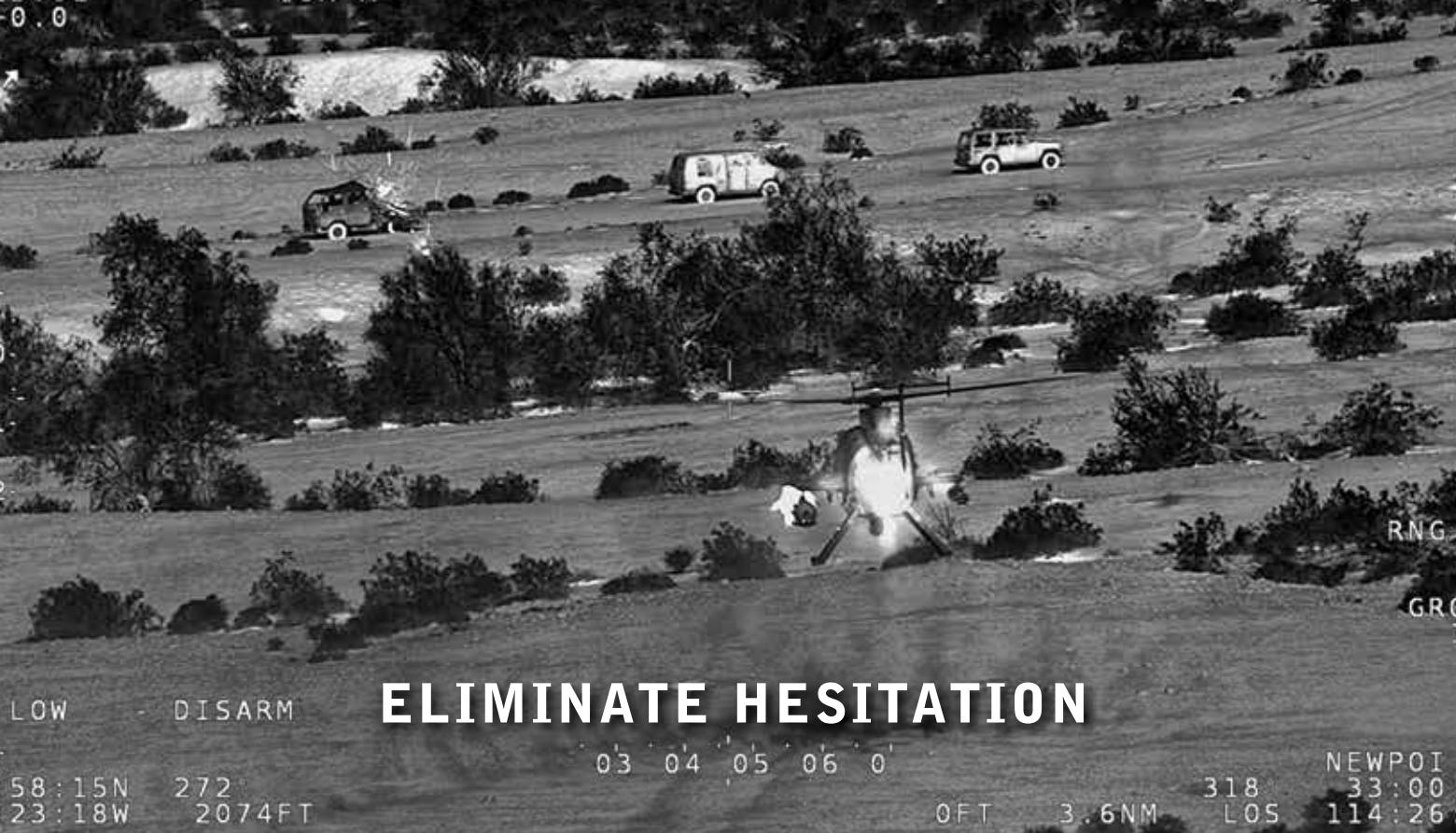
The purpose of Army Aviation is

maintaining shared understanding and trust with commanders and Soldiers on the ground. It is my honor to assist Army Aviation and our warrant officers to meet the nation's bidding. The Army and Army Aviation continue to move forward. The following are some areas of the past year highlighting the continual effort to provide the best warrant officers.

CW5 John Moseley (standing), command chief warrant officer, 4th CAB, 4th Infantry Division, meets with his fellow warrant officers to discuss their missions and tasks for the brigade on Fort Carson, CO, Oct. 8.

### ARSTAF SWO

In March, GEN Raymond T. Odierno, Army Chief of Staff, created the position of Army Staff Senior Warrant Officer. The ARSTAF SWO will provide me subject matter expertise on all aspects of warrant officer training and development. The ARSTAF SWO will communicate with commanders



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and warrant officers throughout the Total Army to ensure their concerns and recommendations are considered in decisions that will impact the future of the warrant officer corps. Congratulations to CW5 David Williams on his selection.

#### CAB CCWO

In October, the combat aviation brigade command chief warrant officer (CAB CCWO) position became official in the CAB Table of Organization and Equipment. Human Resources Command (HRC) and U.S. Army Aviation Center of Excellence (US-AACE) published a memorandum of understanding (MOU) signed by both commanding generals. This MOU establishes the process to select and assign the CAB CCWOs. These quality senior warrant officers will provide leadership, guidance, and mentorship to not only our warrant officers, but also our Soldiers, staffs, and commanders.

#### Training

Our Aviation warrant officers begin their warrant officer training in Warrant Officer Candidate School. This course teaches them the basics of being a warrant officer. Upon graduation, they attend the Aviation Warrant Officer Basic Course.

The course focus is teaching our new warrant officers to be Aviation warrant officers. In order to address this challenge we revised the course structure and added handpicked high quality instructors. We have the opportunity to shape our future aviation expert combat leaders. These instructors will teach, coach, and mentor these future leaders.

#### Face to Face Comms

We owe our Aviation Soldiers the latest information on the opportunities, challenges, and way ahead for Army Aviation. The best means is through communication and our Soldiers have earned the right to hear from us face to face. To accomplish this messaging, the CG, CSM, and I visit our Aviation units at home and abroad.

During these visits, I have met many of our Warrant officers who are training, teaching, and coaching the next generation of Aviation professionals. To enhance the communication efforts,

we conduct a quarterly worldwide Command Chief Warrant Officer meeting via electronic media. This allows sharing of observations, insights, lessons learned, and latest information.

#### ARI

The plan approved by the Secretary of Defense which results in significant aviation force structure changes, is known as the Aviation Restructure Initiative (ARI). The changes associated with ARI are some of the largest to affect Aviation Branch in over 20 years. We will strive to maintain the best Soldiers, warrant officers, and officers into the future.

The largest single impact of ARI is on the OH-58D career field. Though ARI results in the elimination of all OH-58D authorizations, ARI provides Army Aviation the opportunity to retain the very best OH-58D warrant officers in our formations. Although a reduction in personnel end-strength is required to comply with ARI, Aviation Branch will ensure a thoughtful and fair process in an effort to identify the right personnel to fill our formations.

Because personnel are the most valuable component in Army Aviation, numerous officer, warrant officer, enlisted, Department of the Army, and contractor analysts have been working tirelessly to develop plans that minimize the effects of ARI.

Our brothers and sisters in arms are proudly serving around the world and at home 24 hours a day 7 days a week at the nation's bidding. We have men and women currently in harm's way keeping us and our country safe. Please always remember to keep them in your thoughts and prayers.

Please have a blessed and safe holiday season and remember to start each day asking, "What are we doing for the Warfighter?" At the end of the day, the answer is, "We provided no fail support to the Warfighter on the ground and in the air."

"Above the Best!"

---

*CW5 Allen R. "Randy" Godfrey is the chief warrant officer of the Aviation Branch assigned to the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.*



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## Branch Command Sergeant Major

# What's New in Army Aviation?

By CSM Eric C. Thom

I have been looking forward to this edition of AAAA magazine for a while. It is filled with the latest ideas in science and technology (S&T) and research and development (R&D). Some of these concepts or systems will come to fruition and make it through the acquisition process, while others potentially will lose relevancy or merge with other concepts along the way.

Today, I want to start off with some proposed systems, philosophies, training and credentialing efforts that affect the enlisted Aviation Soldiers.

### Systems

When it comes to systems, I want to focus on the common Aviation systems that are not specific to a particular platform. These systems fall under the purview of the U.S. Army Aviation Center of Excellence (USAACE) Concepts and Requirements Directorate (CRD). I chose CRD for two reasons.

First, CRD is responsible for non-platform-specific systems (so I'm not focusing here on one platform and not another). Secondly, like the systems under their purview, CRD is brand new and many of you may not have heard of them. CRD was created in March of 2014 by combining the TRADOC Program Office-Aviation Brigade and the Concepts, Experiments, and Analysis Directorate. CRD is our representative for the



SPC Conner O'Neal, a Black Hawk mechanic with Co. C, 3rd. Bn. 158 Aviation Regiment, 12th Combat Aviation Brigade stationed in Illsheim, Germany, conducts a maintenance check prior to flight on Nov. 7, 2014. O'Neal, along with other Soldiers from his Brigade, are deployed to Miroslawic Air Base, Poland in support of Operation Atlantic Resolve.

U.S. ARMY PHOTO BY SP5 ALDRE ANTHONY

overall development of requirements and guides our future capability solutions for these systems.

One example of a non-platform-specific system is the Self Propelled Crane Aircraft Maintenance and Positioning Increment II (SCAMP Inc II). This proposal will replace the legacy SCAMP and Lorain cranes within aviation formations with two systems – a new flight line crane, and an expeditionary crane that will have a multi-modal (sea, rail, land and CH-47 internal/external) transport capability to support maintenance in austere locations and Downed Aircraft Recovery (DART).

Another example of a non-platform-specific system is the Aviation Light Utility Mobile Maintenance

Cart (ALUMMC). Currently there is no standard for maintenance carts within aviation units, leaving gaps in mobility, sustainment and safety. Units procure and sustain non-standard carts that have no logistical support package, or they use high mobility multi-purpose wheeled vehicles (HMMWVs) or light medium tactical vehicles (LMTVs). The ALUMMC will improve the supportability of Army aircraft on the flight line and supplement the transport of Aviation personnel, tools, test equipment, components and supplies.

### Maintenance Philosophy

There is much more going on in the Aviation enterprise than research and development of new systems alone. We

are also looking at the way we conduct maintenance. Condition Based Maintenance + (CBM+) is a shift from the "old school," time/interval based maintenance philosophy and towards a philosophy of "data-driven fleet management." Right now, for example, we replace "part X" at 100 hours regardless of its condition.

We do this because part X has a life expectancy or time between overhaul (TBO) of 100 hours, so that is the metric we use to determine replacement. CBM+ analyzes the data captured from the components and can allow TBO times to be extended. If at 100 hours the part is still operating within parameters, its use can be extended and the supply demand goes down. With CBM+ we want to get to the point where we replace the part when its condition dictates, not just on a time schedule.

### Training

This year we are executing a pilot program with our avionics, armament

and electrical advanced individual training (AIT) students to take them from task based training to skills based training. The intent is to focus on mastery of Apprentice level skills and knowledge within groups of common military occupational specialties, providing the units with aviation Soldiers with a broader in-depth base knowledge. Should this prove successful then mechanical MOSs will follow starting in FY16.

### Credentialing

We are working on the Digital Job Book, in an attempt to better track an individual's level of training and experience. The branch is currently working with the Army Career Tracker (ACT) and Combined Arms Center-Training (CAC-T) as well as the Institute for Noncommissioned Officer Professional Development (INCOPD) in this venture to not only better track the training and experience of our Soldiers and NCOs, but also provide them opportunities to successfully acquire civilian professional certificates and licenses.

### A Final Note

Throughout history we have strived to create better systems to execute our missions. Some were better than others, but they all have one thing in common—they are tools, extensions of the war fighter. Regardless how powerful they are, they are only as good as the Soldier operating them. No matter how advanced the system, its capabilities never exceed the Soldiers' capabilities to utilize it. It is important to be ever vigilant in seeking new capabilities for our Soldiers. It is even more important to retain highly trained professional Soldiers to utilize them.

As always, it is my honor to serve as your Branch CSM.

Above the Best!

CSM Thom

*eric.c.thom.mil@mail.mil*

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*CSM Eric C. Thom 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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## Reserve Component Aviation Update

# ARNG Aviation Safety Update

By COL Mark W. Weiss

Welcome back to the Army National Guard (ARNG). In this issue I'd like to share a few of the initiatives we're taking on the Safety Front, in order to preserve our most precious asset – the Soldier – and the steeds with which those Soldiers ride to the sound of the guns, at home and overseas.

But first I'd like to highlight the continuing impact of hazardous weather on our aircraft...while still on the ground. You old-timers may remember the Mother's Day "Event" at Fort Hood in 1989, where a microburst severely damaged nearly 200 aircraft (at a cost of over \$600M!). Sad to say, but we are still inadequately protecting our parked aircraft from extreme weather. For example, over the last two years, two different States have sustained damage to 14 airframes from hailstorms. Could this have been prevented? Could the aircraft have been hangared? Can we find an inexpensive commercial blade-cuff to protect our \$100,000 rotor blades? Do we have adequate weather forecasting, weather report dissemination, and weather response tactics, techniques, and procedures (TTPs)? Is it cheaper in the long run to build cold-storage parking, as opposed to replacing 20 hail-damaged rotor blades? Collectively, we must develop solutions and share best business practices to reduce our losses in this category.

Investigating these and other mishaps helps reduce our future risk. To that end, the ARNG has a robust Certified Accident Investigator Program (CAIP) that has five components, designed to provide safety professionals and leaders with a comprehensive knowledge of Army accident investigation techniques in accordance with AR 385-10 and DA PAM 385-40.



Soldiers and evaluators from the Army National Guard Accident Investigation Analysis Course examine a mock aircraft accident site while conducting investigator training at Kirtland Air Force Base in May of 2011.

U.S. ARMY NATIONAL GUARD PHOTO BY SGT MARK JONES/NGS ARNG SAFETY SURFACE CENTER

The CAIP courses are:

- Transportation Safety Institute/FAA Basic Aircraft Accident Investigation Course
- Human Factors Analysis and Classification System (HFACS)
- ARNG Accident Investigation and Analysis Course
- ARNG Aviation Accident Investigation Exercise (AAIE)
- NTSB Basic Aircraft Accident Investigation Course

But safety is everyone's business, and it's our duty to provide tools for every Soldier to embrace risk management and drive our mishap rate down. To assist in this effort, CW5 Jerry Dedge, Aviation Safety Officer (ASO), FLARNG, and Dan McCune, Vice President for Safety at Embry Riddle University have joined hands to develop three high-value presentations:

*Distracted Driving Awareness* – At any given moment, approximately 660,000 drivers in the U.S. are using cell phones or manipulating electronic devices while driving, a number that has held steady since 2010.

*Understand Risk Management* – con-

tinuous assessment, continuous decision-making, continuous control-implementation... in every endeavor.

*Using Safety Culture & Human Factors Analysis and Classification System (HFACS) to Prevent the Human Error Accident* – Human error has been implicated in 70 to 80% of all civil and military aviation accidents.

These briefings, and other safety-related tools, are available on our website at <https://tiny.army.mil/r/GiTe/>.

All of these efforts dovetail nicely into the Army's "Ready or Not" Campaign. ARNG leaders and Soldiers must – and will – remain committed to risk management and mishap prevention in all activities – on-duty and off. The Aviation and Safety Division at Arlington Hall Station stands ready to assist. LTC Cathi Cherry, [catherine.l.cherry.mil@mail.mil](mailto:catherine.l.cherry.mil@mail.mil), 703-607-7731, leads our Safety and Standardization Branch and has a full stable of safety professionals prepared to help.

*Fly Guard. Fly Safe.*

*COL Mark Weiss is the chief of the Army National Guard Aviation and Safety Division located in Arlington, VA.*



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## 128th Aviation Brigade Update

*One of our senior instructors provides an excellent perspective on instilling inspiration and motivation not only here in your school house but throughout our profession of arms. I urge you to take a few moments and review what he has written – it is a reminder for us all.*

*COL Rigole, Commander*

# The Big Picture

By SFC John T. Wallace



PHOTO BY SFC JOHN T. WALLACE

**A**s leaders, we are always seeking a higher reason for what we do. We work to impart this to our Soldiers so that they are inspired. An informed and inspired Soldier can often accomplish more than an informed squad. If we inspire our Soldiers we will expand the boundaries of knowledge while maintaining the traditions of our profession.

Here in the training environment is where Soldiers first learn traditions of the Aviation branch and Army. Across the street from where I work, in the 1-210th Aviation Regiment S-3, is a wall in the Armament Platoon area. One day a few months back I came upon this wall tucked away in a small maze of instructor offices and classrooms. It caught me by surprise

because I was not expecting it to be there. On the wall are pictures, names and other information about Army aviators and aviation Soldiers who have given their final measure, their all, during Operations Enduring Freedom and Iraqi Freedom.

My impression upon seeing it was like walking into church blaring Rock and Roll music. I had to turn down,

The display of fallen Aviation Soldiers with the theme "Freedom is not Free" is located in the Armament Aircraft Platoon area of the 1-210th Avn. Regt., 128th Avn. Bde., Joint Base Langley-Eustis, VA.

tune in and pay attention. I felt like I had been hit by a Mack truck. I was immediately drawn to their images. Most of the faces were young and most were pilots. I looked to see if I knew any of them and as I was looking, I realized I knew all of them. I had never met any of them but I had seen their faces a thousand times and heard their laughter and their stories. I had passed them on the street. I had seen them in the supermarket. They had always been there. They are us.

I felt a sudden rush of mixed emotion ranging from comfort, like coming home, to guilt that I did and

they didn't. I saw my brothers and sisters who made the ultimate sacrifice. They are all truly heroes.

The wall focused me. It strengthened my resolve. It reminded me of the big picture. I do not mean the strategic picture. I mean what is truly important. The most valuable assets are the people. To ensure their sacrifice is not in vain, we owe them our vigilance in all we do. It may not require our lives, but it does require our best. The true test of a Soldier is not war but peace. This is the time when the most feared adversaries launch an all-out campaign.

The enemies of complacency and indifference rear their ugly heads. Soldiers forget to do the right thing because they are lulled into a false sense of security. "This is not combat, so, it isn't important." These are the most dangerous words a Soldier can utter. These let in laziness and selfishness. These corrode the effectiveness of our profession.

As General (Retired) Colin Powell stated, "There are no secrets to success: Don't waste your time looking for them. Success is the result of perfection, hard work, learning from failure, loyalty to those for whom you work, and persistence." Inspiration is most of the formula. However, there is also a need for knowledge, training and experience (learning from failure). More accurately it is a thirst for information.

We need to inspire and encourage the next generation of Aviation Soldiers to want to be the new subject matter experts. Inspiration gives them the fire in their gut to want to learn everything about our profession. We have to inspire the Soldiers we lead to learn to be better than we are. Then take care of and nurture those coming behind us so they will carry the legacy.

We all are inspired by different things. The leader has to find that intangible thing in each Soldier and make it grow. However, information is evolving and ever changing. We must ensure we evolve with it or we will perish. I challenge you to give your best and continue to give because anything less would be disrespectful.

Above the Best!

---

*SFC John T. Wallace is a senior instructor assigned to 1st Battalion, 210th Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.*

## NEWS SPOTLIGHT

# 25th CAB Supports RIMPAC/ Orient Shield Exercises



US ARMY PHOTO BY 1C/3 ARPK/LBN/25TH CAB/AN EDE

A Task Force Lightning Horse AH-64E Apache Guardian from 1st Battalion, 25th Aviation Regiment, 25th Combat Aviation Brigade, prepares to perform deck landing qualifications, while an MV-22 Osprey prepares to land on the flight deck of amphibious assault ship USS Peleliu (LHA 5) while underway for Rim of the Pacific (RIMPAC) Exercise 2014. Deck landing qualifications are one of several maritime training exercises the Apaches of the 1-25th Armed Reconnaissance Battalion participated in during their 60 day deployment to Hawaii as part of an initiative to build greater joint maritime capabilities in the Pacific.

During RIMPAC 2014, the 25th CAB executed more than 97 missions with 550 flight hours, the movement of 640 personnel, and execution of 250 deck landings onto U.S. and foreign naval ships in support of missions across the range of military operations. In the follow-on bilateral Orient Shield exercise, Japanese and U.S. military trained with four AH-64 Apaches, four UH-60 Black Hawks and three HH-60 Pave Hawks during scenarios that include an air assault mission, along with 23 Strykers from 2nd Stryker Brigade Combat Team from Joint Base Lewis-McChord, WA. In past years, the Orient Shield exercise, which dates to 1985, has employed the Japan Ground Self-Defense Force's helicopters and U.S. Black Hawks stationed at Camp Zama, Japan.



## Ask the Flight Surgeon

# Training Recovery Supplements

By Dr. (LTC) Joseph Puskar

**Q:** I will be training for an elite military unit doing lots of long-distance runs and other strenuous exercises on a daily basis. I would like to take a supplement to help my after workout recovery. I am 41 years old and take 20 mg simvastatin and 20 mg lisinopril. The product contains the following: L-Glutamine (1000mg); Triple strength Fish Oil (647 mg EPA/263 mg DHA); Joint Comfort Formula (250 mg Acacia catechu wood & bark extract, Chinese Skullcap root extract/100 mg Sicilian blood Orange Fruit & Peel extract (citrus sinesis); Muscle Function Formula X 2 (60 mg magnesium aspartate/ 30 mg zinc/150 mg L-Leucine/50 mg L-Isoleucine/ 50 mg L-valine); Mega Men sport full strength X 2 (Cellulose, Titanium Dioxide (natural mineral whitener), vegetable acetoglycerides, caramel color, ethyl vanillin). Please let me know if it is ok for me to take. If not, I will return to GNC for a refund. Thank you.

**FS:** It appears that this is a fairly safe product for you to take in the recommended serving sizes, and as long as you don't develop any allergic reactions to the components. Since almost any compound can become toxic in high enough quantities, do not exceed the recommended daily doses. Of the herbal ingredients listed, most have been shown to increase blood flow to muscles and have some anti-inflammatory properties. Caramel coloring has been shown to be a risk factor for type II diabetes independent from high glucose and carbohydrate loads, overall caloric intake, and other commonly recognized dietary stressors, but in the low amounts present in this formulation is not too much of a concern for short-term use. The quantity of caramel found in cola-type sodas can be problematic if taken on a daily basis over many years however, and should be avoided. This brings up the important principle of getting your

nutrition from natural, mostly plant-based sources as much as possible to avoid potentially harmful additives and preservatives. An example of a simple post-workout recovery snack would be some roasted and lightly salted edamame (soybeans) that contain all the essential amino acids, a few bananas, and some fruit juice with soy or whey-based protein powder shaken up in it.

The king of all the herbs is basil, and it has been used by endurance and performance athletes since ancient times as an anti-inflammatory and post-exercise recovery aid. It contains many vitamins, minerals, and other nutrients such as beneficial oils and anti-oxidants. Many other herbs such as dill, turmeric, and sage have similar properties, and can be safely worked into your diet as seasonings for salads and soups, garnishes for meats (hopefully wild game, poultry, grass-fed bison, or cattle if you do indulge

in meats due to their lower levels of inflammatory mediators compared to their barn-raised, grain-fed cousins!). Check out the book "Eat and Run" by ultra-marathoner Scott Jurek. It contains nutritious and delicious, natural, plant-based performance and workout recovery recipes at the end of every chapter that are fun to make, and is incidentally a great read. Making your own workout supplements at home like this is limited only by your imagination, and in addition to being healthier for you, will be a lot less expensive in the long run.

Recall from your quarterly safety briefings that, per AR 40-8 Temporary Flying Restrictions Due to Exogenous Factors Affecting Aircrew Efficiency, paragraph 6. b., use of dietary supplements, herbal and dietary aids, and performance enhancers, that all supplements, herbal and dietary aids and preparations, and performance enhancers are prohibited unless cleared by the flight surgeon or APA in consultation with applicable APLs.

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); 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.*

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# Flight in Non-Army Aircraft

By Mr. David B. Cripps

For those of you who have served in joint or combined headquarters, you know how complicated it can be when Service regulations conflict and there is no overarching Department of Defense (DoD) policy. Until April 2013, this was the case for airworthiness, and in particular with regard to flight as either a passenger or a crew member on non-Army aircraft.

This situation was at best awkward in Aviation Foreign Internal Defense missions conducted jointly and particularly troublesome when involving Russian-built helicopters. In a series of three ALARACT (All Army Activities) messages, Army senior leadership provided policy guidance requiring risk acceptance at the general officer (GO) level for passenger operations on Mi-8/17 series helicopters. Flying as aircrew on these aircraft was even more restrictive, essentially prohibiting Army Aviators to operate Russian-built helicopters in all but the most critical of missions. The Air Force and Navy, however, had no such restrictions. But many of the support contracts were Army contracts, which necessarily follow Army regulations.

To remedy this situation, the Joint Staff assembled a team of aviation and airworthiness experts from the Joint Staff, the Office of the Secretary of Defense (OSD), all the Services and several combatant commands to develop an overarching DoD Airworthiness Policy, which was formally published in April 2013 as DoD Directive 5030.61. This new policy clarified the requirement that all aircraft on which DoD personnel (including uniformed military, civil service employees and contractors performing on a DoD contract) fly must have been certified as airworthy by a recognized airworthiness authority.

Many aircraft are considered to be fully airworthy for Army purposes. Army personnel may fly as passenger, and when appropriately trained, as aircrew aboard these aircraft. They include:

- U.S. military (USN, USMC and USAF) aircraft certified as airworthy by their

Service airworthiness authority (AA);

- U.S. civil registered aircraft with FAA-issued Type Certificate (TC), any applicable Amended or Supplemental TCs (ATC or STCs) and current Certificate of Airworthiness (CoA) for the current configuration, and operated and maintained in accordance with the approved flight and maintenance manuals;
- Contractor-owned aircraft not in an approved civil configuration but holding an airworthiness certification from a U.S. Service AA;
- Other U.S. Government Agency aircraft certified as airworthy by their Agency and operated/maintained under provisions of Federal Management Regulation 33-102, Management of Federal Aircraft;
- Non-U.S. civil registered aircraft for countries holding a current FAA International Aviation Safety Assessment (IASA) Category 1 rating (see <http://www.faa.gov/about/initiatives/iasa/> for current listing) with TC and applicable ATC/STCs and current CoA issued by the nation's civil aviation authority (CAA) for the current configuration of the aircraft; and
- Foreign military aircraft certified as airworthy by their country's Military Airworthiness Authority (MAA) after that MAA has been assessed and formally recognized by the U.S. DoD's National Airworthiness Council. Current recognized countries include Australia, Czech Republic, Israel, New Zealand, Singapore, Sweden, and United Kingdom. Assessments are currently being planned for France, Italy, Norway, Poland, and Turkey.

For flight in foreign military aircraft

other than those certified as airworthy by a recognized MAA, requiring commands should request an assessment of that nation's MAA to [armyairworthiness@amrdec.army.mil](mailto:armyairworthiness@amrdec.army.mil), and we will work with you to meet your mission requirements. If time and resources do not permit an assessment and recognition of the MAA (typically this takes approximately six months with a willing country and requires \$50K in reimbursable funding from the requesting command), then a risk acceptance process is required. For passenger operations, we will forward an Operational Appraisal Checklist for the requesting unit to look at the foreign flight operation with which they desire to fly. This checklist is designed to help inform a GO in the unit's chain of command of any potential airworthiness risk. Once the GO accepts the risk, the intent of DoDD 5030.61 is met. However, for aircrew operations (i.e. anything other than passenger) in aircraft from countries whose MAA has not been recognized, Army Regulation 70-62 requires that we issue an Airworthiness Release (AWR).

The process starts off the same with a request to [armyairworthiness@amrdec.army.mil](mailto:armyairworthiness@amrdec.army.mil), following which we will research as much as we can regarding the aircraft on which aircrew operations are intended to be flown. We will prepare a detailed risk appraisal in the form of an Airworthiness Impact Statement and provide it to the requesting command. Depending on the level of the risk, MIL-STD 882E defines the grade/rank of the risk acceptance official who must formally accept the risk via a System Safety Risk Assessment (SSRA) per Army Regulation 385-16. Upon receipt of the signed SSRA, we will issue the AWR for the operation.

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*Mr. David B. Cripps is the deputy director of the Aviation Engineering Directorate of the U.S. Army Aviation and Missile Research, Development, and Engineering Center (AMRDEC) located at Redstone Arsenal, AL.*

# THE FUTURE OF VERTICAL LIFT



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FLIGHTSAFETY INTERNATIONAL IMAGE

VITAL 1100 Visual System includes out-the-window field of view, and a whole-Earth model for realistic training environments.

# FlightSafety International – Training Military Aviation

By Mr. Steve Phillips

FlightSafety International serves governments and military agencies around the world including all those in the United States. We offer mission-training programs and proven advanced-technology simulators, visual systems and displays. This includes training for virtually all types of military aircraft as well as commercial aircraft operated by government and military agencies.

FlightSafety provides a full range of advanced technology training equipment. This includes the design and manufacture of weapons system trainers for tankers, transport, tilt-rotor, rotor-wing, cargo load and refueling aircraft. We also build classroom training equipment and specialized devices such as trainers for refueling boom operators, loadmasters, egress systems, gunnery stations, battle master centers, and fuselage trainers.

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Our full flight simulators and training devices can replicate the operating characteristics of virtually any military or commercial aircraft. The simulators provide the highest level of realism. They feature advanced instructional capabilities and are designed for maximum reliability, ease of maintenance, and support. The new FlightSafety FS1000 full flight simulator will outperform current generation simulators in virtually all aspects. Its new lightweight and highly robust modular design offers added configuration flexibility and ease of systems integration. This enables us to respond quickly as new aircraft and advances in

technology are introduced and will serve to increase reliability and reduce maintenance time.

## VITAL 1100 Visual System

FlightSafety's new VITAL 1100 Visual System offers out-the-window fields of view over 300 degrees horizontal and 70 vertical, delivering resolutions with tens of millions of pixels. VITAL 1100 simulates the imagery and environmental conditions experienced during aircraft taxi, takeoff, en-route and tactical flight operations, visual navigational and instrument flight, and landing maneuvers.

Simulated flight conditions include continuous time of day, night, dawn/dusk, and a comprehensive set of physics-based weather features. It features five times greater computational performance than predecessor systems for exceptional visual realism.

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Environmental effects, such as physics-based weather models, develop and react as in the real world. Dynamic shadowing and enhanced shading add a new dimension to the training environment. Using the latest PC technology and high-performance off-the-shelf graphics processors, VITAL 1100 provides a fully certifiable PC image generator.

The system is completely compatible with other aircraft systems such as head-up displays, enhanced and synthetic vision systems and radar. VITAL 1100 also simulates high quality forward-looking infrared (FLIR) and electro-optical sensors including ColorTV, LowLightTV, All Light Level TV and aircraft remote direct view camera systems. VITAL 1100 also exceeds the FAA Level D and military equivalent standards for training with night vision devices.

VITAL 1100 provides a whole-Earth model for a realistic training environment between high detail airport and other objective area models. The worldwide database incorporates the latest terrain information with geo-specific satellite images for unprecedented realism. and includes sophis-

ticated weather simulation that can be controlled automatically by current and forecast weather inputs of temperature, humidity, wind, ceilings and visibility. Seasonal weather includes snow, ice, hail and rainfall.

#### **CrewView All-Glass Mirror Displays**

Our CrewView All-Glass Mirror Displays provide superior optical performance, sharper image clarity, long-term reliability, and are night vision capable. The true collimated images they present are free of visible distortions and artifacts out to mirror edge, eliminating ground rush distortion in the bottom field of view. Combined with our VITAL visual system, CrewView delivers unprecedented simulation training fidelity.

The displays offer the industry's greatest level of realism. Its modular design produces fields of view (FOV) up to 300 degrees horizontally. By filling the entire aircraft window, these devices also allow greater levels of training and effectiveness by moving critical training tasks (checking for prop feathering, checking landing gear deployment, brownout training, search and rescue scans and advanced mission rehearsal scenarios) out of the aircraft and into the simulator.

#### **Containerized Flight Training Devices**

FlightSafety can offer a variety of Containerized Flight Training Devices (CFTDs) to meet a wide range of training and budget requirements. These devices can include high performance visuals, including the VITAL 1100 and the CrewView display, to create a high fidelity device in a containerized system that can be relocated, deployed, or transported based on mission, training and budget requirements.

#### **Distributed Mission Operations**

Our Distributed Mission Operations (DMO) Center develops, integrates and delivers simulation capabilities to prepare warfighters for combat in joint and coalition environments through exercises, training, tactics, techniques and procedures. Capabilities include warfighter readiness, testing, experimentation, tactical to operational-bridged events, and standards development.

Our designs are HLA/DIS (High Level Architecture/ Distributed Interactive Simulation) compliant, and we are a member of DMO Standards Group, SISO (Simulation Interoperability Standards Organization). Flight-

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Safety's DMO enabling technology includes IGY (Interoperable Gate Way) and DISCO (Distributed Interoperable Simulator Connection Object). Our interoperable gateway server connects the training device with the DMO battle space. DISCO provides the software functionality to support IGY's connection to any synthetic environment.

Key FlightSafety programs featuring DMO include the HC-130 P, MC-130 W, HH-60G and UH-1N. We have installed 24 TH-67s and two TH-1H simulators in Warrior Hall at Ft. Rucker, Alabama – all with Distributed Interactive System (DIS) capability.

### Integrated Training System

MATRIX, FlightSafety's Integrated Training System, brings the realities of the Level D simulator experience into the classroom and to other training devices. It draws on the same software that drives our full flight simulators. MATRIX consists of the DeskTop Simulator, Integrated Courseware, Graphical Flight-deck Simulator and the SimVu simulator session debriefing system. The DeskTop Simulator can be used for instructor-led or self-paced instruction. It is an interactive PC-based training sys-

tem used to demonstrate and learn the function and control of aircraft systems. It provides an interactive representation of the cockpit displayed on multiple touch-screen monitors enabling the pilot or technician to monitor or perform all the functions that would be performed in the aircraft. The Graphical Flight-deck Simulator provides an interactive representation of the cockpit displayed on multiple touch-screen monitors. This allows the user to monitor or perform virtually all the functions that would be performed in the aircraft. System schematics and flows are illustrated through animated graphics. An instructor operating station with the same appearance provides control of the Graphical Flight-deck Simulator, just as on our full flight simulators. SimVu provides the pilot with a detailed visual representation of a full flight simulator training session.

### Mobile Combat Tactics Trainer

Our Mobile Combat Tactics Trainer provides an advanced system with the capacity to train multiple flight and ship crews at the same time, under the same conditions and in the same airspace. The system's networking capa-

bilities allow military units to conduct mission type-specific training, combat exercises or other customized training events and mission rehearsal in shared virtual airspace with real-time interaction among all networked simulators.

### FlightSafety Services Corporation

FlightSafety Services Corporation has been providing aircrew training systems since 1984 and has operations at 15 U.S. military bases providing military crew training, support for simulators, advanced-technology training devices and computer-based training workstations.

FlightSafety also offers customized training for commercial aircraft operated by government and military agencies. This flexibility allows government operators to utilize their own checklist and standard operating procedures. FlightSafety also offers professional aircraft maintenance, flight attendant and aircraft dispatcher training to support government aircraft operations.

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*Mr. Steve Phillips is vice president of communications for FlightSafety International headquartered in Flushing, NY.*

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## Exelis and U.S. Army Aviation: A Legacy of Innovation

By Mr. Rick L. Rife

**E**xelis, previously the defense business segment of ITT Corporation, was launched in October 2011 as an independent company. Today, we remain a trusted partner with government, commercial and international customers, focusing on mission-critical C4ISR solutions that are affordable, platform-agnostic and designed to defeat threats now and into the future.

Much of our work with U.S. Army Aviation centers on electronic warfare (EW) and the Army's need to dominate the electromagnetic spectrum and ensure aircraft survivability against a range of evolving threats. EW is an Exelis core capability – our systems operate on land, at sea and in the air, and help our forces, and those of our allies detect, deny, disrupt and degrade lethal threats.

For more than fifty years, our talented engineers have advanced this capa-

**EXELIS**

bility with a combination of ingenuity in solving hard problems and a relentless focus on understanding customer challenges.

### Adapting to Change on Multiple Fronts

Today, integrated air defense system (IADS) sophistication and proliferation is accelerating at an unprecedented pace. Potential adversaries have studied our tactics, doctrine, and ongoing operations; they have adapted their systems accordingly, copied and improved upon our technologies and targeted

our vulnerabilities. Radio frequency (RF)-guided surface-to-air missiles and search, tracking and acquisition radars are significantly more advanced than they were even a decade ago. In particular, modern IADS, such as those produced by Russia and used by dozens of militaries and paramilitaries in likely conflict zones around the world, are increasingly mobile, jam-resistant and designed specifically to target Army rotary wing aircraft.

### Committed to Mission Success

To mitigate this growing threat, Exelis technologies like the ALQ-211 Suite Of Integrated Radio Frequency Countermeasures (SIRFC) provide a truly integrated approach to aircraft self-protection. SIRFC detects, denies, disrupts, degrades and evades modern threats, while also providing multi-

spectral (RF, infrared and laser) situational awareness.

SIRFC also integrates with the Exelis Network Electronic Warfare Capability (NEWC). NEWC extends the capabilities of existing aircraft survivability equipment (ASE) by enabling the sharing of threat information across localized aircraft networks. The system allows each aircrew to receive and transmit aircraft survivability, situational awareness and threat information through a networked application, ensuring pilots, soldiers on the ground, and unmanned aerial system (UAS) operators share the same picture of the threat environment. Additionally, threat engagements are recorded for future missions to enable learning and adaptation to changing environments.

One of the major benefits of the network EW approach is that information on the EW situational environment can be shared with platforms that are size, weight and power (SWaP)-constrained. This way, even platforms without their own dedicated ASE can share the mission-enabling capabilities carried by other platforms in the network.

### Proactivity is Key

Looking further ahead, we continue to invest in advanced research and development programs designed to ensure state-of-the-art threat analysis and countermeasure capabilities. Increasing threat sophistication is being met with multi-functionality and agile, software-definable solutions capable of switching between functions in real time to adapt to changing mission requirements. Programs such as the recently launched Disruptor SRx are focused on further SWaP reductions and open system architectures that are integrated with both ground and UAS to provide complete EW situational awareness and response options.

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*Mr. Rick Rife is Exelis, Inc. Vice President for Army and Special Programs located in Huntsville, AL.*



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## Improving Mission Readiness Through Common Test Equipment

By Mr. Kevin Steidel and Dr. Charles Ryan

**T**he Department of Defense has aircraft numbering in the thousands with the U.S. Army maintaining the largest quantity of rotary wing aircraft. With over a dozen unique aviation platforms that have several variants each, growing maintenance logistics are consuming more and more of a shrinking budget. Taming these opposing forces requires common solutions.

### Common Needs, Uncommon Support

Reduction of aviation maintenance cost is a long standing goal for all branches of the DoD and common support equipment has become a proven method toward achieving that goal. Highly complex weapon systems require large quantities of specialized test



equipment to maintain mission readiness. The total logistics footprint of this equipment can become enormous when training, spares, storage, repair and deployment are considered. Single purpose test equipment has become a growing liability in an environment of reduced maintenance staff with advanced weapons platforms.

When signal disruption occurs in electrical paths, existing maintenance techniques require significant time and cost to identify and isolate the root

cause. Maintainers, following prevailing maintenance practices, often fall into a cycle of "swaptronics," where non-faulty components and avionic assemblies are removed and then subject to unnecessary maintenance before returning to service, incurring preventable costs. Weapon system interconnect wiring is usually the final item examined in an environment where exchanging components is perceived as a faster solution, frequently resulting in lengthy and expensive repairs.

The U.S. Navy/Marine Corps had been searching for a replacement of their aged Wire Test Set (WTS) and the U.S. Air Force had spent years investigating analyzers for use in all levels of maintenance on all platforms. Taking the lead from the DoD Automatic

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Test Systems (ATS) Directorate, the Navy Awarded Eclypse International a joint services contract for common multi-function test equipment configured for all levels of maintenance. With the Automated Wire Test Set (AWTS), maintainers now can test many of the components on the aircraft as well as the wires that interconnect them.

## **Do More With Less... Beyond a Wire Tester**

More than just reducing “no fault found” maintenance costs, an analyzer needs to perform more than basic wire integrity tests. Once interconnect wiring of a troubled system is suspected, the maintainer’s ability is reduced to manually checking for faults wire by wire. Further complicating the process are numerous components and advanced data bus systems, causing manual troubleshooting to become error prone, thus less effective and more time consuming.

AWTS is a family of equipment manufactured by Eclypse International that provides scalable and modular electrical test capability. Each module is designed to operate in harsh O-level environmental conditions, yet is scalable to support intermediate- and depot-level locations. The system architecture consists of over eighty percent of common components, further reducing the logistic footprint and total spares requirements across the whole DoD maintenance environment. The unique elements of each configuration provide performance and scalability characteristics to meet maintenance-level specific requirements. In addition, the executive software that operates the AWTS is identical across all configurations, assuring consistent training across all platforms and levels of maintenance.

## **A Good Side of Downsizing**

Traditionally, systems with the capabilities of AWTS have been too complex and bulky to be of use at a field level and thus only found at manufacturing or depot facilities where space is of less concern. Advances in electronic components and system packaging have combined to bring these test capabilities to the problem instead of bringing the problem to the capability (at the depot).

AWTS and similar equipment have been supporting H-60 platforms in the Navy for several years, but not as a replacement to current procedures and

manual troubleshooting skills. Rather, the focus has been toward elevating pervasive problems sooner to break the cycle of false avionic removals. Additionally, they have started to shift the approach of some maintenance practices toward proactive as opposed to reactive. Aircraft scheduled for deployment are now “groomed” by inspecting systems prior to departure. This has resulted in more reliable “mission ready” aircraft with less unscheduled maintenance in the field overall.

The Army Prototype Integration Facility (PIF) in Huntsville, AL has evaluated AWTS and it is being integrated on Army rotary wing aircraft. Army units are actively using AWTS on the H-6, H-47, and H-60 platforms. They have begun to focus on preventative maintenance and grooming systems before their deployment, reducing reactive maintenance. A goal is to share lessons learned and expand the program to additional platforms.

## **Benefits to the Use of Common Electrical Test Equipment**

### ***Interoperability***

The benefits from AWTS testing capabilities are not specific to any single platform or components, but can be used on any weapon system. The same AWTS family of circuit analyzers used for the H-60 can test H-6s, H-47s, H-56s, F-15s, F-18s, C-130s, unmanned systems, ground vehicles, or any item in the DoD inventory.

In addition to the ability to test the electrical system on weapon systems, maintenance staff are trained on common AWTS equipment and software, enabling proficient use where and when the need is required. Therefore, an H-60 maintenance person can also be deployed to test the electrical system of other platforms in order to assure overall mission readiness rates.

Deployment of AWTS to the various military maintenance levels allows trained technicians to rapidly respond to maintenance needs on other weapon systems, ensuring the highest readiness rates for the mission. With common testing occurring at the depot and field levels, maintainers have access and use of the same engineering and resources.

### ***Reduced Logistics Footprint***

Traditional maintenance in the DoD relies, to a degree, upon dedicated test equipment specifically de-

veloped for a particular platform and component. Hence, there is a need for many test sets, plus the logistics system to manage and maintain the test equipment as needed. With the use of common AWTS equipment applicable to any weapon system deployed for the mission, the logistics footprint is greatly reduced for both the hardware as well as the maintenance support staff responsible for testing, resulting in reduced cost. Smaller, portable systems also reduce the space and weight necessary for deployment to the field and recovery.

## **Value to Mission Success**

Use of the AWTS capability within DoD has demonstrated its ability to quickly and efficiently find electrical issues within weapon systems. Where deployed, no-fault-found (NFF) rates are reduced, along with test times, resulting in efficient and thorough diagnosis of electrical problems. Readiness rates improve along with weapon system performance and safety to better assure mission success.

The test technology is being used as a quality control check for newly manufactured rotary wing aircraft before delivery to the DoD, further reducing costs to both the OEM and DoD with the delivery of a product with high quality.

## **Summary**

Using AWTS common test equipment, Army Aviation is optimizing the electrical systems of their fleet, increasing readiness rates at reduced maintenance time and costs. Since common test equipment can be used across platforms, AWTS greatly reduces the logistics footprint needed when deployed, and therefore trained maintainers, at all levels of maintenance can use the same capability for the electrical testing of any weapon system deployed. Common support equipment enables the reduction of item management and maintenance.

---

*Mr. Kevin Steidel is the technical director and Dr. Charles Ryan is in systems development for Eclypse International located in Corona, CA.*



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**TEXTRON AVIATION**



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## Innovative Solutions For Defenders Of Our Freedom

By Ms. Monika Crannell

**Y**ulista Aviation, Inc. (YAI), a subsidiary of Yulista Holding, understands that Army Aviation is an essential element of both the present and future battlefield. In supporting this mission, our aviation roots run deep providing a reputation of responsiveness and customer focus. YAI (an ANC 8(a) company) was strategically developed to perform aviation integration efforts for the Prototype Integration Facility (PIF) at Redstone Arsenal, Alabama and eventually replace Yulista Management Services (YMS) as the prime contractor supporting the PIF.

The PIF's primary role is providing rapid response solutions to our military. Initially, both the PIF and Yulista accomplished minor modifications to weapon systems, primarily limited to integration of commercial-off-the-shelf



hardware. Over the past 12 years, Yulista has experienced continuous growth of experience with all aircraft platforms and the nature and complexities of modifications to every type of Army aviation asset. Our maintenance teams deploy worldwide to modify, repair and install modification work orders on U.S. produced aircraft for PIF efforts, often in combat zones. Increasingly, foreign customers are using the PIF to improve and modernize their aircraft via Foreign Military Sales (FMS).

YAI's competencies now encompass all aspects of the product realization

Above Left: Kiowa Warrior Cockpit and Sensor Upgrade Program (KW CASUP) converted the OH-58D to an OH-58F extending service life of the aircraft.

Above Top Right: YAI supports CH-47 Program Management Office in restoration and modernization of the CH-47 fleet.

Above Lower Right: YAI performing state-of-the-art modifications and upgrades to a Customs and Border Patrol Black Hawk.

process from requirements definition to integration onto rotary and fixed wing aviation assets as well as ground, maritime, and unmanned systems. These efforts entail improving combat system performance through technology insertion involving military systems of all types, with aviation as our primary focus. The PIF has provided YAI the opportunity to expand its abilities beyond



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aviation with non-aviation technical support services to a wide range of Government, DOD, and FMS customers.

YAI is currently managing over 800 employees and an industry team of over 250 subcontractors and 1,100 material vendors. To date, Yulista has collectively managed the execution of over 5,000 individual task orders for the PIF resulting in approximately 450 improved and fielded new capabilities. On any given day, YAI averages over 230 on-going programs/projects with dedicated managers and key technical staff. Yulista has grown rapidly via the PIF primarily due to repeat customers.

## Quality

Yulista considers our commitment to quality the key to our growth. YAI is an FAA Part 145 Certified Repair Station and is also ISO 9001:2008, AS9100, and AS9110 certified, assuring our customers the highest possible quality with built-in procedures to ensure accountability and continuous proactive improvement to both processes and products. YAI employs FAA licensed mechanics and electricians and our Ground/Flight Operations are compliant to DCMA 8210.1 (AR 95-20). The YAI Quality Control Program was developed in compliance with these standards to maintain a consistent quality product, prevent non-conformances, focus on customer satisfaction, and pursue continual improvement.

## YAI's Impact on Aviation Systems

Every effort performed by our team is important and one example of our work with Army Aviation is the installation of the Aircraft Survivability Product Improvement (ASPI) kit onto the Apache helicopter in both the U.S. and foreign countries, including Afghanistan and Iraq. The ASPI kit increases aircraft and crew safety and survivability by a tailored application of insulation, blockers, and a redesigned exhaust system that significantly reduces aircraft susceptibility to heat seeking missiles by redirecting exhaust for dispersal through the blades.

YAI has performed countless H-60 modifications with improvements that include avionics, communications, and instrumentation upgrades to multiple platform configurations. YAI's experience with the Army Blackhawk involved integration of the Army Airborne Command and Control System Mission Kit; redesigning existing deployed systems to improve capability,

make it modular, and reduce weight and cost. Additionally, YAI has made extensive modifications to the Department of Homeland Security Customs and Border Patrol (CBP) Blackhawk, enhancing CBP's mission performance by integrating state-of-the-art avionics, communication and sensor technologies into several of their fleet of H-60s.

Recently, YAI was selected to convert the UH-60L to the UH-60V configuration by incorporating a digital cockpit. Yulista will deliver three Engineering Development Model aircraft, supporting Technical Data Package (TDP), and updated technical and training materials to support the prototype and qualification efforts to upgrade the UH-60L fleet. This TDP will provide the Corpus Christi Army Depot UH-60L Recapitalization line with the engineering and modification data required to accomplish fleet-wide conversion to a single aircraft cockpit configuration that is expected to reduce training and transition requirements for all UH-60 pilots.

The most extensive and technically challenging aviation modification program conducted by YAI for the PIF was the Kiowa Warrior OH-58F Cockpit and Sensor Upgrade Program (CA-SUP). This effort involved multiple subcontractors and was a major Army Aviation aircraft modernization project to convert the OH-58D to an OH-58F model extending service life until 2025. This involved the overhaul, recapitalization, RESET, modernization and delivery of components, systems, subsystems and associated software and hardware for this aircraft. YAI led the design, integration, and testing of 29 total upgrades that included a digital cockpit, digital Hellfire and 2.75-inch rocket interface, nose-mounted FLIR, laser designator and aircraft survivability upgrades, which improved armament and lethality, sustainability, performance, communication/ identification interoperability, advanced sensors, and survivability.

## FMS

One example of an FMS project conducted in support of the PIF was the Iraqi Armed 407 task, which involved the rapid modification of a Bell 407 commercial helicopter and fielding a fully functional military platform for the Government of Iraq. Built to meet FAA standards, these commercial aircraft were re-modified to comply with U.S. Army airworthiness requirements and upgraded to include armament systems,

aircraft survivability enhancements, an advanced sensor suite, navigation and guidance, communications/identification, and airframe enhancements.

YAI's modification efforts are not limited to rotary wing aircraft. YAI's fixed wing capabilities include performing the upgrade of the NAVAIR C-26 aircraft to meet Global Air Traffic Management (GATM) standards and included program management, engineering and aircraft modification tasks. As part of the task to complete aircraft GATM modification to the C-26E configuration, Yulista was required to identify and develop any deviations from or changes to STC SA0009MC-D (Pro Line 21 Avionics System).

## Training and Simulators

In June 2010 YAI was awarded its first contract outside the purview of the PIF. YAI provided the manufacturing and aviation integration for the CH-47 Transportable Flight Proficiency Simulator (TFPS) Systems. TFPS is a transportable training system capable of simulating ground, takeoff, flight, operational, and landing characteristics of the aircraft under a wide range of realistic environmental conditions providing initial and proficiency training of pilots.

YAI also has proven expertise in the development and engineering of other training systems such as the Cargo Engineering Analysis Cockpit trainer, Iraqi Bell 206B trainer, UH-60 Cockpit Emergency Procedures trainer, Armed 407 training aids and Sky Eagle Apache Block III Maintenance Training Aircraft subsystems.

## Commitment to the Future

Over the past several years, YAI's aviation capabilities have grown tremendously, resulting in recognition as an industry leader in the modernization and service life extension of all types of aircraft. With YAI's support, the PIF has received eight "US Army Top 10 Greatest Invention Awards." The above examples are only representative, and not inclusive, of all ongoing aircraft modification and maintenance programs at YAI and clearly depict the innovative, high-tech nature of the work we are capable of performing and the ongoing support we hope to provide our country's defenders.

---

*Ms. Monika Crannell is the proposal manager at Yulista Aviation, Inc., headquartered in Huntsville, AL.*

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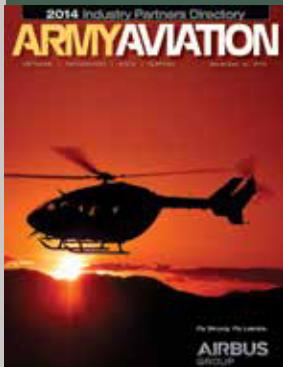
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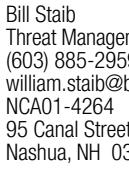
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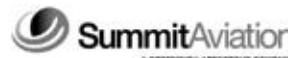
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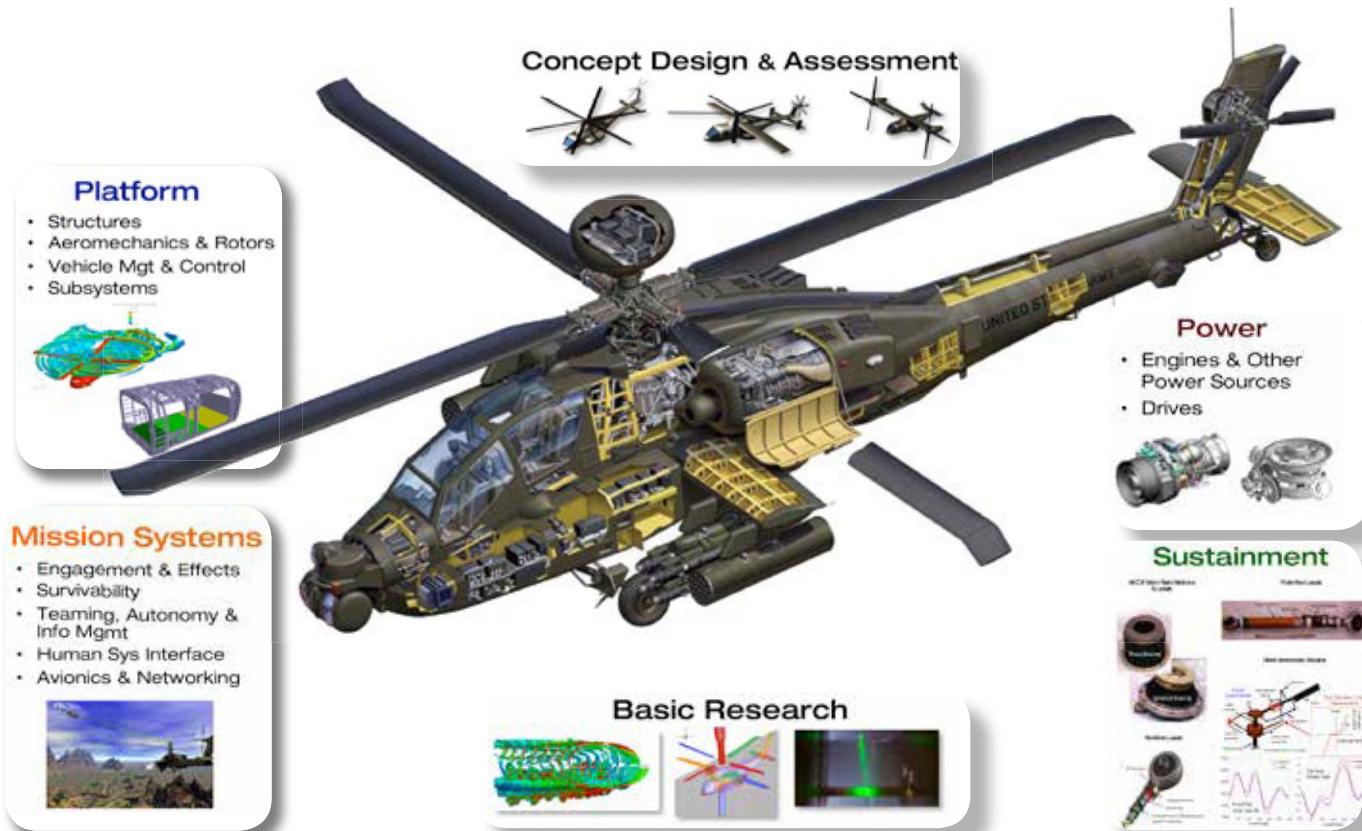


Figure 1.

AMRECCO GRAPHIC

# Aviation Development Directorate and the Future of Army Aviation

By Dr. William D. Lewis

The Aviation Development Directorate (ADD), a part of the Aviation and Missile Research, Development, and Engineering Center (AMRDEC), is responsible to conduct the majority of the science & technology (S&T) work for the DoD's vertical lift aviation capability. This includes current and future manned and unmanned vertical lift assets. Headquartered at Redstone Arsenal, Alabama, ADD has major operations at the Aeroflight Dynamics Directorate (AFDD) at the NASA Ames Research Center in California and the Aviation Applied Technology Directorate (AATD) at Joint Base Langley Eustis in Virginia. AFDD also has a minor operation located at the NASA Langley Research Center in VA.

ADD executes efforts across the technology spectrum from Basic Research

in Aeromechanics through Applied Research and Advanced Technology Development to integration and prototyping in support of the platform program managers. Our organization is structured and executes our mission based on the fundamental building blocks of an Aviation capability. There are 15 technology areas that fit within 6 focus areas that are supported by prototyping, test support and flight test operations (Fig. 1). In this way, we have subject matter experts focused on their specific technologies and are then able to look across the portfolio and integrate the technologies into capabilities that are brought to the fleet as upgraded or additional combat capability.

Our strategy is to continue to advance the state of the art in each of the Technology Areas and also explore and mature new innovative technologies en-

abled by such things as scientific breakthroughs, new materials, computing power, manufacturing techniques.

For example, in the Power Focus Area, we continue to push the state of the art for lightweight, powerful engines and transmissions that require less maintenance, can run longer without oil, and are less prone to corrosion. We are also developing multi-speed engine and transmission technologies that will allow vertical lift platforms to cruise much faster and efficiently while maintaining hover performance. We recently transitioned technology for a 3,000 shaft horsepower-class engine that supports the new Improved Turbine Engine Program (ITEP) and are in the final years of the Future Affordable Turbine Engine (FATE) program, which will provide technologies for a much improved 5,000-10,000 shp-class



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Figure 2.

engine. We are also exploring alternative propulsion configurations/technologies such as hybrid engine concepts and adaptive components in order to improve fuel burn and durability leading to reduced logistics footprint.

In the *Platforms Focus Area*, which includes everything that is the permanent aircraft from the structure to the rotor blades, we continue to push for corrosion-resistant, durable platforms that are easy to fly and maintain and are also fatigue-free and damage tolerant. This work requires the integration of structure with flight control systems and rotors. Our soon to be flown Combat Tempered Platform Demonstration will demonstrate much reduced vibrations, load-alleviating flight controls, and adaptability to enable safe operations when damaged.

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The **Joint Multi-role Technical Demonstrator (JMR-TD)** program is our major effort that seeks to explore new vertical lift configurations that greatly enhance performance and supportability over existing platforms (Fig. 2). We expect first flight of two technical demonstrators, the Bell Valor and the Boeing/Sikorsky Defiant in 2017. We also have a Joint Common Architecture demonstration that will show the benefits of a flexible, high performance architecture, mentioned in the previous paragraph. What we learn in this program will drive decisions about the next-generation vertical lift fleet across the entire Department of Defense.

The **Degraded Visual Environment Mitigation Program (DVE-MP)** is a multiple-technology, multiple laboratory program that will enable safe and effective operations in all forms of degraded visual environments. Not only will this significantly reduce DVE-related mishaps and losses but it will give us the ability to use poor environmental conditions to our tactical advantage. The DVE System material solution is envisioned to be a combination of flight control, sensor, and cueing technologies. Ground and flight test events are on-going to investigate various combinations of these technologies to learn what is most effective across a broad range of conditions. The first major program milestone will be a ground test in Feb. 2015 at Yuma Proving Ground with nine vendor teams participating. Since this problem has implications to all helicopter operators, there is heavy industry and international partner involvement.

We have recognized that there are several important, large, and overarching challenges for Army Aviation that cannot be solved by the application of technology alone. Many times policy is years behind technology and we cannot effectively field the latest capabilities. Innovation and Modernization Programs that Affect Capabilities and Technologies (IMPACT) studies in the areas of the airworthiness of complex systems, zero maintenance aircraft concepts and advanced manned-unmanned teaming involve all of the key players from the Army, industry and academia and seek to properly define all the activities, from technology development to policy adjustments that need to take place to properly enable capabilities for the Army in those areas.

Army Aviation is a complex business facing a complex world. The Aviation Development Directorate seeks, through the application of the proper technologies, to enable safe and effective operations with the highest performance and supportable aviation equipment in the world.

*Dr. William D. Lewis is the director of the Aviation Development Directorate of the Aviation and Missile Research, Development, and Engineering Center located at Redstone Arsenal, AL.*

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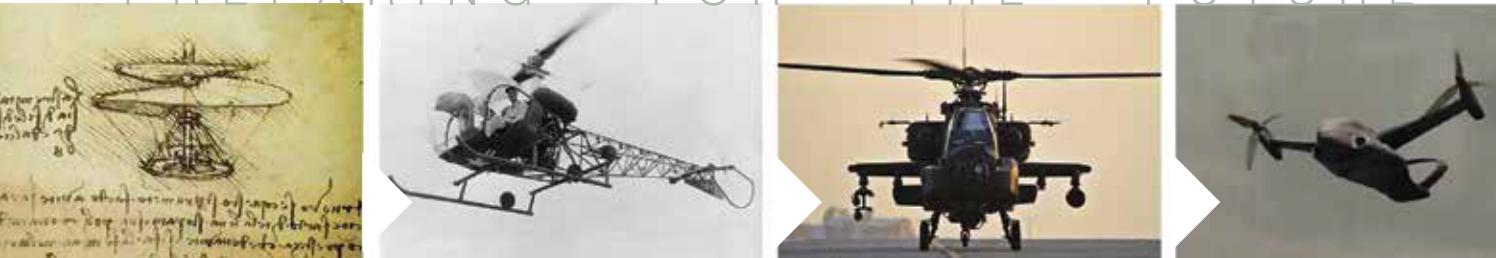
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## PREPARING FOR THE FUTURE



NIST/USAF/GRAPHIC

# AED and Future Vertical Lift – Preparing for the Way Forward

By Mr. Edward Martin

The cover of the August/September 2014 issue of ARMY AVIATION Magazine featured the X-2, S-97 Raider, and SB-1 Defiant. These aircraft run the gamut from complicated (in comparison to current systems) to very complex cyber-physical systems with collaborating computational elements controlling physical entities, where the collective behavior of its parts entails emergence of properties that can hardly, if at all, be inferred from properties of the parts.

As outlined in the article "Future Vertical Lift: The Path Forward" in the same issue, Future Vertical Lift (FVL) will integrate technology and design configuration advancements "balanced with appropriate trades to ensure affordability." Through the current Joint Multi-Role Technology Demonstrator (JMR TD) program, flight demonstrator aircraft will be designed and built and next generation mission systems architecture will be demonstrated and matured.

## Motivation

Changes in technology are occurring much faster than changes in standards and methods of ensuring compliance with those standards. As systems become more complex, traditional airworthiness processes, standards, and methods may not be sufficient to ensure safety of the air vehicle while supporting the acquisition process throughout the lifecycle.

As we progress from the current state of the art in rotorcraft to complex systems, the Aviation Engineering Directorate (AED) is evaluating the airworthiness qualification processes, standards, and compliance methods to ensure that they appropriately address the technological changes being introduced. We aren't always quick enough. The commercial world often puts out innovative products (think iPad) before the aviation community even knows it has a requirement. Trying to "backwards qualify" an existing product for a new requirement is not often easy, efficient, or cost-effective. With the significant technological advances envisioned for FVL, we need to strive to get ahead of the game.

## The Now

The AED has several efforts underway to prepare itself for meeting the qualification challenges posed by technological advances, complex cyber-physical systems, and innovation. The AED engineering staff has representatives on many standards-issuing bodies to influence the development or revision of standards to reflect current technology. We're involved in S&T efforts being conducted by other government agencies (OGAs), academia, and industry, and by participation in professional society forums, we keep informed of where technology is taking us (and back-feeding the standards-issuing

bodies). We sponsor Small Business Innovative Research (SBIR) efforts to advance new technology to the point of commerciality. The AED is supporting the JMR-TD program with engineering staff evaluating the technology and its implications to existing qualification standards and working with the four vendors to understand their preferred approach to airworthiness (and helping to develop an approach when needed). These efforts take into account short- to mid-term technological advances.

## The Future

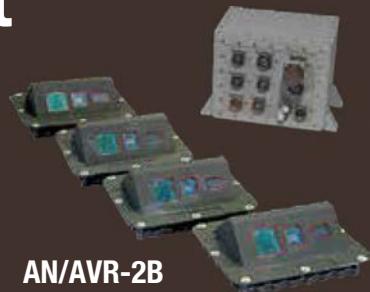
Looking forward to FVL, the AED has teamed with the Aviation and Missile Research, Development, and Engineering Center's (AMRDEC's) Aviation Development Directorate (ADD) on an Innovations and Modernization Projects Affecting Capabilities and Technology (IMPACT) Study into Airworthiness of Complex Systems. The objectives of IMPACT studies are to address tough, overarching, multi-organizational issues and to work from the ground up to define (1) the problem, (2) the solution set, and (3) the appropriate organizations to address each one. Initiated early in 2014, the Airworthiness of Complex Systems IMPACT Study had a kick-off meeting on April 29-30, 2014 where attendees from OGAs, industry, and academia were given an introduction to the challenge, were offered the opportunity to



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present efforts underway within their organizations, and were offered the opportunity to volunteer to support four study groups established at the meeting.

Recognizing that the airworthiness process is becoming expensive and schedule-intensive as systems become more complex, the attendees at the meeting were asked to consider:

- What can we learn from OGAs, industry and academia in terms of developing and qualifying these complex/learning/adaptive systems that improve current airworthiness processes?
- How does industry develop and qualify civil applications of complex systems that may be adaptable to the military airworthiness processes, standards or methods of compliance?
- What regulatory and statutory differences between various OGAs influence their approval or certification of these complex systems?
- What standards and methods of compliance are used by other non-aviation activities (e.g. nuclear energy or cyber medicine) for these type systems that aviation can leverage?
- What types of complex systems may aviation have to deal with in the future that may be emerging in other indus-

tries, OGAs and/or academia?

Overarching concepts were presented to the attendees in order to frame the work over the six month period of performance for the IMPACT Study. A key premise is the design and airworthiness process should be flexible, scalable, adaptable, and affordable in terms of method of compliance for future complex systems. While flexibility is highly desirable given the state of advancement of technology, methods of compliance together with standards must still ensure airworthiness and overall safety. Tools and standards must work synergistically as part of the development and lifecycle airworthiness process to provide sufficient requirements to test traceability without generating large volumes of documents. Version and configuration control are at the heart of any new tools if they are to be part of the airworthiness process. Also, new processes, standards, methods of compliance and tools must address airworthiness throughout the lifecycle, including requirements establishment, design, verification, production and continued airworthiness. Integration of certification and flight test plans as early as possible in the acquisition cycle is highly desirable with

complex systems

Four study groups were established at the meeting. Attendees were provided the opportunity to volunteer for the study group that best represented their interests and expertise. Study Group leads were selected from the volunteers. The definition of the study groups and set of questions they were tasked to investigate were:

**Airworthiness Process** - Are there changes that can make the airworthiness process flexible, scalable, and affordable with respect to complex systems?

**Methods of Compliance and Tool Development/Use** - Do we have the right tools, or are new or better tools required to enable the maturation of complex systems and simplify the airworthiness process? What is the best balance of testing, analysis and simulation? How can these tools be incorporated and used for airworthiness throughout the lifecycle?

**Standards and Deliverables** - Do we have the right standards and associated deliverables, and how do we develop flexible and scalable standards to accommodate emerging technologies? Should standards be process driven and not product driven?

**Verification, Validation and Accreditation of Simulation and Tools** - How should new tools and software simulations be validated? Can validation occur early enough to be used in the airworthiness process for complex systems and reduce flight test costs?

## Conclusion

The results of the study groups' efforts were discussed at the IMPACT Study closing meeting on October 23-24, 2014 and provided recommendations on future studies, research areas, and process, methods, and standards changes that will need to be pursued to support FVL airworthiness activities starting at program inception.

Technology advancements have always required the AED to be an active learning organization with a mind-set for continuous improvement and a keen awareness of seeking heightened readiness without compromising safety or airworthiness. This is no different.

*Mr. Edward Martin is an aerospace engineer serving as the Aircraft Mechanical Systems Branch Chief in AED's Apache Division, and AED Lead for the IMPACT Study. He is located at Redstone Arsenal, AL.*

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## From the Field



UNCOURTESY PHOTOS

# The UAH RSESC – A Path Forward for Army Aviation

By Mr. David Arterburn and COL (Ret.) Kevin B. Smith

Designing something that flies has always been an exercise in tradeoffs. But designing military rotorcraft is made much more difficult due to the required integration of the human with complex mission systems. Often, we don't get it right, and our history was often punctuated by designs that never survived the acquisition process due to cost or schedule overruns required to correct defects in design – caused by the unaddressed and complex interplay between basic design trades, mission equipment, and human factors.

So, how should industry and Army Aviation approach these fundamental issues? This is far from a trivial concern. Although Army Aviation has again proven its critical importance to the warfighter over the last decade of war, it has done so based on a fleet whose basic design is over 40 years old. How should we think about the technology and tools needed for the next 40 years

of struggle? How should we address the needs of highly integrated hardware and software systems so they remain affordable and can survive the rigor of the acquisition process?

One path forward is to continue as we have always done – hit or miss. A second path is to create a place where industry, academia and the Army can create new tools, technology and incubate successive generations of engineers who are not only grounded in the basics of rotorcraft design, but who possess deep knowledge of how to integrate the human and the mission systems required for success on the battlefields of tomorrow.

For the last eleven years, the Rotorcraft Systems Engineering and Simulation Center (RSESC) at the University of Alabama, Huntsville (UAH) has been supporting this mission.

Pulling together students, engineers, physicists, test pilots and com-

Above: UAH Electronic Engineering undergrads Sarah Shirley (left) and Christina Ninh (right) provide hands on support to the RSESC research staff during testing of the electrical system for the Army's Aviation Ground Power Unit (AGPU), a part of the electrical upgrade project for the Aviation Ground Support Equipment Project Management Office.

puter scientists into an integrated program, the RSESC's charter has been to focus on real-world problems in support of industry, the Program Executive Office (PEO) Aviation, and the Aviation and Missile Research and Development and Engineering Center (AMRDEC).

The future impact of this approach might be difficult to quantify now, but we can already start to see the shape of the future in five critical areas directly impacted by the RSESC:

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## Collaboration

The Center reaches out across both UAH and sister universities to tap into experts and tools in systems engineering, industrial, mechanical, electrical, and aerospace engineering, propulsion research, applied optics, and reliability and failure analysis. By integrating UAH research labs across a broad range of disciplines, the RSESC can effectively create the venues and communication necessary to integrate an inter-disciplinary team for the benefit of the government and industry customer supporting Army Aviation.

## Simulations

RSESC continues to work closely with AMRDEC engineers to realize the tools needed to design and integrate complex systems. Numerous academic departments within UAH continue to work with model-based system engineering tools to address the issue of virtual prototyping, early requirements definition and systems assessment to reduce program risk and costs due to design errors found late in programs. RSESC is developing new tools using simulation and gaming theory to provide improved tools for human factors and provide a multi-faceted virtual constructive environment for evaluating unmanned systems with human players on the ground and in the air.

## Curriculum

By exploring emerging integration challenges, the RSESC identifies gaps in current curricula and focuses on the research and interdisciplinary studies needed to close these gaps. With thirty-four student employees supported by industry and



UAH COURTESY PHOTO

another six working internal to the center, RSESC continues to mentor and create the next generation of engineers to serve the larger Huntsville community.

## Program and Systems Management

With the increasing costs of weapons systems, and decreasing Federal budgets, the PEO can benefit from a technology and integration center that can generate and maintain an environment of neutrality to support requirements generation and source selection. From unmanned systems to mission systems, the RSESC continues to investigate the next generation of tools and capabilities necessary to support both the commercial and Government program offices.

Focus on the Real World. Although academia is often accused of being disconnected from the Real World, the RSESC makes a point of staying grounded through a wide range of current systems research and design, including NASA Hurricane Imaging Radiometer (HIRAD) field support; Universal Maintenance and Recovery Kit (UMARK) Flight Testing and Manual Development; Laser Interferometer Space Antenna (LISA) Payload design; AGPU Trade Study and Redesign; Architecture Analysis and Design Language (AADL) Graphic User Interface; and UH-60 Remote Stress-Strain Sensing.

RSESC stands ready to work closely with our Government, industry and academic partners to take the active steps needed to secure the next generation of technology and systems development tools to the Warfighter and acquisition professional. The RSESC is ready to play a critical role in shaping Army Aviation's future so it can remain decisive for the next 50 years and beyond.

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*Mr. David Arterburn is the director of the Rotorcraft Systems Engineering and Simulation Center, University of Alabama in Huntsville. COL (Ret.) Kevin B. Smith is a retired Army Aviator, head of Contingency Operations for URS Federal Services and much published author.*



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**UTC Aerospace Systems**

# 41st Joseph P. Cribbins Aviation Product Symposium

By Ms. Sofia Bledsoe

The Army aviation community had the opportunity to collaborate during the 41st annual Army Aviation Association of America Joseph P. Cribbins Symposium at the Von Braun Center in Huntsville, Ala. Nov. 5-6.

Speakers included retired Gen. Richard Cody, former Army vice chief of staff; MG Jim Richardson, Aviation and Missile Command commander; BG Bob Marion, Program Executive Officer for Aviation; BG Erik Peterson, commander of the Aviation Special Operations Aviation Command; Barry Pike, Deputy PEO for Missiles and Space; and Huntsville City Mayor Tommy Battle.

Cody delivered a powerful presentation on Geopolitics, emphasizing the emerging threats in the global community. After more than a decade of war, the U.S. may not want to fight again for a long time, "but our enemies want to fight us," Cody said. He is worried about the next generation of violence and stressed the need to continue to make our combat encounters an unfair fight for the enemy. "The stuff we fought with in the last 12 years is what we're going to fight with five years from now," he said.

Marion provided a PEO Aviation update and stressed the need to prioritize and deliver. "The most pressing issue we have right now is funding and what is going to be available," Marion said. He thanked industry members for their support and hard work, recognizing their accomplishment to deliver modernization capabilities to the battlefield while fighting two simultaneous wars. "It really is a testament to our ability to work together and solve problems," Marion said. "We have to keep that up...we're asking you to do it again."

Army aviation makes up 25 percent of the Army's equipping budget. That makes the aviation portfolio a target when the Army needs to pay other bills. Speaking at his first Cribbins symposium as the AMCOM commander,



AAAA Functional Award Winners (l to r): MG (Ret.) Jim Myles (Dyncorp); SSG Daniel M. Lewis; LTC Alexander G. Deraney; LTC Thomas C. Petty, CSM Stephen P. McCabe, and MAJ George J. Plys; MAJ Courtney L. Kiluk and 1SG Casey E. Roberts; and representing SGT Sergio Roman II the UAS Soldier of the year, LTC John Brohm.

Richardson talked about his vision for 2025 which features six core competencies: Support to Acquisition, Sustainment Logistics, Organic Industrial Base, Field/Sustainment Maintenance, Calibration, and Security Assistance. He emphasized that the AMCOM workforce is operationally focused to support everyone in the field.

Peterson highlighted the significant accomplishments of the aviation community, especially in its ability to modernize aviation weapon systems while being in combat in two simultaneous wars. He stressed the need for improvements in range, speed, payload and vertical maneuverability; deployability, compatibility, interoperability, the ability to maneuver through degraded visual environments, cognitive and intelligent decision aides, lightweight precision munitions, Joint Force Networking (ground to air and air to ground), enhanced multi-INT payloads, common operating picture, en route collaboration and connectivity. Finally, he highlighted the need for increased reliability, survivability and sustainability of aviation components and suggested an increasing demand on open architecture. "The challenges that we face together are many, but equal are the opportunities," said Peterson.

The 2014 AAAA National Functional Awards were presented during a luncheon on Nov. 6 and recognized six awardees:

The Donald F. Luce Depot Maintenance Artisan Award to **SSG Daniel M. Lewis**, Co. D, 3rd Bn., 101st Avn. Regt.,

159th Cbt. Avn. Bde., Ft. Campbell, KY;

The Outstanding Logistics Support Unit of the Year to **46th Avn. Spt. Bn.**, 16th Cbt. Avn. Bde., Joint Base Lewis-McChord, WA – commander, LTC Thomas C. Petty, XO, George J. Plys senior NCO, CSM Stephen P. McCabe;

The Materiel Readiness Award for a Contribution by a Major Contractor to **Dyncorp International**, Huntsville;

The Fixed Wing Unit of the Year (sponsored by FlightSafety International) to **Co. A, 6th Bn., 52nd Avn. Regt.**, Seoul Air Base, Republic of Korea – commander, MAJ Courtney L. Liluk, senior NCO, 1SG Casey E. Roberts;

The Unmanned Aircraft Systems Soldier of the Year (sponsored by General Atomics Aeronautical Systems) to **SGT Sergio Roman II**, Co. E, 3rd Avn. Regt., Hunter Army Airfield, GA (received by his battalion commander, LTC John Brohm); and

The Unmanned Aircraft Systems Unit of the Year (sponsored by Textron Systems) to **2nd Stryker Cavalry Regt.**, Vilseck, Germany – received by squadron commander, LTC Alexander G. Deraney.

*Ms. Sofia Bledsoe is the public affairs officer for the Program Executive Officer Aviation located at Redstone Arsenal, AL.*

Thank you for your feedback on our recent survey. We will share results in the January issue.

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# 2014 Aircraft Survivability Professional Forum

By CW4 Joseph L. Pisano, Sr., Retired

The Von Braun Center in Huntsville, AL was the site of the AAAA 30th Aircraft Survivability Professional Forum November 3-4. The event, which was initiated in 1983, has proven to be a critical asset to our warfighters. Maintainers, research and development, acquisition, training and doctrine personnel, and operator-Soldiers from across the Aviation Enterprise gathered once again to seek solutions to better protect Aviation Soldiers as they continue to support the ground commanders' needs around the globe. The Aircraft Survivability Professional Forum is one of the ways the Association fulfills its mission statement: *"AAAA: Supporting the U.S. Army Aviation Soldier and Family."*

AAAA National President, BG (Ret.) Howard Yellen welcomed attendees reaffirming the Association's commitment to the four pillars that operationalize the mission statement: Networking, Recognition, Voice, and Support. Program Executive Officer (PEO) for Intelligence, Electronic Warfare, and Sensors (IEW&S), Mr. Stephen Kreider, provided an overview of the on-going efforts within the PEO to enhance overall aircraft survivability.

Master Army Aviator, LTG Raymond Palumbo, the Director for Defense Intelligence (Warfighter Support), in the office of the Under Secretary of Defense (Intelligence), provided the keynote address setting the tone for the event which featured speakers representing Army, joint organizations, industry and academia and included sensing sessions for emerging insights in the ASE arena from recent field commanders and tactical operations officers.

Other featured speakers included Mr. Ray Sellers, the deputy PEO Aviation; COL Jong Lee, Project Manager, Aircraft Survivability Equipment (ASE); COL Michael Hertzendorf, 160th Special Operations Aviation Regiment (Airborne); and the Branch Aviation Mission Survivability

Above Left: 2014 AAAA Aircraft Survivability Equipment Award winner, SGT Joseph P. Reed, is recognized by (l to r) Bill Staib (representing award sponsor, BAE Systems), COL Jong Lee (Project Manager, ASE), LTG Palumbo, and BG (Ret.) Yellen.

Top Right: 2014 AAAA Avionics Award winner, SGT Dustin S. Mahan, is recognized by (l to r) Jim Wambold (from award sponsor, Cubic Defense Systems), LTG Palumbo and BG (Ret.) Yellen.

Bottom Right: CW3 Eddie L. Goode, the 2014 AAAA Aviation Mission Survivability Officer of the Year, is congratulated by his wife, Juwia, and LTG Palumbo. The award is sponsored by VT Miltope.

Officer (AMSO), CW5 Michael S. Kelley.

The 2014 AAAA ASE, AMSO, and Avionics awards were presented during the opening session Tuesday morning at the Von Braun Center.

This year the ASE award was presented to **SGT Joseph P. Reed** with Company D, 3rd Battalion, 160th Special Operations Aviation Regiment (Airborne), Hunter Army Airfield, GA;

The Aviation Mission Survivability Officer award was presented to **CW3 Eddie L. Goode**, Headquarters and Headquarters Company, 3rd Battalion, 10th Combat Aviation Brigade, Fort Drum, NY; and

The Avionics award was presented to **SGT Dustin S. Mahan**, Company D, 4th Battalion, 101st Aviation Regiment, 159th Combat Aviation Brigade, Ft. Campbell, KY.

The ASE award is sponsored by BAE Systems, the AMSO award by VT Miltope, and the Avionics award by Cubic Defense Systems, Inc.

*CW4 (Ret.) Joe Pisano is the editor of ARMY AVIATION Magazine.*

Thank you for your feedback on our recent survey.  
We will share results in the January issue.

We encourage you to send your comments and suggestions to [editor@quad-a.org](mailto:editor@quad-a.org). Submissions should be exclusive to ARMY AVIATION—we do not publish open letters or third-party letters. Submissions should be 150 to 175 words, should refer to an article that has appeared in the current or most previous issue, and must include the writer's name, address, email address, and phone numbers. No attachments, please. We regret that because of the volume of submissions, we cannot acknowledge unpublished letters other than by an automated e-mail reply. Writers of letters selected for publication will be notified within a week. Letters may be edited and shortened for space. Joe Pisano, Editor

November 4, 2014

To ARMY AVIATION Magazine:

In BG Yellen's article, "Revitalizing '5 by 5' Comms" (October 2014 issue), I couldn't agree more with the failure to communicate between the Active Component and the ARNG over ARI [Aviation Restructuring Initiative] and in particular the removal of all AH-64 Apaches from the Reserve Component. One solution may be for a more direct dialogue between the State Aviation Officer Advisory Council and key Aviation Senior Leaders from the AC. SAAOs are the primary Aviation staff officer for each state's Adjutant General. They provide analysis and planning for aviation training, readiness, and capability within their respective states. Over the years, the network between these officers and their AC counterparts has been critical to ensuring a total force perspective. Today, SAAOs are largely left out of Aviation senior leader forums. Quarterly aviation enterprise VTCs

[video teleconferences] rarely include SAAO leadership, and events such as the Mission Solution Summit and Army Aviation Senior Leader Conference limit participation to brigade-level commanders in the field. At the very least, members of the SAAO Advisory Council and their designated reps should be an active part of Aviation Branch forums. Such actions would enhance face-to-face communications, and go far to improve communication within our Branch.

COL Dave Wood/PA  
COL Brian Pierce/NC  
COL James Barkley/SC  
COL James Bledsoe/UT

#### *Response from AAAA President*

Gentlemen:

Your letter to the editor was referred to me. Last year AAAA proffered 37 members of the NGB for the Mission Solution Summit and a subset of that was the SAAO Executive Council. This year we are in close coordination with NGB to double that number. Once the proffer has been approved, NGB offers to AAAA their desired attendees. I have forwarded your comments to the headquarters, U.S. Army Aviation Center of Excellence and the Aviation and Safety Division, National Guard Bureau for consideration. Thank you for having your voice heard through ARMY AVIATION magazine.

BG (Ret.) Howard Yellen, President



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Historical (Continued)

## Genesis - Day 1 - Or how hard it was for the first Grasshoppers to do their thing!

IN 1941, Army Aviation—as we know it today—hadn't yet gotten off the ground. Several lightplane manufacturers, aided by a handful of military visionaries, were pressing the War Department to evaluate the aircraft in operational use. At this point, we extract from "Mr. Piper and His Cubs," written by Devon Francis.

"In June, (John E.P.) Morgan, a Piper marketing representative, got a break. The Second Army was about to embark on maneuvers at Camp Forrest, Tenn., and the Air Corps was asked to supply some observation aircraft. It had none to spare. Assistant Secretary of the Army (Robert) Lovett wrote Morgan, suggesting the use of lightplanes.

At their own expense Piper supplied eight airplanes; Taylorcraft and Aeronca, two each. All were fitted with two-way RCA radios for communication. All had sixty-five h.p. Continental engines.

The experiment at Camp Forrest was hardly an unqualified success. Someone had failed to pass along the word. The Army was puzzled by the presence of civilian pilots flying outsize kites. The utility of the things was too simple for the military mind to grasp.

Lightplanes were not in the table of organization and, ipso facto, did not exist. Their pilots were given few orders. They slept under the wings of their

Extracted from "Mr. Piper and His Cubs" by Devon Francis. Published by the Iowa State University Press, Ames, Iowa 50010. 1973, \$7.95.

planes. They scrounged their food.

Some messenger, reconnaissance, and spotter flights did get flown. In the fourth and last week of the maneuvers the umpires discovered that they could find out what was going on only if they covered the terrain from the backseat of the civilian planes. That helped.

Okay, the puddle jumpers would try again, still at their own expense. This time it was the Third Army maneuvers at Fort Bliss, near El Paso, for two weeks dating from the middle of July.

Two more Cubs were added to the liaison fleet. West Texas blistered under a copper sun. The orders cut for the signature

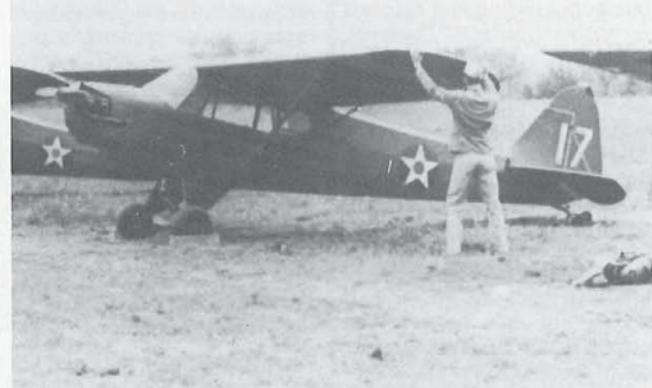
of Major General Henry H. Arnold, Chief of the Air Corps, specified that the lightplanes were to report to Biggs Field, Laredo, for assignment to the 1st Cavalry under command of Major General Innis P. Swift.

The pilots would be billeted by the Air Corps and eat in the officers' mess. But Arnold's orders meant nothing to the post commanding officer, a National Guardsman called up to active duty. What were civilians doing on his post?

"I know nothing about you," he snapped, "or why you're here."

The lightplane pilots, hot, tired, dirty, and nettled—(William D.) Strohmeier and Tony Piper among them—flew to the Laredo civil airport and checked into a downtown hotel.

For two days Ted Weld and John Morgan, who had come down to oversee the operation,



PIPER L- 4's — The proud tradition of today's Army Aviation began with the 19 students in Class One at Ft. Sill, Oklahoma, on 1 August 1942. The Piper L- 4 CUB was the first plane used by this first class of Army aviators.

**Historical (Continued)**

argued with the Biggs commandant.

"What do you have to have," demanded **Morgan**, "a verbal command from a big shot?"

"Yes, if you dot the 'o'."

In desperation **Morgan** telephoned **Lovett** in Washington. "Be in the CO's office at 10 a.m. tomorrow," said **Lovett**.

**Morgan** and **Weld** were there when the telephone rang.

"Yes, sir," responded the CO. "Yes, sir! Yes, SIR!"

Whereupon the lightplane contingent moved into Biggs Field and into the officers' mess.

The Texas maneuvers proved to be the payoff. In the biggest desert operations ever undertaken by the U.S. Army, in temperatures ranging up to 115 degrees, the little airplanes bounced in and out on blister-

ing runways hastily scraped by Army engineers on dry lake beds, on the slopes of hills, and through cactus with spikes that left festering sores if a man brushed against them.

The lightplanes not only were durable, they were easily repaired as well.

In one instance three of them were ordered to land on an unprepared field. The first two pilots stubbed their toes on landing and spread their gears. The third got down without damage. He radioed the base for repair parts. In one hour and twenty minutes both the damaged airplanes were flying again.

The Air Corps fly boys crash-landed their big Consolidated Vultee "O" (for Observation) Ones so consistently that orders were finally issued that no

military aircraft was to use a newly-prepared field until the light planes had been in and out of it for 48 hours.

Any damaged Air Corps observation plane had to be trucked to a main base for repair.

**General Swift** was impressed by the ease with which the small planes carried out their courier duties. At his headquarters 50 miles north of El Paso he growled about the delay in getting radio messages through.

"Send a Grasshopper down to Biggs Field," he told an aide.

"What's a Grasshopper?" asked the aide.

"They'll know when you tell them."

The name stuck.

Within a month Grasshopper lapel pins had been struck and distributed.



**GRASSHOPPER REUNION** — 25 World War II era Army pilots gathered at Ft. Sill for a three-day reunion last October organized by BG William W. Ford, Ret, first Commander of the Department of Flight Training.

The group visited Post Field, site of their initial flight training, and were fascinated during a private dinner by COL Robert Stewart's description of his free flight in space as an Army - NASA astronaut.



*I appreciate the support from COL Michael N. Riley (Ret), the Aviation Center Chapter President, for providing and sharing this information with our membership.*



# Aviation Center Chapter

## Greetings From the South

By LTC (Ret.) Jan S. Drabczuk

Greetings to y'all from the Aviation Center Chapter located in the upper corner of lower Alabama. The Chapter is "alive and kickin," and its members are all looking forward to the New Year. The Aviation Center Chapter was the 2014 Super Chapter of the Year, and they would love to repeat the "Chapter of the Year" award next year and the year after that.

They have installed new officers for 2014-2015 and are looking forward to implementing some new initiatives as well as working harder on core events. The Aviation Center Chapter wants to expand the AAAA footprint and presence in their community. To kick off this new initiative, they hosted non-profit charities at their normal December meeting which provided Christmas gifts for disadvantaged children. This venue provided these charities with a wider audience, while at the same time allowed their AAAA members to contribute and participate in the giving spirit of Christmas.

### Growing Membership

The chapter wants to be more inclusive in their membership than they have been in the past. They are looking at working with other organizations to help in the local community. They want to grow their membership among the enlisted and non-commissioned officer ranks, as well as focus on company grade officers, warrant officers and Department of the Army Civilians. These Soldiers and DACs are the future of Army Aviation, and they should be AAAA's future as well.

### Chapter Fundraising

The chapter has set a goal to raise

\$40,000 in sponsorships and contributions this year. To do this they have embarked on a new effort to raise funds through an annual contribution rather than multiple efforts for each individual event. This will give the chapter greater flexibility to support not only their chapter, but the community as well. Additionally, this should aid their corporate sponsors planned budgets and still providing them with the appropriate recognition.

To enhance their fundraising efforts, the chapter is working closely with the Ft. Rucker local MWR office to conduct their events. Their goal is to be a great teammate and eliminate any conflicts for both organizations. Last year the chapter paid to have a 5km course measured and certified, so now MWR can conduct all of their fun runs on a certified course. Later in 2015 the chapter will hold a Chili Cook-Off the same day that MWR conducts a fun run. The chapter will be able to "share" many services and attendees. This should be the winning formula from now on.

The chapter will conduct two major events this year. The first will be the AAAA Scholarship Golf Tournament slated for March 2015. The Aviation Center Chapter has routinely presented more than twenty scholarships to some of the brightest students in the

country. This year, they are hoping to have one scholarship dedicated to a deserving enlisted Soldier. They will hold their tourney at Silver Wings Golf Course, and the field is always packed. Hopefully the "Blue Course" will be open in time for their fundraiser so that they can increase the number of teams. Regardless, the effort is always a great event, and the course has never looked better. So if you are in the Ft. Rucker area, block your calendars now.

### Volunteers Needed

One final thought that will echo throughout the entire AAAA family is: Volunteer. The chapter will no longer take advantage of active units to conduct their fundraising events. It is the Aviation Center Chapter member's responsibility, and volunteers are needed to be successful. So the chapter needs VOLUNTEERS to step forward and help. The Aviation Center Chapter is the heartbeat of Aviation. People make the difference.

Let's support this great chapter to help them provide the programs and activities to benefit their local Soldiers, their families, and the Ft. Rucker community. The pay and the rewards are the same for everyone. You can follow the Aviation Center Chapter on Facebook at [www.facebook.com/RuckerAAAA](http://www.facebook.com/RuckerAAAA).

Feel free to contact me if you need help for your Chapter, Executive Board support, would like your chapter featured in the AAAA magazine or to obtain clarification of National procedures. I can be reached at [jan.drabczuk@quad-a.org](mailto:jan.drabczuk@quad-a.org). Looking forward to working with you and supporting AAAA.

---

LTC (Ret.) Jan S. Drabczuk  
AAAA VP for Chapter Affairs



## Keystone Chapter



CHAPTERPHOTOS BY OWEN SMITH/CHAPTERPA

Members, family and friends of the Keystone Chapter, based in Fort Indiantown Gap, PA, volunteered to support a local Habitat for Humanity home restoration in Lebanon, PA, Oct. 25, 2014. The home that the members helped to restore was completely destroyed in a fire in September 2013. Chapter members focused primarily on hanging drywall, sealing smoke damaged ceilings, putting up siding and installing a fence in the back yard. The Chapter plans to make this type of community service project a more frequent occurrence.

## Morning Calm Chapter



CHAPTERPHOTOS/PHOTO

Morning Calm Chapter members, (left to right) MAJs **Seneca Pena-Collazo**, **Joshua Luckey**, **Kimberly Johnson** (Chapter Treasurer), and **Kenneth Ferguson**, attend the 2nd Infantry Division Birthday Ball at the Grand Hyatt in Seoul, Republic of Korea on Oct. 23, 2014. Sponsored by the 2ID Area I Sergeants Major Association, AAAA provided funding through the Morning Calm chapter for transportation to the event which was open to all ranks and civilian neighbors and distributed membership forms on the bus. More than 40 Aviation Branch Soldiers attended.

## New Chapter Officers

### Aloha Chapter

Treasurer, CPT Margie Grines

### Arizona Chapter

President, Mark Ballew

VPs of Membership, Mark J. McKearn, James T. Barker

### Delaware Valley Chapter

President, COL Randolph Rotte, Ret.

### Empire Chapter

Secretary, MAJ Paul Bailie

### Lindbergh Chapter

President, Mr. David J. Weller

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



PHOTO BY MAJ ROBERT KERSEY

COL Donald G. Fallin (center), commander of the Special Mission Wing, Special Operations Advisory Group (SMW SOAG) in Kabul, Afghanistan, inducts **LTC Roger E. Farris** (left), deputy commander of the SMW SOAG and CW5 Brian E. Erickson (right), Pilatus PC-12NG Instructor Pilot into the Silver and Gold Honorable Order of St. Michael, respectively. Farris was recognized for 29 years of outstanding Aviation service on the occasion of his impending permanent change of station to U.S. Central Command, J-3, MacDill Air Force Base, FL. Erickson was recognized for his 31 years of significant contributions to Aviation as he departs for Fort Hood, TX. The SMW SOAG is a Joint Command that partners with and mentors the Afghanistan Special Security Forces in Mi-17 helicopters and PC-12NG ISR fixed wing aircraft.

## Air Assault Chapter



CHAPTERPHOTOS BY OWEN SMITH/CHAPTERPA

**1SG (Ret.) Roger Nickel**, a mission equipment/corrosion program analyst with Cruz Associates, Inc., Fort Campbell, KY, is inducted into the Silver Honorable Order of St. Michael with his wife, Sara, at his side by 160th Special Operations Aviation Regiment (Airborne) commander, COL Michael Hertzendorf, during an Oct. 4, 2014 ceremony at Ft. Campbell. Nickel was recognized for his more than 20 years of service and continued contributions to Army Aviation as the 160th SOAR (A) mission equipment specialist, corrosion program analyst and field service representative for Robertson Fuel Systems.

## Aviation Center Chapter



CHAPTERPHOTOS BY CW5 (RET.) BRIAN RAWN

COL Steven Nicolucci (right), chief of staff for the U.S. Army Aviation Center of Excellence Deputy Commanding General-National Guard, inducts **CW5 (Ret.) John Green**, an air safety specialist in the Aviation Branch Safety Office, into the Bronze Honorable Order of St. Michael during an Oct. 29, 2014 ceremony at Fort Rucker, AL. Green was recognized on the occasion of his separation from civil service for instituting and sustaining a base field/stage field surveillance program during his five year tenure that made USAACE a safer place to work.

*OSMs Continued on page 87*

## • **What:** Captain's Choice Golf Tournament:

Saturday, March 28, 2015, in conjunction with the AAAA Mission Solutions Summit

• **Where:** **Gaylord Springs Golf Links**, former stop on the Senior PGA Tour. It is a Scottish Links-style course designed by former U.S. Open & two-time PGA Champion, Larry Nelson

• **When:** **Two flights:** 0800 &1330 – shotgun start. Max of 144 golfers each flight



# The Membership Corner

CSM David E. Morris in his office at 2nd Battalion, 13th Aviation Regiment at Fort Huachuca, AZ.



PERSONAL PHOTO PROVIDED BY CSM DAVID MORRIS

This month's focus is on AAAA's newest Life member.

Please meet CSM David Morris. He is assigned to 2nd Battalion, 13th Aviation Regiment at Fort Huachuca, AZ.

CSM Morris entered the U.S. Army at Ft. Smith, Arkansas in 1987. He went to Basic Training at Ft. Knox, KY and became an Air Traffic Controller (MOS 93C now 15Q). He completed several tours to Germany. Coincidentally, each tour came with a special bonus. His first posting was Wiesbaden, Federal Republic of Germany (FRG) where he was promptly deployed to Desert Storm. His next tour was at Ansbach, FRG where he deployed to Bosnia. His final tour found him in Illesheim, FRG where he deployed to both Operation Enduring Freedom I and VI.

Currently the command sergeant major at 2-13th, he describes the unit as the Army's training battalion for unmanned aircraft systems Soldiers. There, they train Soldiers to be Shadow operators in a 26 week course and Gray Eagle operators in a 25 week course.

CSM Morris has been an AAAA member on and off his entire career.

He said he was lucky enough to receive several "free" memberships during his deployments. According to CSM Morris, his tour at Ft. Huachuca was the first time he has been stationed anywhere long enough to join and really be part of the chapter. In his words, "Thunder Mountain is AAAA's UAS chapter." The Thunder Mountain chapter at Ft Huachuca, AZ is very active. They have monthly meetings that are well attended. As of this writing, the chapter was nominating members for the upcoming annual elections.

There is an annual event that the Thunder Mountain chapter helps sponsor called "The Black Tower Run." This event is a 5K run or 2 mile hike to Black Tower. If you are like me and are unfamiliar with the Black Tower a short history lesson might be in order. It seems that years ago when UAS were new to the Army the aircraft were retrieved with a recovery parachute system on the Black Tower at Ft. Huachu-

ca. Today the tower is a piece of history. The chapter commemorates the early UAS history each year with their Black Tower Run. It is a fun day for participants with a portion of the proceeds going to the AAAA scholarship fund.

CSM Morris is a brand new AAAA Life Member. He said when Soldiers ask why he is an AAAA member he tells them there are four basic reasons.

First he said, "There is no better networking than through AAAA. Not VTC's and not e-mails." The networking at chapter meetings and events helps communicate great new training ideas, the discussions on doctrine are invaluable and it is a great network for your career after leaving the service.

Second, "There is no other organization that cares as much for the Aviation Soldiers as AAAA does. They show this through their huge number of National Aviation Awards."

Third, he commented that, "The scholarships are geared to the Aviation Soldiers' families. And the application process is easy." Remember, the scholarships are available to siblings of AAAA members as well. This is a noteworthy benefit for our younger Soldiers.

Finally, CSM Morris said, "AAAA belongs to the Military Coalition and that connects us to Congress." The Military Coalition's work is highlighted each month, in this magazine, by AAAA's liaison, COL (Ret.) Bill Morris (no relation).

CSM David Morris has been an Aviation Soldier his entire career and loves being associated with AAAA. We are proud to have you as the newest AAAA Life Member!

*Editor's Note: By the time you read this, CSM Morris will have PCS'd to Ft. Rucker, AL.*

*CW5 (Ret.) Dave Cooper  
AAAA Vice President for Membership*



## New Lifetime Members

COL Matthew C. Brockway, Ret.  
John A. Bulakowski  
LtCol Charles Martin, Ret.  
LTC James P. Phillips, Ret.  
CW5 Dean E. Stoops  
LTG Roger G. Thompson, Ret.

## New Members

### Air Assault Chapter

CW2 Michael Janis  
SSG Michelle Sansom

### Aloha Chapter

CPT Margie Grines  
CW3 Kristi Hickey

### Aviation Center Chapter

2LT Ethan J. Bradshaw  
CPT Mathew O. Clum  
W01 Jeremy O. Dam  
SFC Chad Eades  
W01 Luis E. Garza  
2LT Brent A. Long  
1SG Jason Rittichier

### Black Knights Chapter

CDT Angela Bapp  
CDT Casey Ryan Childers  
CDT Alison Cleinmark  
Ethan Henry Gleue  
CDT Nicholas Rose  
CDT Alexander T. Shearouse  
CDT Ben Shields

### Central Florida Chapter

Lorna A. Casteliero  
Bennett E. Hardy  
Donald T. Paul  
Patricia Younce

### Colonial Virginia Chapter

SFC Nicholas D. Burney  
LTC Christopher M. Stallings

### Corpus Christi Chapter

Ms. Letty Acosta

### Cowboy Chapter

CW3 Duane Messmer  
Delaware Valley Chapter  
W01 Rebekka Graham

### Flint Hills Chapter

SPC Jonathan R. Earnest  
CW3 Robert Hatch

### Flying Gator Chapter

LTC William Bradley  
COL William G. Byrns, Ret.  
SPC Brandon M. Delgado  
SGT Ngoc T. Pham  
SPC Alexander Roland  
W01 Brian M. Schirbock  
SPC Amanda K. Sharpe  
SFC Earl M. Wicks

### Frontier Army Chapter

Troy Prewitt

### Greater Atlanta Chapter

CW3 Douglas Berg  
Aaron Gray

### High Desert Chapter

CW4 Carlos Cortez, Ret.

### Jimmy Doolittle Chapter

PFC Gregory Atherton

### Keystone Chapter

CW5 Dale Allen Bevans

### Magnolia Chapter

CW4 Larry Houghton

### Michigan Great Lakes Chapter

Charles L. Ryan

### Morning Calm Chapter

WO1 Robert J. Weatherspoon

### Mount Rainier Chapter

Srikanth Vasudevan

### Old Tucson Chapter

SSG Jeremiah J Fields

SSG Ryan Zimmermann

### Oregon Trail Chapter

COL Patrick Plourd, Ret.

1LT Ryan Stapleton

### Phantom Corps Chapter

Dan Coulter

### Pikes Peak Chapter

CW4 Adam Wagner

### Ragin' Cajun Chapter

CW4 Edmond B. Bessette

### Rio Grande Chapter

CPT Luke Leininger

SSG Hesse Penaflor, USAR

### Rising Sun Chapter

CPT Lisa Becker

SGT Christina G. Fryer

Jacob Kawashima

Daisuke Mitsumori

SGT Tyler H. Ping

SGM Danny J. Sanders

### Savannah Chapter

SGT Sergio Roman II

SSG Gavin Wildman

Southern California Chapter

Jack Rae

### Tennessee Valley Chapter

Joe R. Brown

Patrick Condron

Thomas Gerrish

CW4 Les Haas, Ret.

Carol Holcomb

1SG Joey D. Knapp

Robert Sorrell

1SG Earl Thomas, Ret.

### Thunder Mountain Chapter

Mr. Raymond Rivera Jr.

### Thunderbird Chapter

CW2 Julio F. Dominguez

SFC Joseph Keyes

Dennis Phillip

### Volunteer Chapter

SGT Brandi Culpepper

SGT Benjamin H Dillon

SGT Jessica Hasty

SGT Toni Lamberti

Bill Minkoff

### Washington-Potomac Chapter

SSG Marques Bonner

LTC Larry Moss

LTC Christopher M. Stallings

Stephen Stelmarsh

SPC Craig Waddy

### No Chapter Affiliation

William Adams

SGT Stephen James Callaway

BG Ed Harrington, Ret.

LTC Anthony Ingano

CPT William B Kimbrough, Ret.

Brian Paul Mason

SPC Kenneth Mazurczak

Paul Monseur

SPC Joshua L. Phagan

Billy J. Walker

CPT Justin Wilz

Nobuyoshi Yamada

SGT James Ramsey

2LT Jaryd J. Bailey

SPC Jasmine L. Ricks

CW4 Jason A. Mchargue

PFC Jay Barnett

LTC John S. McLeod, Jr.

LTC John C. Hopkins

PFC Jonathan Brandon

SGT Joseph Baalmann

SSG Kane C. Strickland

1LT Kara R. Bergs

SPC Kevin C. Bunday

SPC Kimberly Harris

PFC Kyle Yeatter

Mr. Larry M. Smalley

COL Major W. LaRowe

SPC Matthew Costley

1LT Matthew Cunha

CW2 Mike Wagner

SGT Patrick Q. Sayer

PFC Peter Lopez

CPT Preston Berndt Collich

CW2 Robert P. Joyce

SPC Robert Kelley

SPC Roberto J. Gomez

SFC Roney Francis Loeak

SGT Ryan Talmadge Clark

CW2 Ryan G.L. Muller

PV2 Sandra Hughes

2LT Sheena L. Poole

SGT Theron Clark

SSG Thomas Hollis Jr.

Travis Mullen

Vicki Sosko

SGT Zachrey Couchman



## Don't Miss Out!

Recently, a number of AAAA members have not seen critical messages from us about the Martina McBride Dinner Concert on 31 March 2015, the AAAA Annual Summit hotel rooms/ housing links and the 2015 Summit Proffer acceptance among others. In many cases the email is being filtered directly to your spam filters.

Add **@quad-a.org** to your email Safe Senders list.

If you are not sure how to do this, go to [quad-a.org](http://quad-a.org) for detailed instructions based on what email program you are using.



# Sharing a Snapshot from AUSA's Annual Meeting

By Judy Konitzer

Every October I look forward to accompanying my husband to Washington D.C. for the AUSA Annual Meeting during which AUSA's Family Directorate hosts Military Family Forums. Relevant and informative presentations from military and civilian leadership and representatives who provide service to Soldiers and their families are featured.

The 3 forums were available virtually to all installations worldwide and to National Guard and Reserve units, however, for those not able to watch them, I invite you to do so at [www.Davidshub.net](http://www.Davidshub.net) and search AUSA 2014 Family Forums, or <http://www.ausa.org/AM/Documents/2014/Videos/AllVideo.aspx>.

Here are a few highlights.

### An Advocate for America's Servicemen and Women

Gary Sinese made opening remarks at Forum II – Family Transitions: Supporting You Through your Military Life Journey. You know Gary as "Lt. Dan" from *Forrest Gump*. He has had a commitment and enduring connection with servicemen and women since the early 80's while supporting Vietnam Veterans' groups and, following '9-11,' he established the Gary Sinise Foundation. Two of the many Foundation efforts are building custom Smart Homes for severely wounded veterans, and hosting spirit-boosting festivals



AUSA/OUTLETS/HOD

Army Chief of Staff, GEN Raymond Odierno (center), addresses questions, together with Secretary of the Army, John McHugh (left) and Sergeant Major of the Army Raymond Chandler, during the third AUSA Family Forum on Wed., Oct. 15, at the Washington, D.C. Convention Center.

for families and medical staff at military hospitals. Gary emphasized that 99% of those retiring don't have a job while there is a real skills gap in manufacturing. Through a partnership with GE, his Foundation helped launch *GetSkillsWork.org*, designed to help veterans put their military experience to use in civilian jobs.

### Senior Leaders Field Questions

GEN Raymond Odierno, Army Chief of Staff, fielded questions from both the live and virtual audience while emphasizing that the leadership has two top priorities: "Never send soldiers into harm's way without being properly trained and equally equipped, and taking care of families." He also stressed that "We ask our families to do more than the other services because we ask our Soldiers to do so many diverse things. We want families to thrive—not just survive and we want children to be proud of being in the Army."

There have been 12-13 years of incredible funding to develop programs, but now with a shrinking budget there has to be a determination of how to make the most of the dollars and only resource the best.

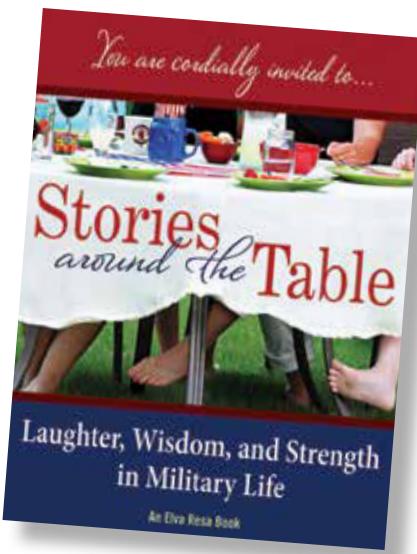
How to leverage and navigate the dependence on social media of those entering the Army today is a challenge. Regardless, there is a personal responsibility of how to use it as well as determining what is appropriate for disseminating information, and commanders have to figure this out.

Sergeant Major of the Army Raymond Chandler acknowledged having post-traumatic stress disorder (PTSD) and said, "A Soldier with a mental wound is just as in need as one with a physical wound. There is great strength in reaching out for help, and the earlier it is recognized the more effective can be the treatment." The periodic health assessments for pre-, during and post-deployments are helping, but he worries that some of our leaders tend to

hide it. PTSD will be with us for generations and de-stigmatizing it is vital.

### A Book Worth Reading

Venturing out on the exhibit floor, I spoke with several authors for *Stories Around the Table: Laughter, Wisdom, and Strength in Military Life*, a book officially launched here. On the trip back home, I genuinely enjoyed reading the book, a compilation of personal stories from service men and women, wives and husbands, moms and dads, daughters and sisters, widows, published authors, business leaders and community advocates. Their stories were personal and varied about friendships, caring for children with special needs in a mobile



lifestyle, career challenges for spouses, faith, grief, renewing relationships after deployments, adoption, finances, PTSD, depression, living overseas and so much more. The book is available thru [www.ElvaResa.com](http://www.ElvaResa.com), [www.MilitaryFamilyBooks.com](http://www.MilitaryFamilyBooks.com), or [Amazon.com](http://Amazon.com). It is worth noting that over 40 of the authors selected Operation Home Front's relief and recovery programs to be the primary nonprofit beneficiary to receive a portion of the proceeds from its sales.

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

## AAAA Scholarship Foundation

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### Thank You to Our Scholarship Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation since the beginning of calendar year 2014. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Donors marked with an \* are partially or totally donating to the newly established Families of the Fallen Scholarship. 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!

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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.

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

## Gray Eagle/Predator Achieves Three Million Flight Hours



General Atomics Aeronautical Systems, Inc. (GA ASI), announced that its Predator®/Gray Eagle®-series aircraft family has achieved a historic industry milestone: three million flight hours – the equivalent of flying over 340 years, around-the-clock, every day. The milestone occurred on October 2, with nearly 222,000 total missions completed and almost 90-percent of all missions flown in combat.

The identification of the specific aircraft that achieved the milestone is unknown as every second of every day over 68 GA-ASI aircraft are airborne worldwide. On October 2, 133 GA-ASI-manufactured aircraft were airborne at some point during the day, including Predator A, Predator B/MQ-9 Reaper®, Predator C Avenger®, Gray Eagle, and Sky Warrior® Alpha aircraft. 500,000 flight hours were achieved from 1993 to 2008, one million hours two years later in 2010, and two million hours just two years later in 2012.

GA-ASI continues to add value to its aircraft family. In October 2013, Improved Gray Eagle (IGE), a next-generation derivative of the combat-proven Block 1 Gray Eagle unmanned aircraft system, completed its first endurance flight, flying over 45 hours. IGE has a Max Gross Takeoff Weight (MGTOW) of 4,200 pounds, utilizing the 205HP Lycoming DEL-120 engine. Gray Eagle has a GTOW of 3,600 pounds with a 160HP rated engine. IGE's deep belly design and 500-pound centerline hard point allows for 850 pounds of internal fuel load, with an optional external fuel pod that can accommodate an additional 450 pounds (Gray Eagle's fuel load is 575 pounds). The extra fuel would allow for missions in excess of 50 hours.

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

**Airbus Defense and Space, Inc., Herndon, VA**, was awarded two contract modifications:

- an \$82,917,199 modification to acquire 17 72A Lakota helicopters with airborne radio communications ARC 231 radios. After award of this modification, the total cumulative contract value will be \$2,660,632,872; work will be performed at Columbia, MS with an estimated completion date of Jan. 31, 2016; and,
- a \$71,358,549 modification to firm-fixed-price contract to acquire UH72A Lakota helicopters with ARC 231 radios. The cumulative total for the contract, with this modification, is \$2,734,932,786 and an estimated completion date of June 30, 2016.

**Boeing Co., Mesa, AZ**, was awarded two contracts: a \$121,166,915 firm fixed-price, undefinitized contract action to support Apache performance based logistics of the D-Unique, D/E Common and E-Unique components services and supplies; work will be performed in Mesa with an estimated

completion date of Oct. 31, 2015; and,

- a \$10,223,886 modification to a firm-fixed-price contract for component material and over and above purchases for technical engineering, logistical services and support, for a six-month contract extension with the Corpus Christi Army Depot; funding and work location will be determined with each order and an estimated completion date of April 30, 2015.

**General Electric Co., Cincinnati, OH**, was awarded a \$7,052,945 modification to a firm-fixed-price contract for technical, engineering, and logistical supplies and services in the maintenance and overhaul of the T-700 series of engines at the Corpus Christi Army Depot, TX with an estimated completion date of Dec. 31, 2014.

**Honeywell International Aerospace, Tempe, AZ**, was awarded a \$13,910,890 modification to firm-fixed-price contract for technical, engineering, and logistical services for maintenance and overhauling T-55 engines; work will be performed at Corpus Christi Army Depot, TX with an estimated completion date of Nov. 1, 2016.

**Sikorsky Aircraft Corp., Stratford, CT** was awarded two contract modifications: a \$771,957,753 mod. for 41 UH-60M helicopters and 24 HH-60M helicopters and associated support functions – estimated completion is June 30, 2015; and, a \$316,176,135 mod. for continued support of technical, engineering and logistical services and supplies, and component and airframe parts, for the overhaul, repair and recapitalization of H-60 aircraft. The cumulative total of the contract, with this mod., is \$538,250,392; work will be performed at Corpus Christi Army Depot, TX; estimated completion is Nov. 30, 2017.

## Advertisers Index

AAR Corporation	5
ACES Systems/TEC Aviation Division	70
Aerial Machine & Tool Corp.	23
Aero Dynamix Inc.	55
Agusta Westland	15
AIRBUS	1
ALKAN	62
ATEC	67
BAE Systems	2
Beechcraft	35
Bell Helicopter - Military	25
Boeing, Defense, Space & Security	11
BOSE Corporation	41
Breeze-Eastern	33
Coastal Seat Cushions, Inc.	66
Columbia Helicopters, Inc.	27
Elbit Systems of America, Inc.	39
Harris Corporation	37
Hupp Aerospace Defense	28
L-3 Wescam Communications	13
Northrop Grumman Corporation	7, 61
PIC Wire & Cable	31
Pilatus Business Aircraft	63
Robertson Fuel Systems, L.L.C.	17
Science and Engineering Services, SES, Inc.	92
Sprung Instant Structures	14
Telephonics Corporation	69
ULTRAX Aerospace	29
USAA	19
USATCO/U.S. Air Tool Co.	75
UTC Aerospace - ISR Systems	65
UTC Aerospace Systems	71
VT Miltope Corporation	73

# People On the Move

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## Aviation General Officer Promotions/Assignments

The chief of staff, Army announced the following assignments:



**MG Warren E. Phipps Jr.**, commanding general, First Army Division West, Fort Hood, Texas, to senior advisor to the Afghan Ministry of Defense, U.S. Forces-Afghanistan, Operation Enduring Freedom, Afghanistan.



**MG Jeffrey N. Colt**, commander, U.S. National Support Element Command-Afghanistan, U.S. Forces-Afghanistan, Operation Enduring Freedom, to commanding general, First Army Division West, Fort Hood, Texas.

## Walrath Assumes Command



Then-COL **Jason L. Walrath** (right) receives the 100th Training Division-Operations Support (OS), U.S. Army Reserve, colors from BG Richard Torres, deputy commander of the 80th Training Command (Total Army School Sys-

tem) during a change of command ceremony at Brook Parade Field, Fort Knox, KY, Sept. 21, 2014. Walrath assumed command from BG Mark Arnold who retired. A Master Army Aviator and former commercial pilot who holds an FAA Airline Transport Pilot Certificate, Walrath was promoted to brigadier general in early October and comes to the division from his previous assignment as Deputy Chief of Staff, Operations for the Joint Enabling Capability Command at Naval Station Norfolk, VA. The 100th Division provides command and control functions, coordination, and special staff for TASS brigades.

## Changes of Command/Responsibility

### Rainbow Division CAB Changes Command



U.S. ARMY NATIONAL GUARD PHOTO BY SP5 BRIAN POLKEN, 80TH TNG, O&M, PUBLIC AFFAIRS

New York Army National Guard **LTC Jack A. James** accepts the colors of the 42nd Combat Aviation Brigade from MG Harry Miller, commander of the 42nd Infantry Division, during a change of command ceremony at the Army Aviation Support Facility in Latham, NY on Saturday, Nov. 15. James replaces COL Albert J. Ricci, Sr. (right) who commanded the brigade since 2010 and through a 10 month deployment to Kuwait, and is retiring after almost 30 years of service. Brigade senior NCO, CSM Jorge Vasquez, stands by to receive the colors.

## Retirements

### Chronister Retires



U.S. ARMY/110103 BY CAPT E. L. DAVIS

LTG David L. Mann, commanding general, U.S. Army Space and Missile Defense Command/Army Forces Strategic Command, presents **Ronald E. Chronister**, deputy to the commander USASMDC/ARSTRAT, a retirement pin as his wife, Susan, looks on at Chronister's retirement ceremony Nov. 3, at Redstone Arsenal, AL. Chronister, a member of the Senior Executive Service, came to SMDC from his former position as the deputy to the commanding general, U.S. Army Aviation and Missile Command. He was inducted as a Knight of the Honorable Order of St. Michael for his 29 years of service to Army Aviation in a variety of key positions including: U.S. Army Aviation and Missile Command Integrated Materiel Management Center executive director; Aviation and Missile Research, Development and Engineering Center Engineering Directorate acting director; AMRDEC ED deputy director; AMRDEC ED Manufacturing, Science and Technology Division chief; AMRDEC ED Production Engineering Division chief; and AMRDEC ED PED general engineer. He retired after 32 total years of civilian service to the Army.

## AAAA Members - Keep in Touch!



Find us on Twitter – @Army\_Aviation  
On Facebook, LinkedIn, and YouTube search for  
Army Aviation Association of America.

AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class ... another example of AAAAs **SUPPORT** for the U.S. Army Aviation Soldier and family.



## Flight School Graduates

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) courses at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

### 49 Officers, October 30

#### IERW AH-64D Track

LT Benjamin Dagg \* – DG  
WO1 Jeffrey Nustad – HG  
WO1 James Croft – HG  
LT Doug Rosendahl – HG

WO1 Bryce Bixler  
WO1 Shane Broughton  
LT Tiara Brown \*  
LT Allen Broyles  
WO1 William Burleson \*  
WO1 Kyle Connelly \*  
CW2 Jeffrey Delfin \*  
LT Jordan Dosch \*  
LT Clinton Essary  
WO1 David Foust  
CPT Ryan Gibbons  
LT Jack Manning  
LT Alexander McGillick  
LT Derek Murphy  
WO1 Graham Neve  
**IERW CH-47D Track**  
LT Robert Borger \*  
WO1 Seth Crawford \*  
LT Samantha Tejada

LT Breanna Westman-Evans \*  
**IERW UH-60 Track**  
WO1 Patrick Nagorski – DG  
WO1 Craig Adams \*  
LT James Barksdale  
WO1 Andrew Glory  
WO1 Michael Huffsteller  
WO1 Steven Salvesen  
WO1 Devin Slack \*  
WO1 Andrew Starley  
**IERW UH-60A/M Track**  
WO1 Robert McLeod \* – DG  
WO1 Jeffrey Cooper – HG  
WO1 Steven Swisher \* – HG  
WO1 Joshua Baker  
WO1 Robert Brew  
WO1 Dane Brinker  
WO1 Bradley Cline  
LT Mitchell Daily \*

WO1 Shawn Farias \*  
WO1 Johnathan Flanigan  
WO1 Alysha Ford \*  
LT Jonathan Kennaley  
WO1 Gary Mowrer  
LT Lee Oeschger \*  
LT Bryan Rupert \*  
WO1 Jason Stephens  
LT Emily Taylor  
WO1 Christopher Ward \*  
**20 Officers, November 13**  
**IERW UH-60A/M Track**  
WO1 Jeremiah Cameron – DG  
LT Mathieu Phile – DG  
LT Andrew Eck \* – HG  
LT Brent Erickson \* – HG  
LT Reicel Bacallao  
LT Reid Barber \*

LT Peter Bendorf \*  
LT Killian Burns \*  
LT Clifford Crofford \*  
LT Katherine Houle  
LT Jacob Jerschina  
LT Daniel Kennedy \*  
WO1 Nikolas Keramidas \*  
LT Nicholas Kern  
LT Michael O'Connor  
LT Dustin Pawloski \*  
LT Matthew Terrigno \*  
LT Ermine Todd \*  
LT Curtis Vana \*  
WO1 Richard Wentling \*  
**DG** = Distinguished Graduate  
**HG** = Honor Graduate  
\* = AAAA Member  
+ = Life Member

## Retirements

### AMCOM Chief of Staff Retires



**COL Donald R. Nitti**, chief of staff for the U.S. Army Aviation & Missile Command (AMCOM), is congratulated by AMCOM commanding general, MG James M. Richardson, during an Oct. 23rd retirement ceremony at Redstone Arsenal, AL. Nitti came to his current assignment from serving as the director of the Field Support and Readiness Directorate and prior to that as director of the Aviation Field Maintenance Directorate, both in the AMCOM Logistics Center. A Senior Army Aviator, he has commanded at the company and battalion level and has deployed to Operations Uphold Democracy, Joint Endeavor, and twice to Iraqi Freedom over the course of his 27 year career. He was inducted into the Silver Honorable Order of St. Michael during the ceremony by Mr. Gary Nenninger, AAAA Tennessee Valley Chapter president, for his outstanding support of Army Aviation throughout his career. Nitti is replaced by COL Sheila A. Bryant who previously commanded the 10th Regional Support Group at Torii Station, Okinawa, Japan.

## Reunion



Three current AAAA members and former company commanders who served together in 4th Battalion, 501st Aviation Regiment, Camp Page, South Korea in 1990-1992 recently reunited for an impromptu gathering at the Washington Nationals baseball game on August 20, 2014. The three officers, (from left) **William (B.J.) Leary**, **Rich Koucheravy** and **Bob Quackenbush**, are all now retired aviators but remain active in their respective chapters (Leary – Greater Atlanta and Koucheravy/Quackenbush – Washington-Potomac). All agreed that Army Aviation friendships never fade no matter how long the time between

## UNMANNED AIRCRAFT SYSTEMS (UAS) GRADUATIONS

### UAS OPERATOR

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

**Shadow UAS Operator Course**  
**23 Graduates, November 18, 2014**  
 PVT Garrett E. Hodges – DHG  
 PFC Christopher Rookey – HG

SPC James C. Abbott  
 SPC Matthew Benenati  
 PVT Asam W. Baldwin  
 PVT Travis L. Clark  
 PV2 Ilias C. Enetzelis  
 PFC Illyana S. Gonzales  
 PVT Thomas G. Greene  
 PFC Aaron Hall  
 SGT Joshua H. Harris

PV2 Joseph W. Longo II  
 SPC John R. Ludolph  
 SPC Calvin L. Mangum  
 PVT Ryan A. Mazzo  
 SPC William A. Riley  
 PV2 Richard C. Robinson  
 SPC Adam S. Rocker  
 PFC Matthew J. Schoemann  
 PV2 Andrew L. Surratt  
 PV2 Walter J. Tygret \*  
 PFC Andrew J. Wiley  
 PFC Simeon B. Yared

**Hunter UAS Operator Course**  
**5 Graduates, November 18, 2014**

PVT Matthew A. Arnold  
 PVT Timothy A. Brown  
 PVT Juan E. Cuevas  
 PFC Zachery S. Goll  
 PVT Thomas J. Leveille

### UAS REPAIRER

AAAA congratulates the following Army graduates of the Unmanned gatherings – and which team you cheer for!

Aircraft Systems Repairer Course, MOS 15E, at Fort Huachuca, AZ.

**Shadow UAS Repairer Course**  
**4 Graduates, November 14, 2014**  
 SSG Charlese Tallent – DHG  
 SPC Chad A. Prine – HG  
 SSG Carlos E. Melgar  
 PFC Ernie Diaz

**Shadow UAS Repairer Course**  
**8 Graduates, November 26, 2014**  
 PFC Lysander O. Tramble – HG

PVT Dylon J. Blanda  
 PFC Jacob B. Devaney  
 PVT Casey J. Keane  
 PV2 Darryl A. Mosher  
 PVT Steven R. Nuckles  
 PV2 Kiri R. Reynolds  
 PFC Frederick A. Shilke

DHG = Distinguished Honor Graduate  
 HG = Honor Graduate  
 \* = AAAA Member

## The Following AAAA National Awards Are Open For Nominations Now!



### Recognize the Hard Work of Your Fellow Army Aviators!

To Be Presented at the 2015 Army Aviation Mission Solutions Summit

- Joseph P. Cribbins Department of the Army Civilian of the Year
- James H. McClellan Aviation Safety Award
- Henry Q. Dunn Crew Chief of the Year
- Army Aviation Soldier of the Year
- Rodney J.T. Yano NCO of the Year
- Michael J. Novosel Army Aviator of the Year
- Robert M. Leich Award
- Army Reserve Aviation Unit of the Year
- John J. Stanko Army National Guard Aviation Unit of the Year
- Active Army Aviation Unit of the Year
- Outstanding Army Aviation Unit of the Year
- Top Chapter of the Year
- Top Senior Chapter of the Year
- Top Master Chapter of the Year
- Top Super Chapter of the Year

### Suspense: January 1 Send in Your Nominations Today!

Nomination forms for all of the AAAA Awards are available from the AAAA National Office: 593 Main Street, Monroe, CT 06468-2806 Telephone: (203) 268-2450 FAX: (203) 268-5870 and [www.quad-a.org](http://www.quad-a.org)



## OSMs *Continued from page 79* Keystone Chapter



U.S. ARMY PHOTO BY OPTSAB MILLER BUC/AFARS/OFICER

**LTC Dennis Sorensen**, recent past commander of the 628th Aviation Support Battalion, Pennsylvania Army National Guard, is inducted into the Bronze Honorable Order of St. Michael by 28th Combat Aviation Brigade Commander and Keystone Chapter President, COL David Wood (left), during the 628th ASB's annual ball at Ft. Indiantown Gap, PA, Aug. 16, 2014. Current 628th commander, LTC Kevin Ferner, observed.

## Tennessee Valley Chapter



U.S. ARMY PHOTO BY SPC JAMES PEARL/AFARS/OFICER

**COL (Ret.) David B. Cripps**, deputy director of the Aviation Engineering Directorate of the U.S. Army Research, Development, Engineering, and Technology Center (AMRDEC), was

inducted into the Silver Honorable Order of St. Michael, by AAAA National Senior Vice President, BG (Ret.) E.J. Sinclair and Tennessee Valley Chapter President, Mr. Gary Nenninger, during the AAAA Joseph P. Cribbins Aviation Product Symposium, Nov. 5, 2014 at the Von Braun Center, Huntsville, AL. Cripps was recognized for his outstanding contributions to Army Aviation over the course of 26 years of uniformed service and 10 years of service as a Department of the Army Civilian.



CHAPTER PHOTO BY SPC JAMES PEARL/AFARS/OFICER

Mr. Gary Nenninger, Tennessee Valley Chapter President, inducts **Mr. Donald E. Hubler** into the Bronze Honorable Order of St. Michael during an Oct. 29, 2014 ceremony in Huntsville, AL. Hubler was recognized for his outstanding support of the Army Aviation community over 38

years of Government service culminating with his present assignment as the Assistant Product Manager-Missile Warning for the Aircraft Survivability Equipment Project Management Office.



CHAPTER PHOTO BY SPC JAMES PEARL/AFARS/OFICER

**Mr. Jeremy S. Turner**, OH-58D chief engineer and Armed Scout Helicopter Propulsion Integrated Process Team Lead, is inducted as a Knight of the Honorable Order of St. Michael by COL James Kennedy, project director of the Armed Scout Helicopter Project Management Office during a Nov. 19, 2014 ceremony at the PMO conference room, Redstone Arsenal, AL. Turner was recognized for his support of Army Aviation on the occasion of his reassignment as the ITEP Engine Lead for AMRDEC.

## AAAA News



## UPCOMING EVENTS

### January 2015

- Jan. 1 Submission Deadline – National Awards and Top Chapter
- Jan. 6 ARMY AVIATION Magazine 2014 Photo Contest Deadline
- Jan. 9-10 AAAA National Awards Committee Selection Meeting, Arlington, VA

### February 2015

- Feb. 3-6 Army Aviation Senior Leaders Conference, Ft. Rucker, AL

### March 2015

- Mar. 2-5 HAI Heli-Expo, Orlando, FL
- Mar. 5-7 Women In Aviation International (WAI) 26th Annual Conference, Dallas TX
- Mar. 29-31 AAAA Army Aviation Mission Solutions Summit, Nashville, TN. [quad-a.org/2015SUMMIT](http://quad-a.org/2015SUMMIT)**

## ARMYAVIATION

### Upcoming Special Focus



#### JANUARY 2015

##### Aviation Maintenance Arming the Force Aviation Soldier Support

Contact: Bob Lachowski  
[bob@quad-a.org](mailto:bob@quad-a.org) or  
 Erika Burgess [erika@quad-a.org](mailto:erika@quad-a.org)  
 203. 268.2450



By COL (Ret.) William H. Morris  
 AAAA Representative to The Military Coalition (TMC)  
*bill.morris@quad-a.org*

## Republicans Gain in Mid-Term Elections

In what seems to be a strong message to the Obama Administration, the Republicans wrestled control of the Senate, increased the number of seats in the House of Representatives and added several governorships in the Mid-Term 2014 elections. In the Senate, the Republicans gained a formidable 8 seats to bring their total to 53 and establishing a majority for the first time since early 2007. The Democrats now have 44 seats with Independents making up the other 2 seats.

Some of the bigger races included Alaska where incumbent Senator Mark Begich was defeated by Republican Dan Sullivan in a race that was lost by only 7,700 votes and only officially concluded on November 17th when Begich conceded. Another important victory for the Republicans came in Colorado where Senator Mark Udall was defeated by Rep. Cory Gardner after a very negative campaign portraying the Republicans as anti-women. Udall was the Chairman of the Senate Armed Services Committee (SASC) Subcommittee on Strategic Forces. There is still the potential for the Republicans to pick up an additional seat when there is a special run-off election between Senator Mary Landrieu and Republican Bill Cassidy in Louisiana on December 6th.

Prior to the election, the House of Representatives had 233 Republican seats and gained an additional 13 seats (with one race still undecided as of this writing) to bring their total to 246 out of the 435 seats. This is the largest Republican majority for the House since 1946 and with the combined victories in the Senate brings them the largest majority in Congress since 1928. At the state level, the Republicans gained 2 governorships winning in 24 of the 36 states holding elections to bring the total to 31 of the 50 governors as Republican, 18 as Democratic and 1 Independent (Alaska).

Senator Mitch McConnell (KY) now becomes the Senate Majority Leader after a hard fought victory in Kentucky. McConnell has vowed that there will be no more govern-

ment shutdowns and that he would approve any bill that comes forward from the House. That said, with the new potential for President Obama to issue an executive order on Immigration Reform it may be difficult to get the Republican agenda to move forward since the President would still maintain his power to veto legislation.

As far as Congressional committees that effect the Department of Defense, one of the biggest changes will be Senator John McCain (AZ) taking over the Chair of the SASC. McCain is a strong supporter of keeping the Armed Forces manned to meet current and future threats while being somewhat critical of some past large programs that had challenges or cost over runs and at the Obama Administration's handling of foreign policy.

The senior Democrat on the SASC will be Senator Jack Reed (RI), a former Army Officer and West Point Graduate. The House Armed Services Committee (HASC) will see Representative Buck McKeon (CA) retire as Chairman and be replaced by Representative Mac Thornberry (TX). Representative Adam Smith will continue as the Democratic Ranking Member on the committee.

Two other committees of importance to the Department of Defense, the Senate Appropriations Committee (SAC) and House Appropriations Committee (HAC) will see some changes as well. Senator Thad Cochran (MS) becomes the SAC chair and Senator Barbara Mikulski (MD) moves from the chair position to the ranking Democratic member of the committee. The HAC chair will continue to be Representative Hal Rogers (KY) who was elected to a third term in the position. Rogers is already challenging President Obama's announcement on Immigration Reform which could prove interesting as the House will provide a bill to extend the current continuing resolution that must be passed by December 11, 2014.

## Secretary Hagel Resigns

Just under two years after appointing Secretary Chuck Hagel to his position as the Secretary of Defense, President Obama an-

nounced his resignation at a White House press conference on November 24th. Hagel's resignation comes after months of growing tensions on topics including the strategy toward dealing with Syria, the decision to resource ongoing efforts against the trans-national terrorist group known as the Islamic State (IS), the strategy addressing policy toward actions in the Ukraine, and the inability to assert his influence within the president's national security team.

Hagel had moderate appeal within the rank and file of the DoD and was handed the unenviable position of turning the nation's military element of national power from a deployed force having spent 13 years in persistent conflict into one confronted with the reality of sequestration and shrinking budgets needed to transform to meet the current fiscal reality.

Hagel, the first prior service enlisted Soldier to hold the position, largely carried Obama's message back to the military leadership that the department needed to trim budgets, with many coming in the form of force reductions, and a hard look at the leading cost driver for the DoD which is personnel benefits and compensation. Until the diplomatic crises over Russian expansion into the Crimea and IS activities throughout Syria and Iraq began last spring, Hagel was largely held in close regard by Obama. With winds of change blowing across the Middle East and South Asia his overseeing of force reductions across the DoD and the redeployment from Afghanistan and Iraq his position had become untenable, particularly within the national security inner circle based on a perceived lack of engagement on Hagel's part.

Hagel will continue to serve in his current position until a new Secretary is nominated and in light of the current state of affairs in the lame duck Congress this could be sometime well into the New Year. Current replacements circulating include former Under Secretary of Defense Ashton Carter, Senator Jack Reed (RI), Air Force Secretary Deborah Lee James, Senator Tim Kaine (VA) and Deputy Defense Secretary Robert Work.

# FALLEN HEROES

AAAA is saddened to announce the recent loss of the following Aviation Soldiers.

## CONUS

The Idaho National Guard announced on November 7 two chief warrant officers from the 1st Battalion (Attack/Reconnaissance), 183rd Aviation Regiment were killed when their AH-64 Apache helicopter crashed during a night training mission on Nov. 6 approximately 2 miles south of the National Guard base at Gowen Field in Boise.



CW4 Gearhart



CW4 Hartway

Killed were:

**CW4 Stien Peter Gearhart**, 50, of Meridian, Idaho; and  
**CW4 Jon Louis Hartway**, 43, of Kuna, Idaho.

The accident is presently under investigation.

May they rest in peace.

*(Information from Defense Department news releases and other media sources.)*

## AAAA Awards

NETWORK

RECOGNITION

VOICE

SUPPORT



### New Order of St. Michael Recipients

#### Gold

CSM Tod L. Glidewell

#### Silver

COL Donald R. Nitti

COL David B. Cripps, Ret.

Frances "Gerry" Shelp

CW5 Robert D. Witzler

CW5 Gary A. Fewins

COL Kevin A. Vizzari

COL Scott H. Schofield

Marvin P. Humble

Dr. James T. Blake

#### Bronze

MAJ Melvin Mitchell

Steve Cross

LTC Mark S. Snyder

1SG George Ackerman

MAJ Nathan Ginos

SSG Colin Cummings

LTC Neil Chaffee

LTC Mervin Brott

MAJ Massimo Federico

MAJ Ronald Holmes

CW4 Shelton Hebert

SFC Derek Nelson  
1SG Joseph Corr  
MAJ Mary Miller  
CSM Scott Bailey  
CW4 William Noyer  
CW4 Terrance Newsome  
CSM Roque Quichocho  
MAJ John Gunter  
CW3 Layron Doyal  
LTC Gary Jorgensen  
CPT Shannon Gregory  
CW5 David O'Brien  
CW5 William Rawling  
CW5 Keith Shelstad  
CW4(R) Michael Guthrie  
MSG Mark Swedeon  
MSG(R) Christopher Kelly  
LTC Alan G. Johnston, Jr., Ret.  
LTC Brett D. Russ  
LTC Brent A. Orr

### New Our Lady of Loreto Recipients

Maren Scullion

Sarah Perez

Erin Jones

Dee-Dee Kincaid

Ashley Ashcraft

Samantha Arnold

Donna Bezold

April Davies

Kathy Vela

Catherine Bowery

Michelle Huff

CindySoliz

Linda Dean



Jennifer Arey  
Annette Wiggins  
Mary Cunningham  
Alma Gutierrez  
Juliet Alexander  
Angela Ierardi  
Melany Loftin  
Sara Mitchell  
Kimberly Cryer  
Courtney Baker  
Lisa Degolyer  
Sherry Amagliani  
Teresa O'Gorman

### New Order of St. Michael Knight Recipients

Jeremy S. Turner  
Jennifer Y. Hughes  
ADM William H. McRaven  
James Kaggis  
Ronald E. Chronister  
CPT Jason Eaton



### ACEs

CW4 William J. Cannon, Ret.  
*Aviation Center Chapter*  
MAJ Kristopher P. Christl  
*Aviation Center Chapter*  
CW2 Ryan G. Georganes  
*Minuteman Chapter*  
Mr. Ed Hassiepen  
*Delaware Valley Chapter*  
CW4 Christopher B. Hinkle  
*Rising Sun Chapter*  
1LT Alex Simpson  
*Aloha Chapter*

### SOLDIER OF THE MONTH

SPC Jonathan R. Earnest  
November 2014  
*Flint Hills Chapter*

SPC Sharpe K. Amanda  
June 2014  
*Flying Gator Chapter*

SPC Joshua L. Phagan  
July 2014  
*Flying Gator Chapter*

SPC Alexander Roland  
August 2014  
*Flying Gator Chapter*

SPC Brandon M. Delgado  
September 2014  
*Flying Gator Chapter*

SPC Christopher L. Bobb  
September 2014  
*Narragansett Bay Chapter*

### NCO of the Month

SGT Ngoc T. Pham  
June 2014  
*Flying Gator Chapter*

SSG Michael W. Ortmayer  
July 2014  
*Flying Gator Chapter*

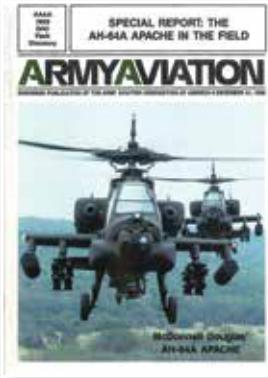
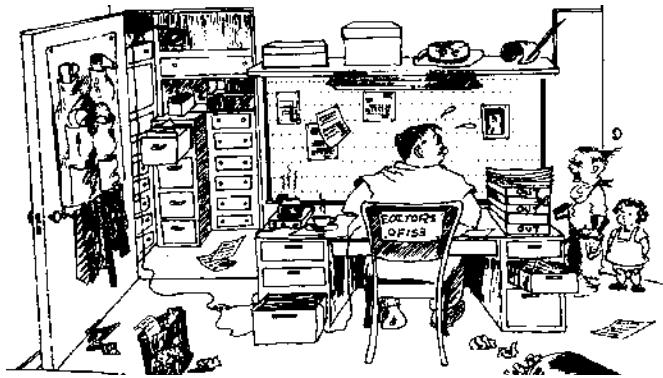
SFC Earl M. Wicks  
August 2014  
*Flying Gator Chapter*

SSG Michael E. Limoges Jr.  
September 2014  
*Narragansett Bay Chapter*

# 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

December 31, 1989

### The Competition

At the recent Paris Air Show, an example of the Soviet MI-28 HAVOC was available for viewing. A seemingly impressive attack helicopter in its own right, it lacks such capabilities as an integrated

firing control system and Forward Looking Infrared capability as found on the Apache. Basic weight is 15,000 pounds versus

11,000 for the AH-64. Pilot and the navigator/weapons officer occupy tandem seating in an armored cabin able to withstand 7.62 mm and 12.7 mm rounds and fragments from 20 mm shells. Direct comparisons, though, are difficult, since the Apache is already in service and the HAVOC is due in the early 1990s,

as it is still in the engineering, design and development stage.

### Briefings

The completion of the five-year U.S. Army EH-60A QUICK-FIX aircraft modification program was recently commemorated with ceremonies at Tracor, Inc. headquarters in Austin, Texas. The ECM/ESM QUICKFIX modification provides tactical Signal Intelligence/Electronic Warfare (SIGNET/EW) and Direction Finding (DF) capabilities and interfaces with similar airborne and ground units via secure voice and data links. The EH-60A also contains mission electronics with intercept/DF and intercept/jamming capabilities.

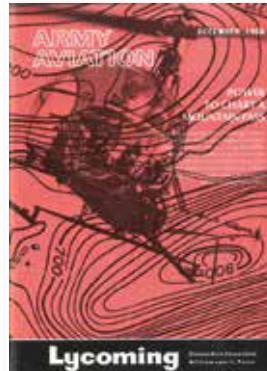


### Chapter Photo News



Command (AVSCOM) from outgoing CG, MG Richard E. Stephenson (left). LTG Jerry M. Bunyard, Deputy Commanding General RD&A AMC (Center) officiated at the event.

AAAA National Executive Board member, MG Donald R. Williamson (right), is pictured as he assumes command as Commanding General, U.S. Army Aviation Systems



## 50 Years Ago

December 1964

### 1964 AAAA Annual Meeting

**President Darwin P. Gerard:** "I would now like to give you a brief resume of the status of the Association. Individual membership now totals 8,059. This is the first time that we've jumped over the 8,000 mark and in the last four months, we've picked up 1,531 members. That's a tremendous gain, and the majority of those are students going through the A.A. Center and Fort Wolters Chapters.



### AAAA Origins



President Gerard continued with his President's Annual report with . . . "perhaps a brief review of the founding of the Association is in order here. Early in 1953, Art Kesten started publication of a mimeograph version of the present *Army Aviation* magazine. This effort was a personal and private one, accomplished by Art in his spare time. His enthusiasm and devoted interest in Army Aviation and the overwhelming acceptance of this

(hobby turned into a) venture soon paid off. Before 1956, he chose to make it a full-time occupation and shortly thereafter established his office in Westport, Connecticut."

### Outstanding Aviation Unit for 1963-1964

11th Air Assault Division was selected as the Outstanding Aviation Unit for 1963-1964. The 11th AAD is the

fifth unit selected to earn the title since it was first awarded in 1960 to the 1st Reconnaissance Squadron (Sky Cav). Pictured is BG Harry W.O. Kinnard, Commanding General, 11th Air Assault Division, speaking on acceptance of his unit's honor.





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.

The deadline for nominations for the 2016 induction is June 1, 2015

Contact the AAAA National Office for details and nomination forms at (203) 268-2450 or visit [www.quad-a.org](http://www.quad-a.org)

# Army Aviation Hall of Fame

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Chief Warrant Officer Three  
Michael J. Novosel

Army Aviation Hall of Fame 1975 Induction –  
Fort Rucker, Alabama  
(Inducted to represent the 1960-1969 period)

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Chief Warrant Officer Three (later CW4), Michael J. Novosel was a “man for all seasons.” As a DUSTOFF pilot — that almost legendary breed of helicopter flier whose record in rescuing wounded men during battle is one of the proudest chapters in the Vietnam War — he was one of the best.

A lieutenant colonel in the Air Force Reserve when the Vietnam conflict began to broaden in the early 1960’s, Novosel lived comfortably, but felt that he could be of help to his country in some capacity. Finding the USAF over-strength in its senior grades, he obtained four years’ military leave from his employer, Southern Airways, and joined the Army Aviation Program in June 1964 as a warrant officer.

His desire to help was quickly answered when, as a member of the Special Forces in 1965, he evacuated wounded civilians to hospitals when the U.S. intervened in the Dominican Republic civil crisis. He was credited with evacuating more than 2,200 wounded persons and “extracting” some 5,500 wounded soldiers and Vietnamese in all. His 60 Oak Leaf Clusters to his Air Medal, his three Distinguished Flying Crosses, and his Purple Heart denote a remarkable man.

At age 48, he became the oldest member of the Army to win the Medal of Honor, the award being made for his repeated bravery in the face of heavy Viet Cong gunfire while he extracted 29 wounded South Vietnamese soldiers during 2 1/2 desperate hours of flying on 2 October 1969.

Always displaying the technical competence of the true professional, Novosel was a life-long member of AAAA who dedicated his life to aviation, to the military services, and to his country. He died April 2, 2006 at age 83.

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