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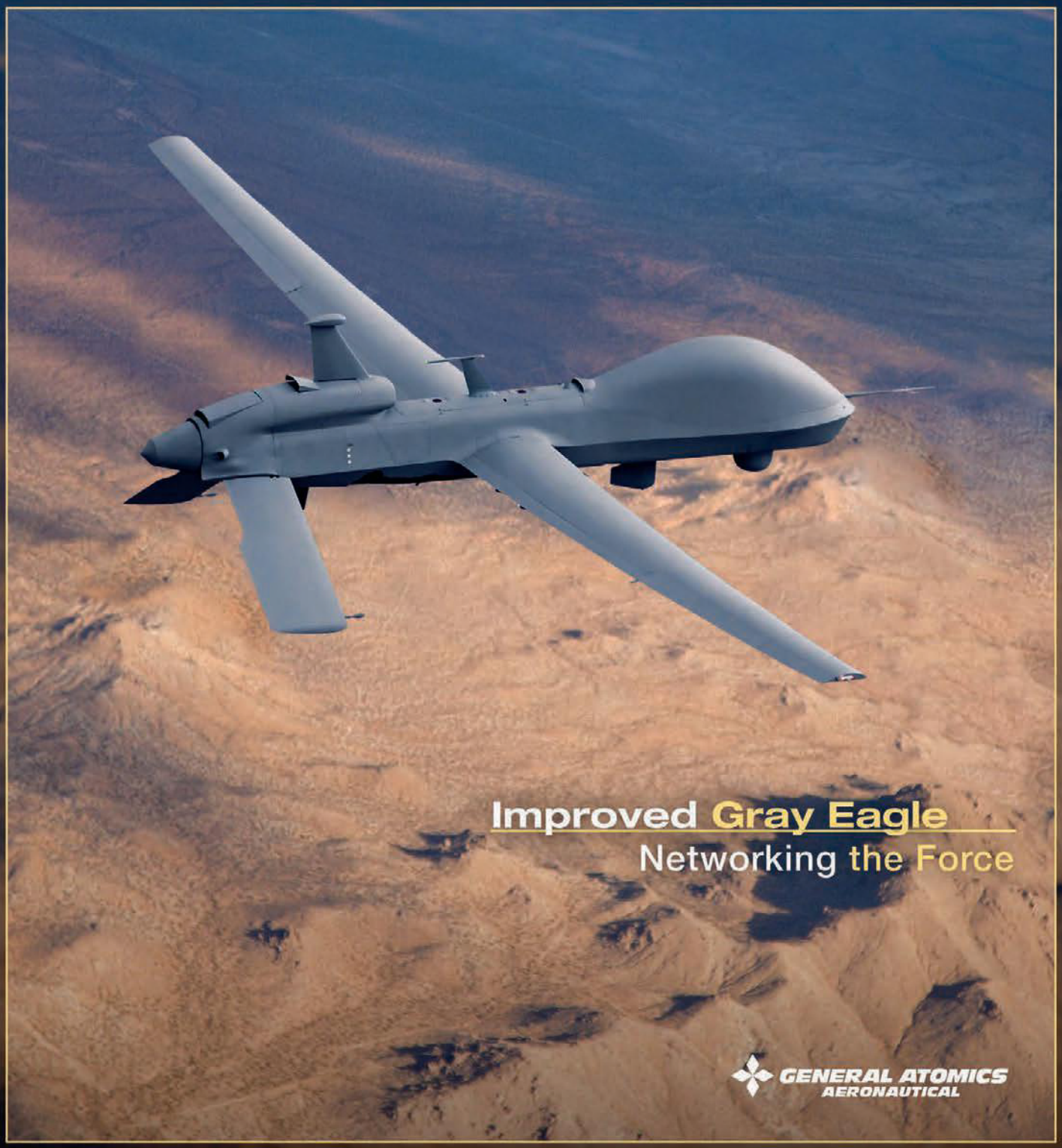

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Briefings...

Late Breaking News - Announcements - Notes

Brady Enshrined in NAHF

PHOTO BY MIKE ULLERY

On October 4, Medal of Honor recipient, ***MG (Ret.) Patrick H. Brady,*** became the first Army Aviator to be enshrined in the National Aviation Hall of Fame (NAHF) in its 51-year history at a dinner and ceremony held in the Hope Hotel Richard C. Holbrooke Conference Center in Dayton, OH. Pictured here with his wife, Nancy, Brady's daughter, Meghan Brady Smith, presented her father with his enshrinement for his highly decorated 34 year-plus Army career to include development of foul weather and tactical techniques for helicopter air ambulance rescue in combat. Brady flew more than 2,500 missions during two combat tours in Vietnam rescuing over 5,000 wounded. Brady was inducted into the Army Aviation Hall of Fame in May 1990 at Fort Rucker, AL.

VWIL Says Farewell to Bissell

PHOTO BY WOODS PIERCE

BG (Ret.) N. Michael Bissell, commandant emeritus of the Virginia Women's Institute for Leadership (VWIL), presents the VWIL flag to Mary Baldwin College President Pamela Fox during his change of command ceremony October 17th. Bissell, who has led the country's only all-women corps since 1999, passed on the commandant role to Brig. Gen. Teresa Djuric, a 30-year Air Force veteran. A Virginia Military Institute (VMI) graduate, Master Army Aviator, and recipient of the Distinguished Service Cross, Distinguished Service Medal, Defense Superior Service Medal and three Legions of Merit, Bissell returned to VMI in 1987 as its commandant until assuming command at VWIL. Inducted into the Army Aviation Hall of Fame in 2007, he personally ensured continuing support to AAAA by participation of VMI and VWIL cadets at the national annual meetings during his 25 years as commandant.

EMARSS Shifts to PM FW

THE BOEING COMPANY COURTESY PHOTO

The Program Executive Office for Aviation (PEO AVN) accepted the transfer of the Enhanced Medium Altitude Reconnaissance and Surveillance System on October 1, 2013. EMARSS will now be managed by the Fixed Wing Project Office; it had been managed previously by the Program Executive Office for Intelligence, Electronic Warfare and Sensors (PEO IEW&S) and the Project Manager for Airborne Reconnaissance Exploitation Systems (PM ARES). The relationship between the project offices will continue as the responsibility for aircraft sustainment and integration transfers to PM FW, while PM ARES will retain responsibility for the sensor mission equipment package (MEP) and the processing, exploitation, and dissemination (PED) architecture. EMARSS provides the Army with the ability to detect, locate, identify and track surface targets, day or night, in almost any weather condition with a high degree of timeliness and accuracy.

CORRECTIONS:

On page 77 of the October issue, the AUSA Aviation Symposium & Exhibition dates and location should be Jan. 14-15 at The Crystal Gateway Marriott, Arlington, VA; and the AUSA Winter Symposium should be Feb. 19-21. We regret the errors.

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Evolving to Remain Relevant

The next generation of personnel comprising our Branch will be different from those of generations past. Army Aviation will continue to evolve and so must the professional association that supports them and their families. AAAA needs to look to our next generation of leaders, the "millennials" – both in Aviation and as future leaders of the Association.

AAAA can look intimidating, or just plain OLD, to many in this new generation. Millennials are creative, independent and self-starting. We've got to make AAAA more flexible, adaptable, and relevant if we are to continue to attract this generation to AAAA not only as members, but as future leaders within AAAA.

Through previous meetings, focus groups, and even Survey Monkey we've heard:

- There's no truly mobile device, app-like, AAAA experience
- Get the magazine on the web – go digital
- The Info File is outdated
- AAAA is not relevant to ROTC and West Point cadets
- AAAA needs to market to millennials to reach the next generation

On October 20th this year at the AAAA Board Meeting we unveiled an entirely new brand for your Association. It's based on what you told us were the four most important reasons you belong to an association of professionals.

1. Network
2. Recognition
3. Voice
4. Support

Your number one reason to join AAAA is to ***Network***. Externally, we've been reaching out to other professional associations such as NDIA, AHS, HAI, and AUSA in order to develop synergies that will best support our members. Internally, your six AAAA national officers, (the National Executive Group), are reaching out to our counterparts in individual chapters. The intent is to ensure every chapter is given the same amount of support regardless of size or location. Chapters are being encouraged to conduct their quarterly meetings to allow the opportunity for members to network with each other. We've completely revamped our website and created a version oriented for mobile users based on input from the field and to allow our users to network digitally. In addition, the magazine is now digital on the website.

Everyone wants ***Recognition***. AAAA has an exhaustive array of mechanisms for deserving personnel to be recognized. From National awards, to functional awards, to material readiness and logistics related awards, to individual recognition provided by the Order of St. Michael and Lady of Loreto, there are many opportunities to recognize the best in Army Aviation. Soldier of the Month and NCO of the Month recipients may receive a one-year complimentary membership to AAAA; and that concept can be extended to our contractors at CCAD or instructors at Ft. Eustis, for example.

Your ***Voice*** needs to be heard. The Army Aviation Caucus is the forum where 52 members of Congress, their staff, and Army leaders can bring awareness and support to Army Aviation. Our Senior Executive Associates, retired 3 and 4 star general officers, inform Army Aviation leaders on the strategic landscape affecting current and future Army aviation initiatives as well as advocating on behalf of the Branch within DoD, HQDA, and throughout industry. Our membership in The Military Coalition (TMC) together with 3.5 million members also makes a big impact in Washington on your behalf.

Lastly, we ***Support*** our members and are true to our touchstone statement – "Supporting the U.S. Army Aviation Soldier and Family." Last year we awarded 258 scholarships valued at over $407,000. We continue to support the Army Aviation Museum at Ft. Rucker as it represents our legacy. And, we continue to provide almost $100,000 per year to support our chapters in order to assist them in formals, deployment ceremonies or other various chapter activities.

The rebranding effort has been exciting. But, even more is on the way as you'll read next month when I unveil details of our newly refocused, redesigned, and renamed annual convention, the **"Army Aviation Mission Solutions Summit,"** sponsored by the AAAA in Nashville, TN May 4-6, 2014. The event will be one day shorter at 2.5 days; the professional development and learning opportunities are being greatly increased; the Hall of Fame dinner will be a *formal* black-tie event as the "Oscar Night" of Army Aviation; and our closing concert will be *informal* with memorable entertainment. We will also be pushing a lot of digital on the Summit. But more about all this next month – stay tuned.

Remember registration is open right now for the Tennessee Valley Chapter sponsored Joseph P. Cribbins Aviation Product Symposium February 12-13, 2014 in Huntsville, AL. See *http://www.quad-a.org/index.php/register-for-cribbins* to sign up.

Also as we approach the end of another year please submit your best and brightest for our national awards that will be presented at our Summit in May. Suspense is January 1, 2014 and nomination forms are available at *www.quad-a.org*. Please ensure deserving Aviation personnel and units get an opportunity to be considered.

Lastly, keep in mind all those who remain deployed during this special time of year. For those of us back home, please remember that taking care of Soldiers and Families begins AT HOME!

Let's all take some time to take care of our own.

Above the Best!

❖❖

BG Howard W. Yellen, Ret.
31st President, AAAA
howard.yellen@quad-a.org

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Manned-Unmanned Teaming

By MG Kevin W. Mangum

Last month I discussed Aviation as an indispensable capability based on TRUST. A critical enabling component is manned-unmanned teaming (MUM-T). MUM-T is the synchronized employment of Soldiers, manned and unmanned air and ground vehicles, robotics, and sensors to enhance situational understanding, increase discriminate lethality, improve survivability and extend the commander's reach.

"With our efforts and teamwork, Army Aviation will remain an indispensable capability for years to come!"

It combines the inherent strengths of manned and unmanned platforms to increase synergy and overmatch. It is not a new mission but a capability enabled by maturing material improvements.

The United States Army Aviation Center of Excellence conducted a comprehensive study of the 101st Combat Aviation Brigade as they reorganized into the Full Spectrum CAB force design through their deployment to Afghanistan.

The study centered on gaining insight on MUM-T employment as an emerging capability and the role it will play in the future.

The outcome of this study once again emphasized Soldiers are the critical component. Although called unmanned aircraft systems (UAS), the system is manned and the operators are an integral part of the team. CSM Thomson's comments, in this edition of ARMY AVIATION, focus on the Soldier as the critical component of our MUM-T capability with the universal operator concept.

U.S. ARMY PHOTO BY LUIS VEGAS, TNG. SPT. CTR., ANSBACH, GERMANY

SFC Mark Bolton, assigned to Headquarters and Headquarters Company, 173rd Infantry Brigade Combat Team (Airborne), assisted by SFC William Parks with the U.S. Army Europe Aviation Safety and Standardization Detachment (UASSD), flies an RQ-11B Raven unmanned aircraft system (UAS) Sept. 26, 2013, at the Oberdachstetten local training area.

I will briefly highlight the broader MUM-T strategy and how it supports sustaining Army Aviation as an indispensable capability.

Due to the accelerated fielding of separate systems to get capabilities into the field as rapidly as possible, much of the equipment has been ad hoc additions rather than equipment fully integrated into Aviation organizations. While much has been accomplished in the past decade, we still have work to improve integration, commonality and interoperability of the many systems we have fielded.

Some of this will involve divesting legacy systems to allow greater investment in modernization of the very best systems. This will improve our ability to retain an agile, lean force that is affordable to train.

We have achieved a significant increase in situational awareness and operational reach with the teaming of manned and unmanned aircraft through incremental material development and experiential education and training processes rather than major doctrinal changes.

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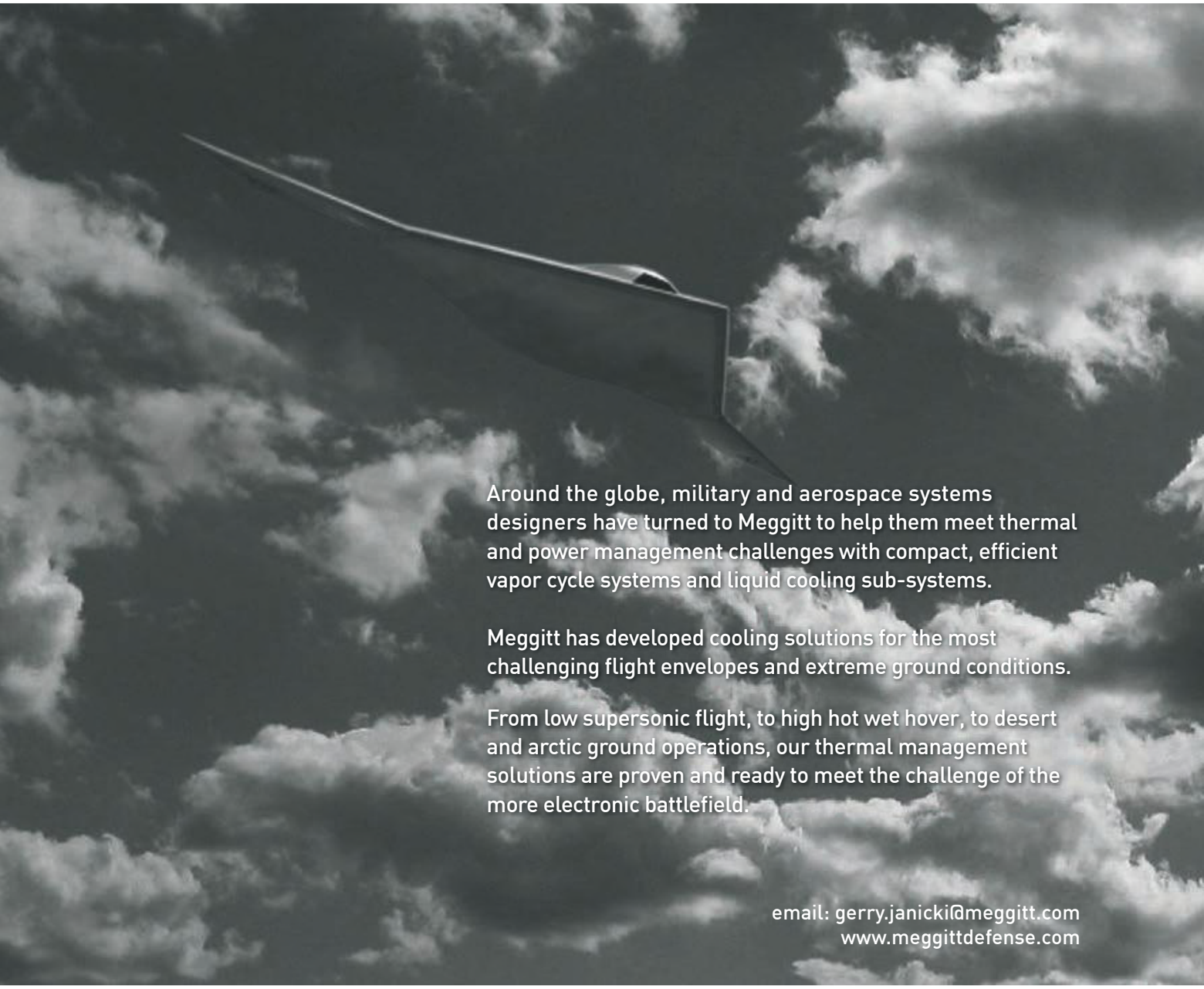

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Units invested in training UAS operators on the tenets of reconnaissance to develop scouts rather than system operators have dramatically increased their effectiveness in the fight.

Warfare remains a fundamentally human endeavor and machines cannot replace the tactical curiosity of every member of the team. We are working diligently to internalize these lessons and train MUM-T in all facets of our officer, warrant officer and NCO professional military education.

Standardized aviation formations with organic UAS capability will optimize MUM-T. Mission commanders focused on meeting the needs of joint force commanders and ground forces will, through collective training and execution, forge an even greater understanding and common purpose in the integration of manned and unmanned systems.

Increased coordination and oversight of MUM-T as a critical integrated system in combined arms maneuver and wide area security, rather than stove-piped individual capabilities, will sustain our responsiveness and further our legacy as a disciplined, yet agile, force. Simplification of the command structure and increased interaction of pilots and operators alone will increase common understanding and effectiveness.

Increased oversight by seasoned leaders with a depth of experience in tried and tested maintenance techniques and procedures will also offset the deficit observed in home station UAS maintenance training. This increased synergy will further continuous efforts to improve the efficiency of conditions based maintenance across the Aviation Enterprise and in concert with industry to reduce operating costs.

Focused efforts to improve cost-wise readiness and create a cost conscious culture are critical to sustaining our capability for future requirements.

Our Army Aviation Enterprise is a team of teams, and the way it operates as a tightly integrated unit is the envy of other warfighting functional leads and is ideally suited to take on challenges like this.

In the arena of MUM-T, we have already witnessed a significant increase in the flexibility of UAS from supporting only at division level and above with a handful of assets, as we began the last decade, to capabilities enabling the infantry squad today.

As we reshape our force under the shadow of budget constraints and uncertainty, we will continue to provide the best force we can afford. With our efforts and teamwork Army Aviation will remain an indispensable capability for years to come!

As we undertake these efforts, we have not forgotten and remain focused on the fact that the Army is still at war with over 60,000 Soldiers remaining in Afghanistan and forces engaged in contingency operations and building partner capacity across the globe.

I appreciate the sacrifices you and your Families continue to make on a daily basis.

Above the Best!

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

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After Action Review

By CW5 Michael L. Reese

Serving as Chief Warrant Officer of the Aviation Branch has truly been a humbling assignment representing committed and brave officers who have sacrificed so much in support of our Nation's wars.

As my term serving the Aviation Branch and over 6,000 warrant officers is concluding, I would like to acknowledge a select few and provide closing thoughts and lessons learned from this experience.

When selected by MG Crutchfield for this position in 2010, I was honored for the opportunity but felt somewhat ill-prepared for the responsibility. Fortunately, CW5 (Ret.) Steve Knowles, the first Chief Warrant Officer of the Branch, reached out and provided initial direction based upon the original charter and genesis for the position.

Shortly thereafter my approach was aimed at determining top priorities for the Aviation Warrant Officer that I believed we could influence in a two year term. Those priorities were accessions, increasing time-in-grade, redesigning professional military education (PME), and enhancing leadership roles. All of these priorities were tied to improving the quality of our warrant officers thus enhancing the capability of the branch.

A robust staff empowerment from my commanders, MG Crutchfield and MG Mangum, was critical when making developmental changes. These were branch issues that involved warrant officers and required the commanding general's endorsement and influence to initiate change.

These endeavors also required collaboration from highly skilled warrant officers serving in key billets and without the expertise from quality warrant officers none of the initiatives or priorities would have been realized.

A few of these are: Personnel Force Development (CW5 Rich Ayers, CW5 Scott Nissen); Human Resources Command (CW5 Steve Kilre, CW5 Art Blakemore); HQDA G-1 (CW5 Tim Feathers, CW5 John Koziol); and, HQDA G-3/5/7 TR (CW5 Dave Williams).

Accessions

Recruiting quality individuals with the required attributes and aptitude is critical for the long term health of the branch. In an effort to identify those who possess the most potential to serve as an officer, leader, and aviator we revised the composition of the "Warrant Officer Selection Board" by adding two Aviation senior warrant officer board members.

As a result we have three Aviation warrant officers of a nine person board selecting future aviators increasing the chances of identifying persons with the unique propensity to serve in the Aviation Branch. Additionally, in a measure to improve flight aptitude attrition and select Soldiers/civilians who have the true ability to successfully complete flight school we introduced the SIFT (Selection Instrument for Flight Training).

U.S. ARMY PHOTO BY SPC ONDRAE H. ABDULLAH-ROBINSON, 12TH CAB PUBLIC AFFAIRS

The new Command Chief Warrant Officer of the 12th Combat Aviation Brigade, CW5 Tom Walton, stands before a formation of 12th CAB warrant officers during a senior warrant officer change of responsibility formation at Katterbach Army Airfield, Germany, April 18, 2013.

Finally, as stewards of the quality officers produced at the United States Army Aviation Center of Excellence (USAACE) the leadership at Fort Rucker enforces high standards and discipline and has little tolerance for those involved with misconduct issues.

Time in Grade

One of the most valuable resources a warrant officer needs in order to properly develop their knowledge, skills, and attributes is time.

In accordance with DA PAM 600-3 we demand our junior warrant officers to accomplish much before competing for CW3: progress to readiness level one (RL1), achieve pilot-in-command status, track, then attend the Warrant Officer Advanced Course. To improve opportunity the branch increased time-in-grade (TIG) for CW2 and CW3 from 5 to 6 years (as it was prior to 2004). It is also still a goal to increase the WO1 TIG from 2 to 3 years in order to provide a WO1 two full years to develop in his/her unit. This additional year is most critical as the Army enters a time of constrained resources likely affecting the ability for junior warrant officers to adequately develop.

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Professional Military Education

As promotion rates have become more competitive, attendance to the appropriate level of professional military education (PME) commensurate with rank is once again a discriminator for selection.

The Branch is the proponent for Warrant Officer Basic and Advanced Courses while the U.S. Army Combined Arms Center is responsible for the Staff and Senior Staff Courses.

Officer development occurs through training, education, experience, and self development where USAACE is largely responsible for PME.

To improve relevance and next developmental requirements, the branch redesigned the Warrant Officer Advanced Course, mandating pilot-in-command prerequisites and adding track specific portions to the curriculum.

The intent is to enhance the proficiency of the officer providing an enhanced future senior warrant officer for the Army.

To improve PME for our Aviation Maintenance Technicians (151A) the Branch developed an advanced course specifically for 151A taught at Joint Base Langley-Eustis.

Command Chief Warrant Officer for the Combat Aviation Brigade

In order to provide the tactical and technical leadership for the brigade, the Branch developed the position of Command Chief Warrant Officer. This included establishing prerequisites, selection process, and defining roles and responsibility for the new position. These senior warrant officers have performed beyond expectations and have significantly improved the effectiveness of their respective brigades.

I would like to recognize each who served: CW5 Art Blakemore (1st Inf. Div. CAB); CW5 Troy Degolyer (1st Air Cav. Bde.); CW5 Kevin Smith (1st Armored Div. CAB); CW5 Mike Dowling (2nd ID CAB); CW5 Randy Godfrey (3rd ID CAB); CW5 Kevin Detlefsen (4th ID CAB); CW5 Jeff Fitzgerald (10th CAB); CW5 Tom Walton (12th CAB); CW5 Rex Finley (16th CAB); CW5 Joe Roland (25th CAB); CW5 George Kessler (82nd CAB); CW5 Rob Purdy (101st CAB); CW5 Scott Jackson (159th CAB); and CW5 Flor Armendariz (128th Avn. Bde.).

Having the privilege to serve the branch in this capacity has been a sincere honor, working daily with Soldiers who are truly "Above the Best."

I am appreciative of the support and in awe of the dedication and professionalism of our Aviation Warrant Officers; our military and their families have and continue to sacrifice much. Assuming responsibility as Chief Warrant Officer of the Branch on November 25, 2013 will be CW5 Allen R. "Randy" Godfrey.

Randy is an outstanding officer currently serving as the Command Chief Warrant Officer for 3rd CAB, 3rd ID. He brings a tremendous experience, intellect, and common sense to the position and will move warrant officer issues/development in the right direction.

Above The Best!

CW5 Reese

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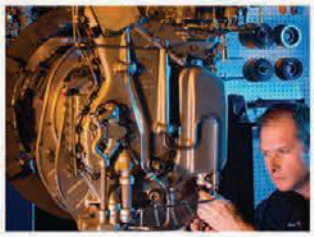
CW5 Michael L. Reese is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

Editor's Note: We at ARMY AVIATION take this opportunity to say farewell and thank you to CW5 Mike Reese for his outstanding support in providing a relevant and timely column in each issue of the magazine while CWOB and wish him all the best in his new assignment at Redstone Arsenal, AL.



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The "Manned" Side of UAS

By CSM James H. Thomson Jr.

The desire to fly is an idea handed down to us by our ancestors who... looked enviously on the birds soaring freely through space... on the infinite highway of the air. –
Wilbur Wright

U.S. ARMY PHOTO BY SPC. JOSHUA EDWARDS, CTF DRAGOON PUBLIC AFFAIRS

SPC Justin Waltho with Headquarters and Headquarters Troop, Combined Task Force Dragoon, pushes an RQ7B Shadow Tactical Unmanned Aircraft System to a mechanical station to conduct post-flight checks Sept. 12, 2013, at Forward Operating Base Pasab, Afghanistan.

In this issue of Army Aviation Magazine, you will find several articles on unmanned aircraft systems highlighting the phenomenal improvements in capabilities made in recent years, as well as, the emerging tactics, techniques and procedures with manned-unmanned teaming and the implications that will have on future reconnaissance, surveillance and target acquisition operations involving Army Aviation.

It is remarkable to think that just 110 years ago the Wright brothers flew the first ever heavier than air flying machine at Kitty Hawk, North Carolina a mere 120 feet for 12 seconds and today we're flying state of the art, highly sophisticated unmanned vehicles piloted by Soldiers from a ground control station several miles away with systems aloft for 20 plus hours.

I'm going to take this opportunity though to update our branch on the "manned" side of Army UAS, specifically our 15E unmanned aircraft systems repairers and 15W unmanned aerial vehicle operators.

Tremendous efforts on the part of Human Resources Command and Recruiting Command have kept a steady flow of quality young men and women enlisting to join the Army UAS community and with the dedicated Soldiers and civilians of 2nd Battalion, 13th Aviation Regiment at Fort Huachuca, Arizona consistently training such a substantial load; our strengths in the UAS Military Occupational Specialties (MOSs) are exceeding 100% in the aggregate.

Because of this, both 15E and 15W noncommissioned officers are now eligible to serve in special duty assignments like drill sergeant, recruiter and advanced individual training (AIT) platoon sergeant. These developmental assignments are absolutely critical to the broadening of experiences for our NCOs as they prepare for positions of greater responsibilities at the senior most levels of Army Aviation.

New Strategies

A considerable amount of work is underway in developing a Universal Operator (UO) strategy to update our 15W course administrative data eventually designed to produce operators capable of flying both the 7QB Shadow and the MQ1C Gray Eagle platforms.

While this will ultimately allow commanders to employ UAS to their maximum capabilities, it will also provide a greater, better rounded career development path for our 15Ws.

Currently a Shadow operator is likely to spend the bulk of his or her career assigned to a Shadow platoon in multiple brigade combat team (BCT) assignments.

In the future, HRC will have more flexibility through the Permanent Change of Station (PCS) process to move UOs between BCTs and Gray Eagle companies in our combat aviation brigades (CABs).

The opportunity for more diverse experiences will make our 15W NCO corps more competitive for promotion to the senior levels and better prepared to one day serve as a command sergeant major within a CAB.

Similarly, the concept of a Universal Maintainer (UM) for our 15Es is in the developmental phase with a focus

on updating the critical task lists for our unmanned aircraft systems repairers as the MOS gains a greater core of seasoned mechanics within its ranks.

We've seen a marked increase in the experience level of our 15E NCO Corps partly due to the recent reclassification of NCOs from previous 15 series MOSs. The creation of a UM will not only reduce our reliance on field service representatives (FSRs) for UAS maintenance, it will likewise provide greater flexibility and opportunities through the assignments process for 15Es to garner broader experiences as they progress through the ranks of our branch.

Significant improvements have been made to our UAS Instructor Operator (IO) community that will substantially improve the standardization programs within our formations. The IO course has been in place for several years, however, there was never an established requirement for the training nor was there a means to track those who have received the training. With some dedicated and synchronized efforts between HRC, Department of the Army G1 and the U.S. Army Aviation Center of Excellence solutions have been identified and are in the process of being finalized.

Tracking Skills

A Personnel Development Skill Identifier (PDSI) of MA6 has been established to track those who have completed the IO course at Ft. Huachuca. This identifier allows HRC to see in the system who is a trained IO and manage their assignments accordingly.

Unfortunately, the MA6 identifier is relatively new and many are not yet coded in the system. If you have completed the IO training and do not see the PDSI on your Enlisted Record Brief (ERB) you are encouraged to bring your documentation to the S-1 for submission to HRC.

Furthermore, an Additional Skill Identifier (ASI) of U7 has been created to identify our IOs and is awaiting approval from HQDA.

Once approved, it will be added to unit Modified Tables of Organization and Equipment (MTOEs) thereby establishing the requirement for commanders to send 15Ws to the IO course. ASI U7 will eventually replace PDSI MA6 as a more permanent means to identify and track our IOs.

Lastly, the IO course itself is undergoing a complete review and re-write.

Based off of invaluable input from the field, a need to include instruction on unit Aircrew Training Program management and Readiness Level Progression has been identified and will be added to the course.

An enormous amount of work is going into the continued development of our 15E and 15W career paths to ensure these pioneers of Army Aviation are prepared for whatever changes the future of Army UAS will bring.

The men and women who operate and maintain our unmanned aircraft systems are indeed relentlessly focused on and dedicated to honoring that sacred trust with commanders and Soldiers on the ground.

Above the Best!

CSM Thomson
james.h.thomson4.mil@mail.mil

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

Change – Count On It

By BG Timothy J. Edens

ALASKA NATIONAL GUARD PHOTO BY U.S. ARMY PFC KARINA PARAGAN

CW2 Richard L. Fleming, left, and SFC Elaine Jackson, assigned to the Alaska National Guard, cut through the fresh powder in preparation for the Alaska National Guard Iron Dog snowmobile race, Camp Denali, Alaska, Feb. 16.

Going into the holiday season, our Army has much to be thankful for, especially our Soldiers. We knew fiscal 2013 would most likely be a good year for safety, but the final outcome – 136 accidental fatalities, a 15 percent decline from the previous year and the lowest number on record – was an historic landmark.

Such a remarkable achievement during a year of relentlessly high operations tempo, to include the twelfth year of combat, happened only because of the hard work and commitment of our entire Army Team. I thank each of you for your proactive part in making it possible.

Success can breed complacency, however, and we must keep that in mind in the days, weeks and months ahead. Just a few years ago, we were in the midst of a two-front war and the Army's worst safety performance in recent memory.

The situation has changed dramatically since then, and our safety culture as a whole has continued to evolve and adapt to meet ever-shifting conditions. Change is the one constant; there will always be a new challenge to adapt to and overcome. How we plan, prepare and respond is what saves lives.

That being said, I am a little concerned after the first few weeks of fiscal 2014. The numbers aren't alarming, but they're not moving downward either. While I'm confident we can achieve the 10 percent reduction in accidental fatalities mandated by senior leaders in this year's Army Safety and Occupational Health Objectives, time is notorious for slipping quickly away.

We have to do what we know works, do it better and do it now to fulfill the vision and duty our leaders have entrusted to us.

Don't let time run out for your Soldiers — start preparing now for whatever changes are in store for your formation. Your initiative will set the tone for what lies ahead, whether it's a combat rotation, modified training program or leadership turnover at any level.

Evolution in safety doesn't happen overnight; it's a series of subtle adjustments over time that benefit the health and well-being of all. Maintaining familiarity while building upon and improving existing programs demands that a positive safety culture be in place.

While off-duty private motor vehicle (PMV) accidents generally dominate most accident reports during winter, we've seen a surprising number of cold-weather motorcycle fatalities during the past few years.

Strive for open and honest communication with your Soldiers and their first-line leaders about not just the typical winter trends, but all activities they may be planning.

Based on this dialogue, efforts like adapting your seasonal PMV program to fit your unit's needs can be a worthwhile investment that will pay dividends both in reducing risk and operationalizing your safety culture.

Change is a constant variable at the USACR/Safety Center, too. We'll share information and tips to help you tackle several seasonal safety issues in the annual Army Safe Winter Campaign, launching in early December at *https://safety.army.mil*.

We're also gearing up for full implementation of the Globally Harmonized System, a program that will standardize the labeling and classification of chemicals and other hazardous materials across the force.

The deadline for training all personnel on new requirements is Dec. 1, so use these next few weeks to ensure your Soldiers and civilian employees are trained to standard.

We'll also be saying goodbye to CSM Rick Stidley after the holidays. I cannot express how fortunate and grateful I am to have served with this fine Soldier and leader during the past year and a half.

Rick has established an outstanding rapport with Soldiers and Families across the globe during the past three years, making a real difference for safety in all he's done. I know his dynamic leadership, enthusiasm, professionalism and dedication to all things Army will be greatly missed.

I also know his successor, CSM Leeford Cain, will seamlessly transition, continuing our great tradition of NCO leadership in safety and forging his own legacy for the future.

Thank you again for helping achieve our Army's safest year on record. I look forward to working with you to make even further progress in keeping our great Soldiers in the fight. Have a safe and blessed Thanksgiving!

Army Safe is Army Strong!

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

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Unmanned Aircraft Systems Maintenance Training

By Mr. Fred W. Webster

An MQ-1C Gray Eagle taking off at Camp Taji, Iraq.

U.S. ARMY PHOTO

This month I have asked Fred Webster from our brigade Systems Integration Division to give a rundown of the development of unmanned aircraft systems maintenance and the maintenance training program.

COL Rigole, Commander

The U.S. Army has employed unmanned aircraft systems (UAS) in every conflict since the Persian Gulf War of 1991. From 2002 to 2012 the quantity of airframes in the Department of Defense (DoD) UAS inventory increased from 167 air vehicles to more than 7,500 – with remarkable improvements in sensor technology, communications links, reliability, flight times, and weaponization.

Unmanned Aircraft Systems (UAS) Maintenance Training is training that provides all of the skills, knowledge and core competencies for Soldiers to maintain UAS and support unit operations.

In the Beginning

Soldiers perform the majority of maintenance tasks on the UAS systems with integrated contract field representatives. The levels of support, as with all other Army systems, are Field, Sustainment, and Depot levels.

During initial fielding of the UAS systems there was a very frenetic approach to maintenance. Maintainers were both generator mechanics and Military Intelligence system maintainers. When Army Aviation assumed proponency for the system the quickest way to put trained maintainers on the systems was to first designate Military Occupational Specialty (MOS) 15J, OH-58D Armament, Electronics, Avionics Repairer Soldiers with applicable Additional Skill Identifiers (ASIs) to perform UAS maintenance until the branch could create a new MOS, 15E UAS Repairer, as the sole UAS maintenance MOS.

The 15E Initial Entry Training (IET) began in May 2010 with the first graduates arriving at their first unit of assignment in September 2010. The 17-week 15E IET is Shadow UAS based, thereby eliminating the requirement for the U2 ASI. The 15-week MQ-1C Gray Eagle, ASI U5, maintainer course began in June 2010 in preparation for manning the first Gray Eagle equipped unit, while the Hunter, ASI U3, course was reduced from 16 to 9 weeks.

All courses are taught by the UAS Training Battalion at Fort Huachuca, AZ. The Military Tables of Organization and Equipment (MTOE) have matured now and 15Es are THE maintainers for the systems.

Looking Forward

The ability to maintain the systems is a key aspect in UAS success. All UAS maintenance personnel authorizations have converted to 15E and the MOS within the Career Management Field (CMF) is strong and vibrant.

The subscription to the standard Army two tier maintenance system is important. Also, the Shadow maintenance section increased from five to seven personnel, adding maintenance leadership and oversight in the form of a staff sergeant and sergeant first class.

FY12 saw the establishment of the NCO Professional Military Education (PME) initiative with the start of the 15E Advance Leader Course (ALC) and Senior Leader Course (SLC) at the NCO Academy at USAACE.

As budgets continue to constrict and mission sets for brigade combat teams adjust to future requirements the combat aviation brigades will transition to the new structure and missions. It is vital that all commands with UAS understand the proper training and manning requirements for UAS maintenance and provide the requisite training and oversight common with manned aviation systems.

The addition of all UAS systems to full spectrum combat aviation brigades fully integrates UAS maintenance into Aviation maintenance and we no longer discuss them as separate requirements.

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Mr. Fred W. Webster is a training specialist in the Systems Integration Division of the S-3, 128th Aviation Brigade, Fort Eustis, VA.

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Von Braun Center, Huntsville, Alabama, February 12-13, 2014

The purpose of the Aviation Product Symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning the many challenges in support of Army aviation's war-fighters.

The symposium will consist of individual and panel presentations with follow-on question and answer sessions. This year, the focus will be on the challenge of sustaining operations, maintaining, resetting and modernizing equipment in an unstable budget environment. We will discuss various bridging strategies for modernizing aging aviation equipment and sustaining the industrial base. We will also have updates from the Aviation leadership to include all of the Army Aviation Program Managers, in addition to presentations by government, industry and aviation field and aviation directorate keynote speakers.

Key objective of this year's symposium will be to build on last year's discussions on how industry and the government can work together to continue maintaining the current standard of Army Aviation excellence in a post combat environment.

From left to right, Joe is pictured displaying his riding skills as a former steeple chase jockey, posing for his official DA portrait, and at the very first Lindberg Chapter Product Support Symposium, September 27-28, 1973 with MG Frank Hinrichs, CG AVSCOM; Don Luce, VP Program; and Paul Hendrickson, Chapter President.

Joseph P. Cribbins retired as a member of the Senior Executive Service in 1993 at age 78. His career ranged from horse cavalry trooper with the 101st Cavalry Regiment of the New York National Guard to the highest ranks in the Pentagon as Special Assistant to the Deputy Chief of Staff for Logistics. Joe Cribbins died on the Army's birthday, June 14, 2002. He is regarded as the "Father of Army Aviation Logistics."

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DoD UAS TF Update

By Mr. Dyke Weatherington

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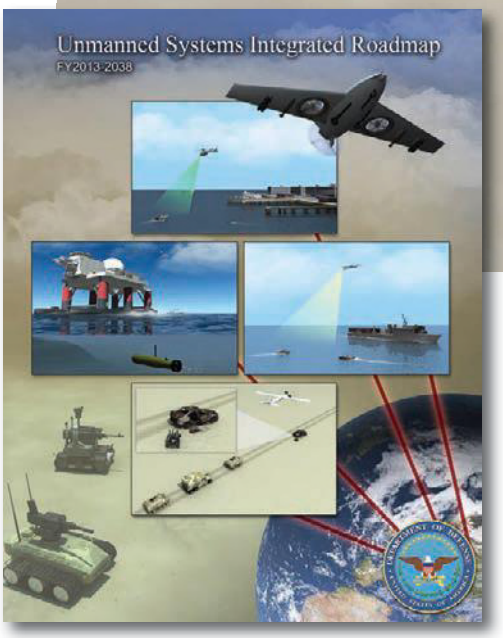


The November 2012 issue of *Army Aviation* featured a piece discussing efforts undertaken by the DoD Unmanned Aircraft Systems Task Force (UAS TF). This article is intended to provide an update on a few of the UAS TF initiatives which might be of particular interest to Army readers.

As a brief refresher, the Deputy Secretary of Defense formed the UAS TF in 2007, in lieu of a single entity or military department Executive Agent, to integrate DoD's efforts to improve UAS management and coordinate critical UAS issues across the Department.

The UAS TF is chartered to pursue the following goals:

- Identify and prioritize critical DoD UAS issues and initiatives
- Spearhead breakthroughs in joint interoperable capability
- Develop and implement affordable and efficient solutions
- Shape regulatory policies critical to National Airspace System (NAS) integration
- Serve as the lead activity for the development of the unmanned systems technical roadmap.

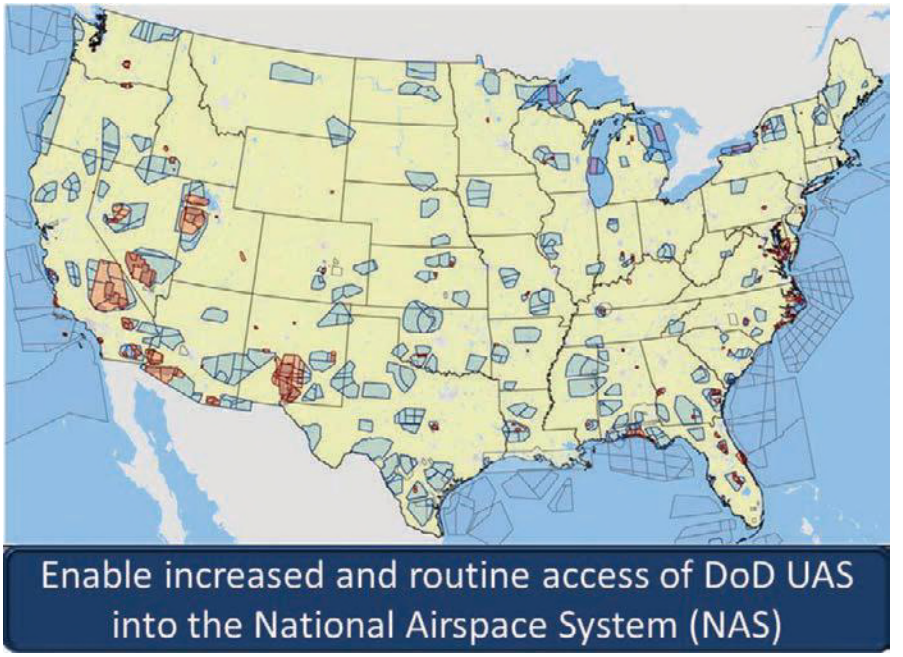
The Army has been represented at the UAS TF by G-2, G-3/5/7, Assistant Secretary of the Army, Acquisition, Logistics and Technology (ASAALT), and the UAS Project Office.

In coordination with representatives from the other Armed Services and DoD agencies, the UAS TF collaborates on solutions such as hardware commonality, software reuse, and data standards to achieve the full potential of system capability.

It is through this collaboration that the UAS TF successfully developed the DoD's Airspace Integration Plan, the Joint UAS CONOPS, an integrated common ground station architecture based on an open systems architecture model (UAS Control Segment), a depot sustainment consolidation plan, and the biannual DoD Unmanned Systems Integrated Roadmap.

DoD Airspace Integration Activities

DoD and the UAS TF continue to work with the Federal Aviation Administration (FAA) to increase access to the National Airspace System for UAS. While there is still a requirement to obtain an FAA Certificate of Waiver or Authorization (COA) to operate UAS in the NAS, a recent update to the 2007 DoD-FAA Memorandum of Agreement will make that process eas-



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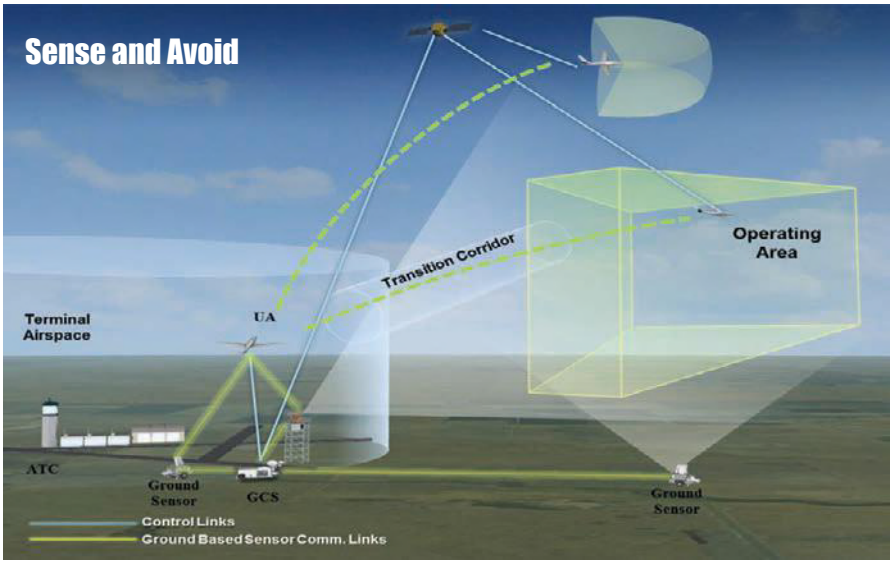


ier, expanding training opportunities for small UAS and easing restrictions when operating within DoD managed Class D airspace.

The Army has supported joint test efforts at Fort Hood, TX to further develop DoD standard operating procedures that will continue to ease the COA process and facilitate interaction between UAS operators and air traffic control.

The UAS Executive Committee has remained actively engaged to increase UAS capability at Ft. Hood to enable multiple UAS flights at the joint use airfield. Once complete, those procedures should directly correlate to operations at other Army UAS locations.

Much work is being done in conjunction with the FAA to incorporate UAS capabilities into current Federal Aviation Regulations (FARs) as well.

The Army is actively involved in developing standards and language to incorporate sense and avoid technology into existing regulations designed for manned aircraft. Once complete and incorporated into the FARs, there will no longer be a need for an FAA approved COA to conduct UAS operations in the NAS.

Sense and Avoid

The Army remains on schedule to field a Ground Based Sense and Avoid (GBSAA) system to support MQ-1C Gray Eagle operations in 2015. Following the success of the U.S. Marine Corps at Marine Corps Air Station (MCAS) Cherry Point, NC, the Army system is expected to gain operational approval by the FAA once the development and certification is complete.

The GBSAA system will initially support UAS flights at Ft. Hood and expand to Ft. Riley, KS, Ft. Stewart, GA, Ft. Campbell, KY, and Ft. Drum, NY as those UAS units come on line.

A significant benefit of the development and testing done by the Army is the transfer of that technology to facilitate the development of airborne sense and avoid systems to support additional capabilities for UAS.

Interoperability

Weapons systems must be interoperable between the various military Services to be able to meet the demands of a dynamic and quickly changing battlespace. One of the approaches used to facilitate increased interoperability is to standardize critical interfaces within the overall UAS system architecture through the use of a tool called Universal System Interoperability Profiles (USIP).

Army Project Manager (PM) UAS at Redstone Arsenal, AL recently played an instrumental role spearheading a joint effort to successfully develop DoD's second USIP.

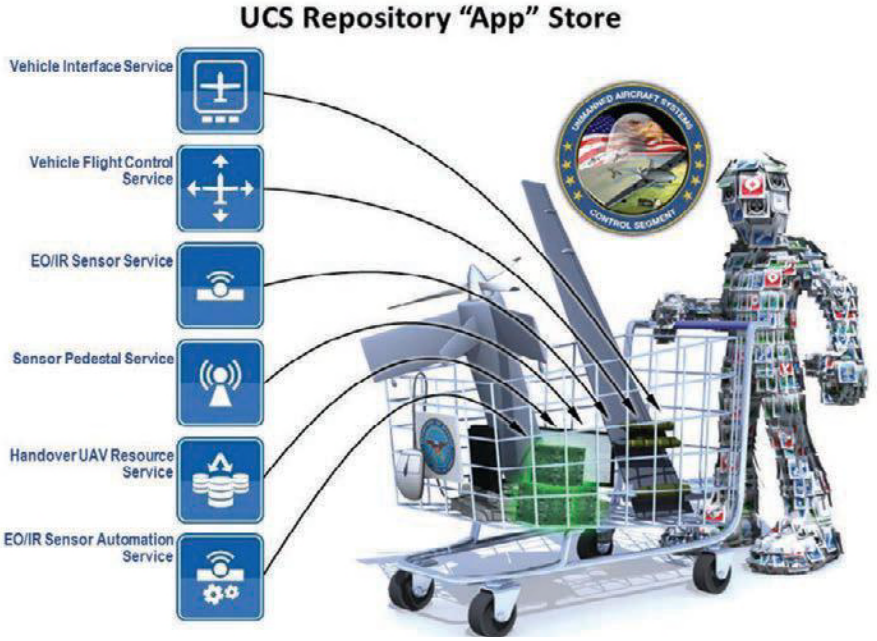
This USIP (USIP 5.1) standardizes the physical interfaces and digital messages for all DoD weaponized UAS to streamline new weapon integration timelines and lower acquisition costs while delivering improved capability to the warfighter.

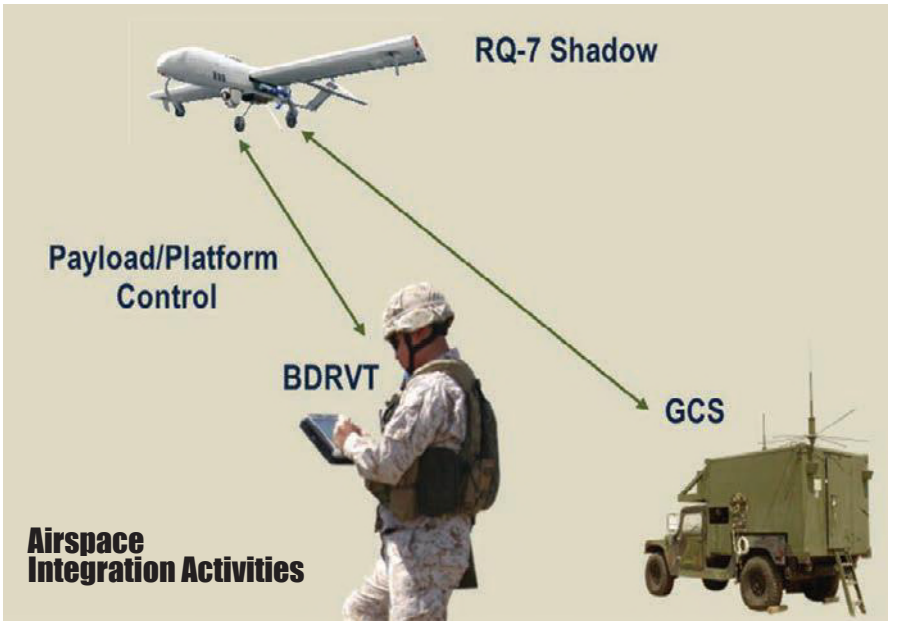
One of the largest costs associated with fielding a UAS is the development and procurement of its Ground Control System (GCS). Changing the way GCS are designed, built, and acquired is essential to establishing and sustaining an interoperable yet fiscally responsible acquisition environment.

The UAS Control Segment (UCS) architecture effort was initiated by the UAS TF to remove proprietary restrictions and enable competitive, yet seamless integration and certification through reuse of mission essential services and applications.

It is important to note that the UCS architecture is not intended as a common GCS; rather it establishes a common framework to share software.

The overall methodology is akin to the commercial "smartphone" industry, wherein software applications (*"Apps"*) developed by a variety of different vendors can be downloaded to suit individual user taste and needs.





The Army was instrumental in attaining a major milestone for the UCS architecture development effort.

A recent RQ-7 Shadow flight test conducted at Redstone Arsenal demonstrated the use of a UCS-compliant Bidirectional Remote Video Terminal (BDRVT) to control an aircraft and its payload.

With the handheld BDRVT, a secondary operator on the ground was able to take control of the Shadow aircraft from its launching operator, direct its movement, control its onboard sensor, and provide information to the BDRVT before returning control of the Shadow back to its original operator. The flight test demonstrated how the UCS architecture could bring increased interoperability to the warfighter.

Complementing UCS, the UAS TF recently developed an open business model (OBM) for UAS GCS. The OBM contains standardized Request for Proposal (RFP) language intended to help programs procure, and industry and academia develop consistent and coherent UAS services and applications.

Adopting a standardized approach to contracting language across the GCS portfolio will improve communication of requirements to industry partners, enable multi-vendor innovation, and enhance opportunities for competition and software reuse.

DoD Unmanned Systems Integrated Roadmap

One chartered task of the UAS Task Force is the development of the DoD Unmanned Systems Integrated Roadmap. The 2013 version of the roadmap provides DoD's technical vision for the next 25 years with the goal of providing sustainable, affordable, and judicious integration of unmanned systems capabilities and timelines for DoD and industry to pursue to solve technical challenges.

The roadmap is complemented by an online repository site (*https://extranet.acq.osd.mil/uwir*) which is a common access card (CAC) protected reference website that provides detailed information on unmanned system programs.

The UAS TF provides a forum for influencing concepts, requirements, and design decisions to provide effective, efficient, and affordable combat capability. It will continue to lead efforts to address a wide variety of challenges impacting our current and future unmanned operational capabilities. The Army's continued role is critical to future UAS TF success.

More information about the ongoing activities of the UAS TF is available at *http://www.acq.osd.mil/sts/organization/uw.shtml*.

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Mr. Dyke Weatherington is the deputy director of Unmanned Warfare & Intelligence, Surveillance, Reconnaissance in the Office of the Under Secretary of Defense for Acquisition, Technology and Logistics, Washington, DC.

U.S. ARMY PHOTO

PM UAS employees work with Soldiers from Fort Riley, KS in fielding the One System Remote Video Terminal (OSRVT). The OSRVT is the most recently named Program of Record within PM UAS, and fielding began in CY13.

Project Manager UAS Priorities

By COL Timothy R. Baxter

Priorities within the Unmanned Aircraft Systems (UAS) Project Office have been consistent over the last couple of years. Executing those priorities has changed as new budget realities take hold. UAS will continue to be a critical enabler for our Army.

This is even more important in the future as tactics, techniques, and procedures associated with the employment of UAS and in particular the use of Manned-Unmanned Teaming (MUMT) mature.With that in mind, I thought it important to review the Project Office's Vision, Mission and top five priorities with the Aviation community.

Vision – Revolutionize our Nation's warfighting operations by being the world class leader in the development, production and sustainment of unmanned aircraft and associated systems.

Mission – Provide our Nation and its allies world class interoperable unmanned aircraft systems and integrated payloads through excellence in program management and lifecycle support.

Top Five Priorities

My first priority is supporting our forces engaged in Overseas Contingency Operations. PM UAS has a significant role is supporting world-wide operations across the unmanned aircraft systems portfolio. UAS will be challenged over the next year to reduce our signature in Operation Enduring Freedom (OEF) while simultaneously providing all necessary support. I fully expect UAS to be the "last ones out" as we provide a critical force protection capability to our forces.

We learned much from our retrograde out of Operation Iraqi Freedom (OIF) and are already applying those lessons to operations in OEF. In addition to deployed organic UAS capabilities, we continue to support a number of government owned-contractor operated (GOCO) and quick reaction capabilities (QRCs).

The Project Office remains extremely sensitive to urgent and time sensitive needs of our deployed forces. We continue to focus on reliable logistics and maintenance support forward through a host of deployed contractors, each contributing to the success of our systems every day. I frequently challenge the PM UAS workforce to find a way, every day, to better support our deployed forces.

Second is executing our programs.

We will continue to improve execution of our programs, both program of record and non-program of record. Gray Eagle, Shadow, the universal ground control station, One System Remote Video Terminal (OSRVT) and our family of small UAS have all recently achieved or are approaching


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Shown here are unmanned aircraft undergoing hardware-in-the-loop testing at the UAS Joint Systems Integrated Laboratory (JSIL). Interoperability profiling advancements have been made as a direct result of this extremely important partnership between PM UAS and the JSIL, both located on Redstone Arsenal, AL.

key programmatic events.

Several examples include Gray Eagle, Shadow and OSRVT programs. Last year Gray Eagle completed a successful initial operational test and evaluation (IOTE). In June of 2013 Gray Eagle was approved for full rate production.

The Gray Eagle program is now focused on those activities necessary to support a successful follow-on test and evaluation (FOTE) in late 2015.

Additionally, OSRVT will conduct its IOTE during the same Gray Eagle FOTE. Shadow will execute its FOTE for the Tactical Common Data Link (TCDL) upgrade program during Network Integration Evaluation (NIE) 14.2 in the spring of 2014.

Third is improving efficiencies in our programs. PM UAS leadership and workforce have embraced the tenets of Better Buying Power 2.0 and established efficiency initiatives across the portfolio in an effort to reduce the cost associated with our acquisition programs.

PM UAS has worked hard over the last two years to instill a cost culture across the Project Office that is focused on controlling and reducing costs while providing best value for the warfighter. These initiatives are even more important in the future and we deal with budget realities.

Fourth is UAS futures.

Futures include a pre-planned product improvement (P3I) program for each of the UAS product lines that represent sound investments that are well coordinated with UAS user representatives. Obviously, in a restricted budget environment, prioritization with UAS stakeholders will be critical.

PM UAS has also been a leader in the area of interoperability across the Department of Defense (DoD). We need to continue to maintain that leadership and to promote the benefits of interoperability and MUMT.

Fifth is building a world class workforce. Our priority within this area is identifying and growing our next generation of UAS acquisition leaders. We work to continuously improve the capability of our workforce. That includes taking advantage of opportunities for schooling, cross training, strong mentorship and a diverse recognition program.

As DoD budgets continue to shrink, PM UAS remains dedicated to exploring all opportunities to better execute our program and doing more without more. The PM UAS team, Soldiers, civilians and industry partners alike, works tirelessly to provide world class UAS capabilities and support to our forces.

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COL Timothy R. Baxter is the project manager for the Army Unmanned Aircraft Systems Project Management Office located at Redstone Arsenal, AL.

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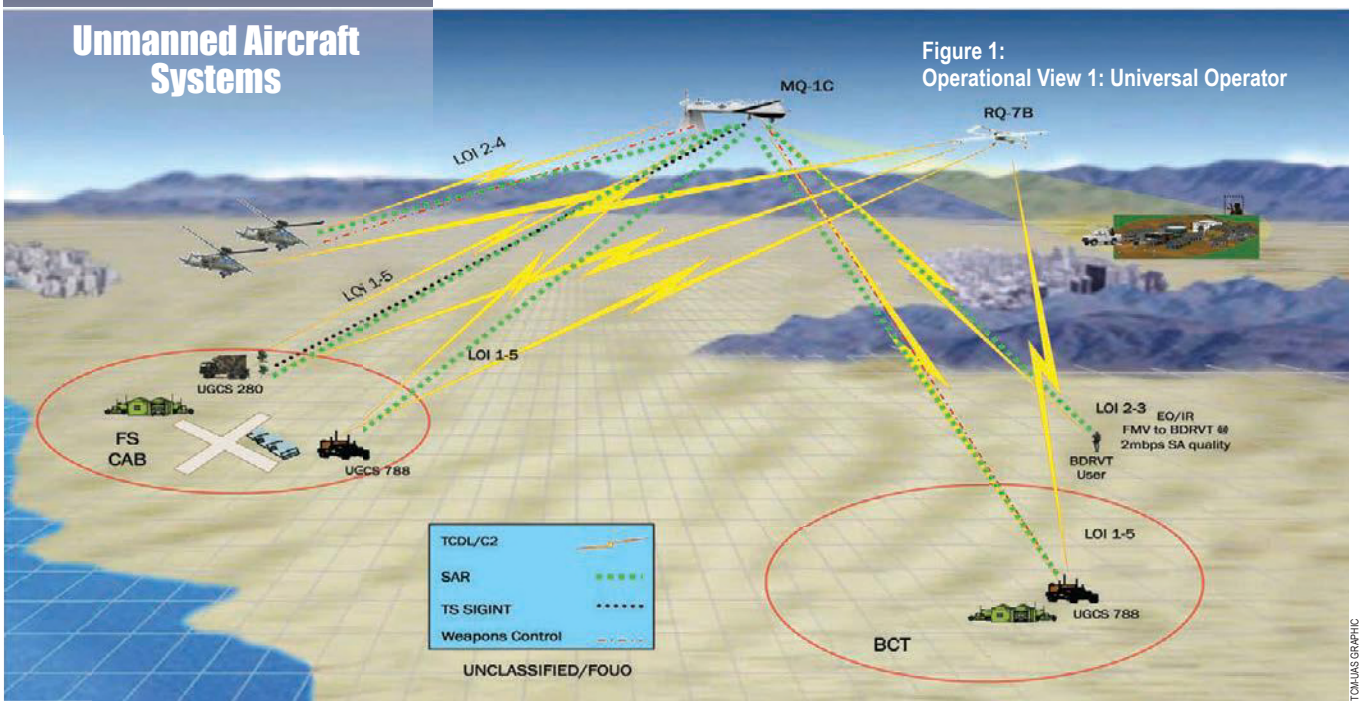

Figure 1:
Operational View 1: Universal Operator

TCM-UAS GRAPHIC

TCM UAS – Universal Operator: The Future 15W

By CPT Adam M. Samiof

A brigade combat team (BCT) prepares for a major combat operation as the weather worsens and the fog thickens. The brigade intelligence section has been collecting from various sources, but some of the intelligence is confusing the analysts.

The intercepts indicate the enemy might be closer than templated from their last known position. The BCT's Shadow UAS Platoon is grounded due to near zero visibility and they are packing up to prepare to jump forward as the BCT moves out. If only there were some way to gain additional support before something goes terribly wrong. The Division has Gray Eagle unmanned aircraft (UA) available, but has no available crew to fly due to competing priorities across the Division.

If only the brigade's UAS operators were capable of flying more than their Shadow UAS, they could receive the Gray Eagle and utilize the ground moving target indicator (GMTI) and Tactical SIGINT Payload (TSP) to locate enemy movement and fill in that missing detail. If only…

TCM-UAS GRAPHIC

Figure 2: Inside a UGCS

Concept Definition

Currently, the intent of the Shadow qualification course is as the baseline for all UAS Operators (MOS 15W). Select 15Ws are then identified for Gray Eagle UAS training based on their previous Shadow performance to fill new Gray Eagle companies. However, in some cases, 15Ws are sent directly from Common Core to Gray Eagle to meet the high fielding demand. This approach fails to achieve the baseline goal and leads to disparate capability.

The Universal Operator (UO) concept (Figure 1) changes the 15W MOS by training all operators on both Shadow and Gray Eagle UAS during initial entry training.

Initially, the UO concept accomplishes a training paradigm shift, training operators on all advanced UAS, while reducing training time and costs. Eventually, given full fielding of the Universal Ground Control Station (UGCS) and Universal Mission Simulator (UMS), the UO concept will reap operational benefits.

Materiel

Currently, UAS operate using unique, aircraft-specific software within the One System Ground Control Station (OSGCS). The first increment of UO capability is made possible with the development of the UGCS. The UGCS (Figure 2) allows for the operation of Shadow and Gray Eagle systems and delivers the ability to seamlessly transfer UAS.

The UGCS delivers capability through a common hardware and software solution. The hardware solution provides a workstation which utilizes common components and delivers financial savings through larger econ-

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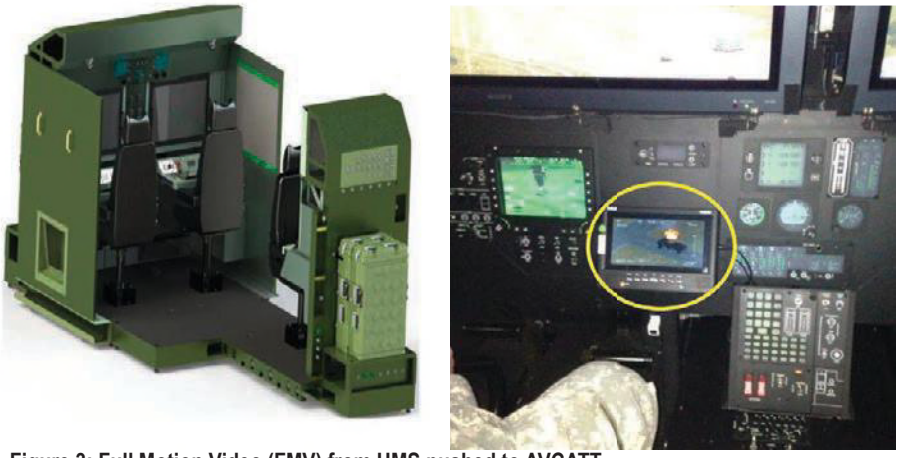

Figure 3: Full Motion Video (FMV) from UMS pushed to AVCATT

omies of scale. The common software solution is delivered through the merging of UA specific software into a common baseline in FY16.

The common software baseline allows for Shadow and Gray Eagle to be controlled by a single software load common to all UGCS.

Another critical materiel development for UO implementation is the UMS, which will be used to train Shadow and Gray Eagle UAS Operators. The UMS becomes a medium to conduct progression and proficiency training on all UAS. The UMS provides significant capability for manned-unmanned teaming (MUM-T) through the integration with the Aviation Combined Arms Tactical Trainer (AVCATT) and One System Remote Video Terminal (OSRVT), while providing additional training capability with fire support, ATC, intelligence domains, and other Combined Arms Tactical Trainers. (Figure 3)

Institutional Impact

The UO concept is institutionalized with the development of a UO Course at 2nd Bn., 13th Aviation Regiment, Fort Huachuca, AZ, with planned initiation as early as FY17.

A UO Course (Figure 4) changes qualification from aircraft specific qualification courses into a single, all-encompassing qualification course.

Also, the basis of qualification shifts from aircraft qualification to qualification on the UGCS. The UO Course achieves efficiencies by teaching universal equipment and training common tasks only once, even though UOs receive training on multiple UA.

The UO Course streamlines training and reduces qualification by as much as 18 weeks compared to current courses! The UO concept delivers benefits to the human resources model. The elimination of UA specific qualification courses negates the need for additional skill identifiers. The UO concept makes any UAS operator capable of filling an open billet.

This added flexibility is provided to the branch manager and the division G-1, who can cross-level the 15W population to meet mission requirements within the BCTs and CAB.

In addition, rotating assignments between a BCT and CAB delivers additional benefits in the form of improved standardization and safety through inculcation of the Aviation culture from an assignment to the CAB. Also, rotating assignments enable promotion equity as 15Ws complete key leadership roles within both the BCT's Shadow platoon and the CAB's Gray Eagle company during their career.

Operational Impact

While the institutional impacts are compelling, the operational benefits are equally intriguing. While our current UAS share some capabilities, there are capabilities which are unique to each system, with many more in development.

With an UGCS capable of operating all Group 3 & 4 UA and a qualified UO to fly them, aircraft can be transferred across the battlefield to deliver the needed capability at a decisive location. The ability to dynamically transfer UA leads to more efficient use of UAS as system specific capabilities are utilized at decisive locations and then pushed to other units to use those same capabilities.

The ability to transfer UA amongst multiple locations and echelons of command provides solutions to operational challenges. One such example is an environment subjected to electronic attack (EA). While the Gray Eagle is capable of beyond line of sight (BLOS) operation with satellite communication (SATCOM), both the Gray Eagle and Shadow operate using line of sight (LOS) links.

In an environment subjected to EA, UOs capable of operating both Shadow and Gray Eagle establish overlapping ranges of encrypted LOS links and extend the operational reach by transferring UA until they reach their operating area.

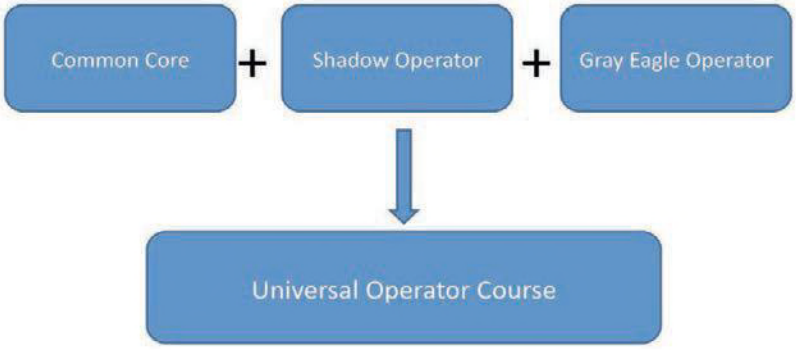

Figure 4: Course Consolidation Concept

Future Capability Evolution

UGCS qualification is not the end-state for UO, merely the first increment. The UO evolves (Figure 5) and in the second increment of UO, performs the aircraft operator (AO) and payload operator (PO) roles simultaneously. This increment is enabled by improvements in automation and computing power which reduce the workload of the UO.

Examples of such improvements in automation include the automated se-

Increment	Capability	Technology/ Equipment Requirements	Operational Benefit to Commander
1	Operate all Group 3/ 4 Unmanned Aircraft (UA)	-UGCS with common baseline software -UMS to provide currency medium for non-organic UA	Access to non-organic UA with additional sensor/ weapon capabilities through passing of UA around the battlefield based on mission need
2	Perform Aircraft Operator (AO) and Payload Operator (PO) roles simultaneously for single Unmanned Aircraft (UA)	-Basis Of Issue (BOI) increase for GDTs and/or networked GDTs -Increased automation of simple tasks through software improvements	Increased amount of UAS missions flown with no change in manpower
3	Perform both roles simultaneously for multiple Unmanned Aircraft (UA)	-BOI increase for GDTs and/ or networked GDTs -Potential BOI increases for UA based on required level of support -Increased automation of more advanced tasks through software improvements	Further increase in the amount of UAS missions flown with no change in manpower

Figure 5: Increments of Universal Operator (UO) Capability

lection of best altitude and slant range for payload optimization or the entry of pre-selected criteria for positive sensor identification. This increment requires an enhanced ground data terminal (GDT) or the addition of more GDTs to the basis of issue (BOI) in order to handle the additional data links.

This increment influences the operational domain by doubling the amount of UAS missions which can be flown without any change in current manning!

As the workload of UO continues to decrease with automated processes, the third increment is the ability to perform both roles for more than one UA simultaneously. This capability is built upon increased automation and the use of additional or networked GDTs to communicate with more UA.

With this capability, further increases in the number of UAS missions result and more organizations receive direct support from UAS.

Conclusion

The UO Concept presents a significant paradigm shift in how Army Aviation operates UAS. By maintaining currency and proficiency on the UGCS, the UO, a qualified 15W, operates more than one type and/or multiple aircraft simultaneously.

However, when one considers the nature of UAS flight operations coupled with ongoing technological advancements, it is not only feasible, but also delivers significant increases in operational benefits to the warfighter.

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CPT Adam M. Samiof is a combat developer and Acquisition Corps officer in the TRADOC Capability Manager-Unmanned Aircraft Systems (TCM UAS) office, Fort Rucker, AL.

A Gray Eagle lands at the end of a successful training mission at Libby Army Airfield, Fort Huachuca, AZ. Gray Eagles regularly fly mixed traffic with manned aircraft.

U.S. ARMY PHOTO BY MR. DUANE AYERS

2-13th Aviation Regiment Flight Training

By MAJ David C. Pierson

2nd Battalion, 13th Aviation Regiment located at Fort Huachuca, AZ, is the Army's Unmanned Aircraft Systems (UAS) Training Unit.

The 2-13th Avn. Regt. conducts Advanced Individual Training (AIT) and trains military occupational specialty transition (MOS-T) Soldiers to operate as well as maintain unmanned aircraft systems (the MQ-1C Gray Eagle, RQ-7B Shadow, and MQ-5B Hunter) for the U.S.

As the Army continues to expand its aviation technology in an effort to continuously provide unsurpassed aviation support to ground force commanders, 2-13th Avn. Regt. has undergone constant adaptation and growth to provide thoroughly trained and highly qualified UAS Soldiers to units throughout the Army.

Manned – Unmanned Mixing

Fort Huachuca's large airfield and location within restricted airspace makes Libby Army Airfield's (LAAF) Class D airspace a prime training location for both manned and unmanned aircraft.

LAAF supports training for fighter aircraft from Davis-Monthan Air Force Base, Air National Guard assets, Army aircraft from the 305th Military Intelligence Battalion, Western Army National Guard Aviation Training Site (WAATS), and private general aviation traffic at the Sierra Vista Regional Airport. LAAF is also unique in the number and type of UAS it supports.

Users of multiple unmanned entities use LAAF as a prime training area. Customs and Border Patrol operates the MQ-9 Predator. Company C, 2-13th Avn. Regt. operates both the MQ-1B Warrior-A and the MQ-1C Gray Eagle. Fort Huachuca and LAAF expect to be the home of two additional UAS units within the next year.

The majority of the aircraft operating at LAAF require the use of the runway to train approaches, arrivals and departures. Previous restrictions by the Federal Aviation Administration (FAA) and Department of Defense (DoD), coupled with the increasing traffic at LAAF, caused delays and scheduling problems that impacted training.

Soldiers returning from deployments overseas, where mixing has been common, have teamed with LAAF managers and developed a plan to move forward with the integration of UAS into the National Airspace System. The team at Fort Huachuca began by obtaining a waiver to Army directive 2012-02 (Supplemental Policy for Operations of UAS in the National Airspace System).

The FAA also approved a new Certificate of Authorization (CoA) that no longer included the restriction against mixing UAS traffic with manned DoD aircraft. In order to provide more predictability to air traffic controllers and manned aircraft, all UAS procedures and contingency missions were built to follow the same flight path in the event that the control link to the UAS was lost.

UAS units developed and trained pilots from manned aviation units. The training included UAS characteristics and limitations such as size, aircraft lighting, ceilings, and airspeed as well as contingency mission planning considerations. Once training was completed, manned DoD aircraft were given the option to sign an agreement to operate simultaneously in the same airspace with unmanned aircraft. It is important to note that part of this agreement is that traffic density or a traffic controller may preclude the mixing of manned and unmanned aircraft. Furthermore, the safety of manned aircraft will always take precedence over UAS.

Air traffic controllers agreed to accommodate any unit that does not sign the agreement by not mixing. However, thus far, all manned units have been receptive to the plan and have signed the agreement.

LAAF has now been mixing UAS and manned aircraft in the Class D airspace while running concurrent operations to a single runway since May of 2013 without a single incident. All units utilizing LAAF are reporting fewer delays and an increase in training time. Although UAS is not yet mixing with civil aircraft, it is nonetheless a step forward for the UAS community. Despite this win, there are still many hurdles to overcome before the total integration of UAS into the National Airspace System.

Fort Huachuca and LAAF will continue to use the unique experience with manned and unmanned aircraft to develop and lead the way forward for future integration.

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MAJ David C. Pierson is the executive officer of the 2nd Battalion, 13th Aviation Regiment located at Fort Huachuca, AZ.

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Army Air Traffic Control Looks Forward

By LTC Michael Rutkowski

C-130 with the 815th Airlift Squadron, Keesler AFB, Biloxi, MS, departs CSJFTC Aux 1 Airfield on Jul. 23, 2013 under the close watch of 2-185th controllers operating in the MOTS.

U.S. ARMY PHOTO BY CPT MATT MCCANN, OPS OFFICER, 2-185TH AOB

The Product Manager for Air Traffic Control (PM ATC) provides the tools, training and technology that enable highly skilled ATC personnel to gain the visibility needed to safely guide aviators through takeoff, flight, and landing.

These components are extensive, ranging from collision avoidance systems, radar control towers, and sensors and receivers. These systems must be seamlessly integrated to ensure safety of flight and must be in place to sustain all flight operations no matter what part of the world we operate in.

What is required to equip Army air traffic controllers with the ability to provide a safe, orderly and expeditious flow of aircraft at Army airfields, and in the air? A controller must learn to offer routine and emergency assistance to aircraft and be responsible for notifying and coordinating with outside agencies and emergency response personnel.

U.S. ARMY PHOTO BY CHUCK BODNER

Air Traffic Navigation, Integration, Coordination System (ATNAVICS) is a mobile radar that provides primary and secondary surveillance at tactical airfields.

He/she must monitor current weather conditions and assist aircraft during periods of bad weather through the use of precision approach radars, navigational aids, and various types of airfield lighting. Above all a controller must keep all aircraft, manned and unmanned, adequately spaced and separated.

Keeping Up Technologically

PM ATC ensures a seamless transition in keeping up with technology in: providing the controller with two-way radio communications, radar systems (Air Traffic Navigation, Integration, Coordination System (ATNAVICS) and the Fixed Base Precision Approach Radar (FBPAR)), tactical towers (Mobile Tower System (MOTS)), airspace management aids – Tactical Airspace Integration System (TAIS), and all equipment necessary to ensure that safe flight operations are the norm.

PM ATC also fields and supports all the radios, voice and data recording systems, display and flight monitoring systems, and all other aids and automation or automated systems at Army airfields worldwide.

Even in today's environment of austere defense budgets, sequestration impacts, and programs competing for limited resources, Army Air Traffic Control continues to provide critical safety of flight services and is making significant strides on behalf of the aviation missions.

PM ATC has defined significant new initiatives that will result in realized cost savings, advances in technology, and capabilities to the controller. Of note, readiness rates for all of our tactical systems have been steadily improving as we have implemented measures to ensure prompt responses to non-mission capable (NMC) systems, providing adequate spares, components in the depot or in the supply room, track failure data for predictive analysis for future component failures, and empowering our maintainers to utilize their skills, training and experience in a more effective manner.

ATC Help Desk

By instituting the ATC Help Desk we have introduced a critical resource necessary to assist the soldier with the maintenance of their systems. Our ability to track, document, and replace parts in a timely manner is key to maintaining a high OR rate for our systems. The ATC Help desk should be used in all facets of ATC maintenance as we continue to develop demand history for low-density parts.

Keeping a high operational tempo combined with relevant and up to date equipment requires robust program management, strategic planning, and technology upgrades.

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Component obsolescence, emerging FAA & international initiatives and mandates related to ATC, civil aviation improvements, and technology modernization each factor into the changes required to force periodic PM ATC system upgrades. A snapshot of these includes TAIS integrating new software that will allow interfacing external radars and sensors for a combined situational awareness picture around the airfield. ATNAVICS is working with Marine Corps Program Management Activity (PMA) 213 to extend the effective range of the surveillance radar.

MOTS fielding has begun with Co. F, 3rd Bn., 82nd Avn. Regt. in Ft. Bragg, NC. It replaces the unsustainable and obsolete legacy tower systems bringing superior communications and heightened situational awareness capabilities to the air traffic controller in a tactical environment. The MOTS program includes a future upgrade that will keep this tower system operating in stride with current and future networked combat locations for the foreseeable future.

ATC Common Simulator

It is critical that Army controllers maintain their certifications and receive continued proficiency training with all flight modes. To retain these certifications, PM ATC is currently procuring a common ATC Simulator fielded in November 2013 to F/3-82nd, which will be used by controllers to simulate the procedures used in ATC tower and radar operations on realistic airfields.

We are very proud of this initiative in addressing capability gaps in training for our ATC soldiers.

ATC Network

In keeping with the Army and Defense Department's priority of networked battlefields, PM ATC has conceptualized an Airfield Network in which all the tactical ATC systems are connected wirelessly and sharing data between systems. This requires the integration of common components, including switching systems, MESH radios, developing software to transmit and receive the information, and a display system.

When fielded, the airfield will connect with and interface to other airborne and ground networks through Warfighter Information Network-Tactical (WIN-T) or other gateway. It is exciting to see our industry partners, user community and internal teams coming together to design this network concept.

Advanced Surveillance Program

Another area of interest is ATC's Advanced Surveillance program, which will determine and integrate a passive receiver into the TAIS, MOTS, and TTCS to allow the reception and display of aircraft self-reporting data from the aircraft. In today's crowded airspace, it is required that all aircraft — civil, commercial, general aviation, and military – are each being required to broadcast identification and position information via an interrogation or through self-reporting (squittering).

Commercial receivers are soon available for evaluation which will be able to receive Automatic Dependent Surveillance-Broadcast (ADS-B), Mode S, and Mode 5 downlink transmissions from the aircraft, allowing display of aircraft positions on a robust situational awareness display of the air picture around the airfield.

Other Initiatives

Other initiatives being considered in ATC include sharing data between the ground stations and the aircraft cockpit including real time airspace control measure updates, airspace deconfliction alerts, and weather advisories. Another important area at the forefront of our mission set is the continuing education of our ATC leaders.

We must adopt lessons learned from other services and continually provide advanced MOS training, prepare our ATC leaders for demanding command roles, continually develop our NCO corps, and ensure soldiers coming from our training institutions can handle the multiple roles they fill immediately in ATC units.

We have instituted numerous opportunities for our soldiers and leaders to help bridge this gap with advanced troubleshooting training on ATVANICS adopted from the USMC and bringing in our finest to the PM ATC Leaders Course designed to prepare our ATC Leaders for their positions to name just a few. Making education a top priority is vital to the continued professionalism and the future sustainment of our Branch at every level.

PM ATC will continue to evaluate and re-think its defense strategy in light of major changes in both funding and the operational requirements we face. We are here to support all aircraft and are committed to the safety of our flight. Our Charter has never waivered in putting the best and most effective ATC systems into the field, in a timely manner, ensuring that the air traffic control soldiers have all they need to perform their missions and keep airfield operations moving effectively and safely.

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LTC Michael Rutkowski is the product manager for Army Air Traffic Control under Project Manager, Aviation Systems, Program Executive Office, Aviation at Redstone Arsenal, AL.

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Theater ATS Structure and Challenges

By MAJ Michael S. Shannon,
LTC H. David Brooks,
and Mr. James E. Jones

2nd Bn., 111th Avn. Regt., (Airfield Operations Battalion) Tactical Terminal Control Station (TTCS) set up at Fort Hood, TX on Jul. 23, 2013.

U.S. ARMY PHOTO BY MAJ MIKE SHANNON

Past and current conflicts have shown an enduring requirement for theater Air Traffic Services (ATS) to provide safety and standardization at the Army's airfields of interest. Past conflicts have shown airfield management, boots on ground (BOG) to dwell, and augmentation support to airfield operations should continue to be addressed in current and future restructure initiatives as they relate to ATS units.

There are three designs of ATS units: theater airfield operations groups (TAOG), airfield operations battalions (AOB), and ATS "F" companies assigned to combat aviation brigades (CAB). Each unit brings unique tactical or theater capabilities to the combatant commander along with challenges concerning employment.

TAOG

Per FM 3-04.120, "the mission of a TAOG is to provide oversight, technical expertise and standardization for its assigned AOBs. The TAOG executes theater airfield operations and synchronizes air traffic in a joint environment." TAOGs provide safety and standardization oversight at all Army airfields and coordinate the ATS efforts of these airfields to meet theater requirements.

U.S. ARMY PHOTO BY MSG RICHARD ABLES

An Air Traffic Navigation, Integration and Coordination System (ATNAVICS) radar operating at Forward Operating Base Wolverine, Afghanistan, Aug. 2, 2012.

TAOGs have mission command over the deployed AOBs and provide oversight and subject matter expert (SME) support for deployed ATS companies. However, TAOGs have no formal mission command relationship with the ATS companies to integrate their activities into the theater ATS structure.

The TAOG coordinates with theater leadership; in the current fight this includes U.S. Forces-Afghanistan (USFOR-A), Army Central Command (ARCENT), and International Security and Assistance Force/International Joint Command (ISAF/IJC).

The TAOG also coordinates with all ATS supporting agencies to address and synchronize ATS issues theaterwide, including the U.S. Army Aeronautical Services Detachment-Europe (USAAD-E), Air Traffic Services Command (ATSCOM), Product Manager–Air Traffic Control (PM ATC), U.S. Army Aviation Center of Excellence (USAACE), Combined Air Operations Center (CAOC).

There are two TAOGs in the Army of which one is active duty (164th TAOG at Fort Rucker, AL) and one Army National Guard (204th TAOG, LA). With only 2 TAOGs in the current structure, there are challenges with respect to BOG to dwell during sustained deployments.

AOB

The AOB provides airfield management, base operations, and ATS services at designated airfields throughout the theater of operations. The battalion also provides mission command to other airfield service support assets. There are currently ten AOBs in the Army – three Active Duty, six Army National Guard and one U.S. Army Reserve.

Though the AOB is designed to provide airfield management, base operations and ATS services at designated airfields throughout the theater of operations, the organizational design of the AOB requires augmentation from the theater sustainment command (TSC) for the associated equipment and personnel needed to provide a full range of airfield activities (crash rescue, movement control teams, cargo loading, full weather services, customs inspectors or airfield sustainment equipment etc.) in support of aviation operations.

Because of the large number of AOBs, the BOG to dwell issues involved with sustained deployments are not as challenging as those of the TAOGs.

ATS Companies

Each CAB has an ATS 'F" company that supports the CAB by providing terminal area and en route airspace information and control services. ATS companies provide services to support CABs throughout full spectrum operations and are composed of a control

tower, ground control approach (GCA), airspace information center (AIC), and two tactical aviation control teams (TACT). Though most missions assigned to the ATS company have a tactical focus, some ATS missions of the CAB have become holistically theater in nature. Assignment of airfield management functions to this organization has historically been problematic.

With no airfield management element, when a CAB occupies an airfield, the ATS company has challenges because it is not designed to support Senior Airfield Authority (SAA) and airfield management operations. Additionally, ATS companies have no formal mission command relationship with the TAOGs or AOBs to integrate the company into the theater ATS structure.

ATS Training Shortfalls

There are numerous training shortfalls for ATS units that affect unit readiness and deployment capability; at the top of the list is no formalized Army airfield management training course and the lack of "real world" training for ATS units.

The only Army training for airfield managers is the Contingency Airfield Management (CAM) workshop conducted by Air Traffic Services Command (ATSCOM) on an as needed basis for deploying units. While this meets the interim challenge to train the current doctrinal gap in ATS organizations, it does not produce a certified airfield manager.

Analysis has shown the need for a formal program of instruction to be included in current command courses and other existing resident training.

When ATS units are not deployed, there is difficulty receiving "real world" training due to a lack of integration of ATS into aviation exercises.

With a significant amount of AOBs and ATS companies being reserve component, this exacerbates the problem as they are not co-located with their CAB or an ATC fixed facility, and there are a limited number of training days to accomplish readiness level (RL) progression and certification of controllers.

Conclusion

With an enduring requirement to satisfy theater airfield and air traffic standardization and oversight, future conflicts will require an investment in several key areas.

First, BOG to dwell and augmentation support to airfield operations should be addressed in future restructure initiatives as they relate to ATS units. A comprehensive analysis of active and reserve component ATS structure allocation is required to meet future BOG to dwell deployments.

Second, implementation of a formal airfield management course and initiation of "real world" training will facilitate an ATS force that is capable, adaptable, and trained.

Finally, the Army should ensure a theater oversight is maintained to support the air traffic and airfield environment. Ensuring aviation safety, managing aircrew risk, and maintaining efficient utilization of critical aviation assets will remain paramount to our community's success.

As Army aviation looks to the future, leadership must ensure ATS organizations are shaped to meet the needs of the warfighter.

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MAJ Michael S. Shannon is the S-3 Future Operations Officer, LTC H. David Brooks is the executive officer, and Mr. James E. Jones is the deputy to the commander assigned to the U.S. Army Air Traffic Services Command (ATSCOM) located at Fort Rucker, AL.

Air traffic control equipment set up at South Alabama Regional Airport for an exercise in July, 2013.

164th TAOG COURTESY PHOTO

Airfield Operations Battalions and Regionally Aligned Forces

By LTC Daniel Y. Morris

Now that Operation Iraqi Freedom (OIF) has ended and Operation Enduring Freedom (OEF) is quickly drawing down, the 10 airfield operations battalions (AOB) in the Army inventory are challenged to maintain training readiness and a mission focus to guide them in the years ahead. A new training challenge is expected with a shift to peacetime training scenarios now that the wars of the last 11 years are coming to an end.

Now is an opportunity to lay out a path that would make all of the AOBs successful in the future.

The AOB Mission

The mission of the AOBs is unique. The AOB is a theater asset that provides support to expeditionary airfields in austere locations without organic air traffic services (ATS) elements. Additionally, AOBs are designed and structured to perform airfield management functions through their airfield management element (AME).

One of the greatest successes of the AOBs was the fact that they could perform the role of the Senior Aviation Authority (SAA) to relieve that burden from the aviation brigade commanders and aviation task force commanders, so that they could focus on the mission command of their aviation assets.

AOBs Around the World

There are currently ten AOBs in the Army:

- 3 Active Duty – 1st Battalion, 58th Aviation Regiment (AOB) at Fort Rucker, AL; 3rd Bn., 58th Avn. Regt. (AOB) in Germany; and 4-58th AOB in Korea;
- 6 National Guard – 1-107th AOB in Tennessee; 2-111th AOB in Florida; 2-130th AOB in North Carolina; 2-185th AOB in Mississippi; 2-244th AOB in Louisiana; and 2-245th AOB in Oklahoma; and
- 1 U.S. Army Reserve – 2-58th AOB at Ft. Rucker, AL.

The Army's AOB structure limitations are two-fold. First, 4-58th AOB is tied to the Korean Peninsula. Second, the remaining Active Duty units (1-58th AOB and 3-58th AOB) are in a 1:3 rotation cycle, while all the National Guard/Reserve AOBs are on a 1:5 rotation cycle.

If nothing else, we have learned that we should have more Active Duty AOBs to ensure that any future Army Force Generation (ARFORGEN) cycle can be realistically sustained. Possibly the right mix would be 6 Active Duty AOBs and 4 National Guard/Reserve AOBs to give the Army greater flexibility in future conflicts.

164th TAOG COURTESY PHOTO

SSG Julius E. Lewis, 597th Maintenance Detachment, Fort Rucker, AL, conducts Airfield Lighting System training.

Army's Regionally Aligned Forces

To meet future unified action requirements, the Army has aligned forces with a particular geographic region. The Regionally Aligned Forces (RAFs) concept provides the combatant commander with a joint task force whose mission is driven by combatant command requirements.

This requires that RAFs have an understanding of cultures, geography, languages, capabilities of militaries of the countries, and be experts in how to impart military knowledge and skills to others.

Each combatant command will establish an RAF Community of Interest (RCOI) for their geographic area.

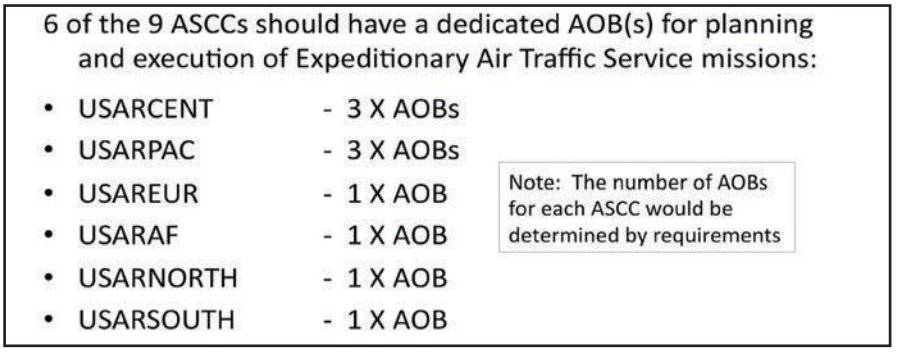
The RCOI consists of Regional Enablers such as U.S. Army Forces Command (FORSCOM), U.S. Army Training and Doctrine Command (TRADOC), a theater signal brigade, a theater intelligence brigade, medical command, cyber command, and First Army, to name a few. The Army service component command (ASCC) will serve as the chair for each RCOI.

The geographically aligned ASCCs for each combatant command (USCOCOM) are:

- U.S. Army Central (USARCENT) for U.S. Central Command (USCENTCOM)

■ U.S. Army Europe (USAREUR) for U.S. European Command (USEUCOM)
■ U.S. Army Africa (USARAF) for U.S. Africa Command (USAFRICOM)
■ U.S. Army North (USARNORTH) for U.S. Northern Command (USNORTHCOM)
■ U.S. Army South (USARSO for U.S. Southern Command (USSOUTHCOM)
■ U.S. Army Pacific (USARPAC) for U.S. Pacific Command (USPACOM)

Each ASCC would ideally update their Army Campaign Support Plan, which would identify the number of airfields or AOBs that would be required to support requirements. Additionally, ASCCs would identify exercise requirements to support their security cooperation activities and identify all of the pre-deployment training requirements that are separate from the theater entry requirements.



Notional Concept of Airfield Operations BN (AOBs) Supporting Army Service Component Commands (ASCCs)

The Solution = AOB Alignment with ASCCs

A solution may be to align AOBs with the six ASCCs mentioned above. Some ASCCs may require more than one AOB for support. Once AOBs are regionally aligned, the ASCCs will know which forces are aligned at the same time as forces are allocated.

This concept will give every AOB training focus and direction regardless of current patch chart projections. During the AOBs annual training (AT) exercises, the unit can focus on those training requirements for their specific theater or region.

Regionally aligned AOBs could also participate in the ASCCs security cooperation activities during their AT exercises and help develop or validate the ASCCs war plans.

The last issue is how AOBs could sustain a rotation for a prolonged engagement in a unified land operation. If the Army does become involved in another conflict like OEF or OIF, the AOBs not engaged in an operation would be placed on a rotational cycle, much like the patch chart that has been in use.

The future is currently unclear, but the concept of Regionally Aligned AOBs may be a viable solution to providing peacetime mission focus and ensuring there are trained and ready AOBs available to meet future Army RAF requirements.

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LTC Daniel Y. Morris is the commander of the 1st Battalion, 58th Aviation Regiment (Airfield Operations Battalion) located at Ft. Rucker, AL.

Airfield Operations Battalion (AOB) "Training for Success"

By CPT Andrew P. Eggers and
WO1 Jason D. Clark

1ST BN, 58TH AVN. REGT. PHOTO

AN 7A Control Tower set up during a field training exercise July, 2013.

When people hear the term "Army Aviation" the first thing that comes to mind is helicopters. Twenty four hours a day, seven days a week our aircraft are at the tip of the spear supporting ground units, training future aviators, and answering the nation's call.

But any aviator can tell you that success would not be possible without the dedication and commitment of the Soldiers that keep our aircraft flying, our missions flowing, and our airfields operational.

One of the most important missions is that of the airfield operations battalion (AOB).

The AOB is a unique unit that was developed in 2003 to fulfill a need of the military to have a rapidly deployable asset able to provide air traffic services (ATS) and airfield operations, in support of Army operations.

The AOB is uniquely different from the traditional "F" Company, the ATS company organic to combat aviation brigades (CABs), in that the AOB is trained to develop and plan airfields, manned with a staff to support airfield functions and perform the duties of senior airfield authority.

1st Battalion, 58th Aviation Regiment is an active duty AOB that is a U.S. Army Forces Command (FORSCOM) unit stationed at Cairns Army Airfield at Fort Rucker, AL.

At first glance you would think being at the home of Army Aviation would make training simple, this due to the thousands of aircraft and dozens of stage fields located here, but in fact it makes it more challenging.

The challenge is training (TRADOC's focus) versus readiness (FORSCOM's focus) but we are happy to report the 1-58th AOB met and overcame that challenge.

This article is written in hopes that you (the reader) might find some useful tools to help in building your own training program.

The Plan: Crawl

Developing a successful training plan is a multi-faceted problem that must be properly analyzed to ensure that new Soldiers right out of the school house are properly trained and that the other Soldiers in the unit are able to maintain their currency and proficiency as well as be afforded the opportunity to cross train on different ATS systems and pursue broadening experiences to help them grow as individuals and leaders in the Army.

The 1-58th experienced a large turnover rate of experienced Soldiers following their redeployment and was faced with an influx of Soldiers direct from advanced individual training (AIT) and the mission to get them to readiness level 1 (RL1) in their assigned ATS equipment.

To accomplish this task in the timeframe given (6 months) we did some creative thinking. We coordinated with 2nd Battalion, 58th Aviation Regiment at Ft. Rucker, a Reserve Component AOB, to utilize their ATS simulator as part of our strategy.

The second part was a live traffic environment; for that we capitalized on our relationship with 1st Battalion, 11th Aviation Regiment, at Ft. Rucker.

This organization is responsible for ATS/airfield operations support at airfields here at Ft. Rucker.

We began by training our Soldiers on their assigned tactical equipment.

Most training days were spent on equipment set up in the morning and simulator training in the afternoons.

We were fortunate to have the use of an accredited simulator that has voice recognition software, the ability to replicate various actual airfields, and manipulate everything from weather to the type and number of aircraft encountered.

This gave us the ability to put our Soldiers in very stressful environments and enabled them to build confidence before we put them in a live environment.

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The Plan: Walk

A difficult requirement for us to fulfill is the ability to get Soldiers experience with live traffic on position.

In the past we worked with 1-11th by sending a small number of Soldiers to their unit for a period of 1 year; this provided them an increased number of controllers to utilize and Soldiers benefitted by working live air traffic and in many cases obtaining their Federal Aviation Administration (FAA) Control Tower Operators (CTO) certificate.

The challenge with this is the Soldiers time spent away from tactical ATS systems makes certification on tactical ATS equipment difficult or delayed.

Another problem is they are unable to develop as a team with other AOB Soldiers or learn the tactics, techniques, and procedures (TTPs) of a tactical ATS unit.

In order to alleviate these issues, we developed a 90 day limited position qualification program with 1-11th.

Essentially we trained on the tactical equipment and requirements of an AOB, developed terminology and confidence in the simulators, and ensured Soldiers had completed the required academics of the stage field they would be controlling at prior to sending them to 1-11th. Once there, they were able to assume responsibility for an ATC position quickly and begin controlling traffic.

After 90 days the Soldiers got enough hours to complete their initial training requirements and our Air Traffic Control Specialist (ATCS) examiner was able to evaluate and credential them on their assigned ATS tactical equipment making them RL1.

Both units benefited from this program, 1-11th received additional personnel to work in their towers and we received an experienced, qualified and credentialed Soldier ready to perform his ATC duties.

While our trainees were at 1-11th, we were able to coordinate further with HUB Radio, (Airspace Information Center) at 1-11th and with Cairns Army Radar Approach Control (ARAC) to maintain currency and proficiency for our NCOs and Soldiers.

1ST BN, 58TH AVN, REGT. PHOTO

Air Traffic Navigation, Integration, and Co-ordination System (ATNAVICS) set up and ready for flyability check during a field training exercise in July, 2013.

This was an ideal time to send NCOs to necessary schools with minimal impact on the unit's mission.

With a possible deployment upcoming, we needed to find a way to accomplish collective level tasks and get as many of our Soldiers CTO ratings as we could before heading down range.

After much brainstorming and discussions with Air Traffic Services Command (ATSCOM) we developed a plan to coordinate with South Alabama Regional Airport (SARA), and with the FAA to set up our tactical tower and provide ATS services.

SARA has a heavy volume of traffic both civilian and military. They had an operational control tower at one point, but it had been closed down.

After much coordination, we were able to establish daily ATS operations at SARA. When our Soldiers returned after 90 days at the 1-11th we were immediately able to send them to SARA to continue training toward their 6 month time requirement to receive a CTO rating from the FAA.

The Plan: Run

The establishment of operations at SARA allowed our battalion the opportunity to nest the Airfield Management Element (AME) section's training with that of the Air Traffic Control (ATC) company, ultimately allowing 1-58th AOB to operate in a training environment the way we are doctrinally supposed to and to complete all the battalion's mission essential task list (METL) tasks.

The culmination of this training was a battalion field training exercise (FTX). During the FTX the AME section was able to execute a multitude of tasks including developing forward arming and refueling point (FARP) locations, aircraft parking plans, and coordinate crash/rescue services.

At the conclusion of the exercise, we had successfully exercised and validated all METL tasks and were prepared for deployment. The 1-58th continues this readiness process today as a skills sustainment tool to keep its ATC Soldiers at the ready.

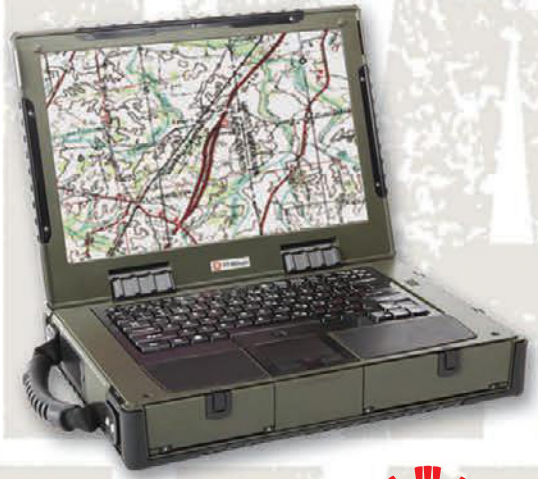
Conclusion: Maintaining the Force

At the end of the FTX we had an opportunity to sit down with all parties involved and conduct an after action review (AAR) of the previous six months of training.

Through our unique approach to get our unit T1 status, no untrained mission essential tasks, we learned that there are many training opportunities out there. They are not obvious or easy and you have to be willing to think creatively and forge a path to your own success.

❖❖

CPT Andrew Eggers is the ATC company commander and WO1 Jason Clark a platoon leader in 1st Bn., 58th Avn. Regt. (Airfield Operations) of the 164th Theater Airfield Operations Group located at Ft. Rucker, AL.



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2-185th controllers, SPC Brandon Williams (left), SGT William Vaughn (middle), and SPC Steven Lucas (right) demonstrate MOTS capabilities at CSJFTC Aux 1 Airfield on Jul. 24, 2013.

U.S. ARMY PHOTO BY CPT MATT MCCANN, OPS OFFICER, 2-185TH AOB

Cutting Edge ATC Capability Arrives at the MSARNG

By LTC T. Glen Flowers

The AN/MSQ-135 Mobile Tower System (MOTS) is the Army's latest rapid-deployable tactical tower that will quickly establish air traffic control (ATC) operations worldwide in all-weather conditions, night or day for military or civilian aircraft.

The 2nd Battalion, 185th Aviation Regiment, call sign "Puppet Masters," is an Army National Guard (ARNG) Airfield Operations Battalion (AOB) located in Southaven, MS and was selected to field the first production MOTS in the Army ahead of schedule to support a vital stateside mission and fill a critical need in its mission set.

2-185th had been without a tactical tower for over seven years to include mobilizations to Kuwait and Iraq.

With another hurricane season fast approaching, we were excited to hear that we would soon be receiving one.

The news got even better when the decision was made that instead of a refurbished AN/TSW-7A, Mississippi Army National Guard (MSARNG) would receive the AN/MSQ-135 MOTS ahead of schedule in support of hurricane and disaster relief mission preparedness.

National Guard Bureau (NGB) Aviation Air Traffic Services (ATS) Officer CW4 Fred Wilson had been working closely with the battalion and notified us in April that LTC Mike Rutkowski, PM ATC would like to discuss MSARNG fielding the MOTS.

During our conversation, LTC Rutkowski detailed how this fielding would be a joint effort to continue gathering valuable feedback prior to a full rate production decision.

2-185th gladly accepted the challenge and thankfully agreed to help pave the way for future improvements to the MOTS while providing MSARNG with a critical capability in our disaster relief mission.

With the 2-185th 2013 annual training scheduled for July, plans were set in motion for the MOTS delivery, receipt, and new equipment training (NET). The MOTS was delivered on Jul. 10th, followed by NET for 15Q/Controllers Jul. 15-25th and NET for 94D/ATC Maintainers Jul. 29th – Aug. 9th.

Throughout the NET, 2-185th 15Q and 94D soldiers received a high level of instruction on the system.

The PM ATC team coordinated a seamless delivery, inventory, and handoff of the system to the 2-185th, followed by superior training on the MOTS. The trainers went above and beyond to customize the NET and accommodate the specific needs of the 2-185th. Time was allocated on the schedule to allow for a media day event on Jul. 24 where the Soldiers were able to demonstrate the capabilities of the system to the local media and MSARNG leadership.

The MOTS NET, including the media event, was conducted at the Camp Shelby Joint Force Training Center (CSJFTC) C-17/Auxiliary Airfield 1.

The Airfield OIC, Capt. Jonathan Harmount, Mississippi Air National Guard (MSANG) and his team coordinated approval for 2-185th to conduct ATS training at the CSJFTC Aux 1 Airfield and contributed greatly to the overall success of the NET.

The joint effort between 2-185th and the MSANG afforded maximum training opportunity and a very successful MOTS fielding. The capability provided by the MOTS is unmatched in any other tower system worldwide and is

U.S. ARMY PHOTO BY CPT MATT MCCANN, OPS OFFICER, 2-185TH AOB

LTC Glen Flowers (left), 2-185th AOB commander, proudly accepts the first production MOTS fielded to the Army from LTC Mike Rutkowski, PM ATC at CSJFTC Jul. 24, 2013.

on the cutting edge of technology. The interoperable MOTS is designed to support Military ATC operations and communicate with other air traffic service and battle command systems.

The MOTS, meeting both Federal Aviation Administration (FAA) / International Civil Aviation Organization (ICAO) regulations, is equally adept in supporting civilian venues, including disaster relief efforts and temporary tower operations anywhere in the world with a minimal logistics footprint.

The radio communication suite provides secure, jam resistant communication over 9 multi-band PRC-117F radios, a satellite communication radio (SATCOM), and a high frequency (HF) radio. Included with the MOTS are an Airfield Lighting System (ALS) and a Meteorological Measuring System (MMS).

The soldiers of the 2-185th appreciate the opportunity provided us by NGB Aviation and PM ATC, with the fielding of this cutting edge technology and are proud to be part of this historic event.

2-185th looks forward to help pave the way for future improvements effecting full rate production of the MOTS and stands ready when called to employ our new capability in support of missions both foreign and domestic.

❖❖

LTC T. Glen Flowers, Jr. is the commander of 2nd Battalion (Airfield Operations), 185th Aviation Regiment located in Southaven, MS.

Sinus Barotrauma

By Dr. (LTC) Joseph Puskar

Q: I was descending from a high altitude flight in a non-pressurized aircraft, and soon after descent from an altitude of 14,500 feet experienced a sinus squeeze just above my right eyebrow that felt like an ice pick.

The pain was excruciating and instantly relieved when I was able to forcefully valsalva. I could hear the air squeak as the pressure was relieved. I had a cold for the past week with lots of nasal drainage, and now I'm getting some bloody mucus when I blow my nose.

How long should I wait before I can safely fly again?

FS – Many people describe the sensation of a frontal sinus squeeze, also known as barosinusitis or aerosinusitis, just as you did – like an ice-pick being driven into their forehead just above the eyebrow.

The pain can be not only excruciating, but debilitating, and in your case it was lucky you were able to quickly recover by using the valsalva maneuver to relieve the pain, and to have another pilot on the controls to fly the aircraft should you have been unable to quickly resolve the squeeze.

In addition to the valsalva maneuver, a good technique is to level off and climb back up five hundred feet or so to reduce the differential between the sinus and ambient pressures.

Those of us who have been through a similarly severe case of barotrauma are understandably reluctant to experience it again; and, you are wise to postpone flying or diving again until all of your cold or upper respiratory tract infection symptoms have resolved, you feel no further pressure in any of your sinuses, and are able to easily equilibrate the pressure in your middle ears by performing a valsalva.

It can take anywhere from a few days to a few weeks for your symptoms to fully resolve.

It has been thought that a spray or two of Afrin nasal spray may help prevent a repeat episode, but a randomized trial in hyperbaric chamber treatment patients has not shown any efficacy in preventing middle ear or sinus barotrauma, and routine use of oxymetazoline is not advised.

A similar trial of pseudoephedrine was found to help prevent barotrauma, but again regular use in flyers is not advised due to side effects.

A technique known as Politzerization, wherein pressurized air is directed into one nostril while the other nostril is closed and the subject swallows, can be effective in relieving sinus and middle ear barotraumas in flight.

While probably not practical for most flying scenarios, having a pressure bulb, or a commercially available "Ear Popper" is something MEDEVAC and CASEVAC teams should consider for their kits.

As in your case, sinus barotrauma is typically preceded by a viral upper respiratory infection such as the common cold, or allergies that result in inflammation and swelling of the lining of the nasal cavity, Eustachian tubes that vent the middle ears, and the sinuses and their drainage tracts or ostia.

Swelling at and above the level of the middle turbinate and uncinate process in the nasal cavity can effectively block the drainage of not only the most frequently affected frontal sinuses, but also the maxillary, ethmoidal, and sphenoidal sinuses.

It is much more common to encounter a squeeze of the frontal sinuses as experienced in this case, and this is thought to be due to their long, fine, and more easily obstructed drainage tracts. Although generally reserved for recurring, chronic sinus barotrauma cases, and usually not indicated in an isolated case of sinus squeeze with a reasonable explanation for why it occurred such as the cold you had, the fact that there is some mild and intermittent nose bleeding or epistaxis in your case makes it prudent to obtain plain sinus films or x-rays, since these will often show a hematoma or blood pocket, air-fluid level, and signs of chronic sinusitis.

Antibiotic and nasal steroid treatments may be indicated to help clear up any of these conditions if they are found.

Nasal polyps, enlarged nasal turbinates, and a deviated septum (the wall that separates the nostrils) are often found in chronic, repeated cases of middle ear and sinus squeeze.

Although much less likely, a "reverse squeeze" happens when a Eustachian tube venting the middle ear, or an ostium draining a sinus, is blocked during ascent causing pressure and pain to build inside the closed space.

Oxygen breathing at altitude saturates the sinuses and middle ears, and can later create a vacuum as it is metabolized by surrounding tissues.

For sinus barotraumas an ounce of prevention is worth a pound of cure.

Avoid flying until cold and allergy symptoms have resolved, and see your flight surgeon to get advice on the best treatment and prevention strategies to use to avoid this potentially incapacitating condition.

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*. Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues.

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

❖❖

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

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Planned Giving – "Remembering the Future"

By BG (Ret.) James M. Hesson

A long time back during a branch basic management course our instructor reminded us that there were three parts to a job: 1) Make Ready, 2) Do, and 3) Put Away. (As one might expect, it was a test question at the completion of the course.) For most of our lives we have been cycling through the first two tasks, "making ready" and "doing." But the "putting away" remains part of any job completion.

The Army Aviation Association of America Scholarship Foundation Incorporated (AAAASFI), a tax deductible charitable organization wants to be in your "putting away" plans.

Many of you reading this may still be "making ready" or "doing" and "putting away" is a long way off. I ask each of you to remember that in your lives others have been instrumental in helping you and when the time approaches where you are getting into the "putting away" mode, think about helping those who will be following you.

To most people the words "Planned Giving" reminds them of the fact that our "flight" on this earth is limited. We all need to plan as to what we will do with any material things we may have collected during our time here on this planet – our "putting away" task.

Some of us will have accumulated various amounts of material wealth which may be passed on to our surviving heirs; others will close out life with a balanced account where all expenses associated with our passing are paid and the bank account is closed at zero balance. Others will decide that they wish to have their lives or an associated organization remembered into the future by charitable giving. It is this latter category of persons I am addressing today.

My wife, Joyce, and I have established a Quad-A scholarship in our names because we believe strongly that the future of our nation is dependent on a well educated public.

We have left instructions that following our demise the amount in our scholarship account will be such that a scholarship will be available annually.

We have planned ahead and are insuring that the "putting away" task of our lives includes the education of future recipients related to Army Aviation. Other members of AAAA have also done the same.

What once was a single $1,000 scholarship awarded by Quad-A has grown dramatically. During its existence, the AAAASFI has donated over $5.4 million to over 3,100 students. This year we awarded over $400,000 to 258 academically outstanding students. This could not have happened without the terrific support of our Army Aviation related corporations, heritage organizations, Quad-A chapters, and individuals, such as yourself.

"REMEMBER THE FUTURE"
Some suggestions to assist *Future Academic Students* through AAAA
(Considerations for your Estate Planning)

Suggested wording for your attorney as you engage in Estate Planning:

1. A gift in your will: "After fulfilling all other specific provisions, I give, bequeath, and devise _____% of the remainder of my estate (or $_____, if a specific amount) to Army Aviation Scholarship Foundation, Inc. (AAAASFI) (Tax ID #06-0799487) with offices currently at 593 Main Street, Monroe, CT 06468-2806." Note: The funds will be placed in the AAAA Scholarship General Fund unless you specify it to be added to a current permanently endowed scholarship or wish to endow a new named one of your choice. Any amount you may designate will be entrusted to the betterment of our future Army Aviation family of students - no amount is too small. For those who may wish to permanently endow an individual scholarship from your estate, an initial endowment amount of $30,000 will usually allow a single $1,000 scholarship to be awarded annually. If you choose to permanently endow an individual scholarship you should also specify the name you wish to be identified with that scholarship, (e.g., John and Mary Doe Memorial Scholarship, or XXX Aviation Brigade Scholarship, etc.
2. Other ways to permanently remember you, your family, a family member, or your unit of choice follows – in all cases follow permanent endowment directions as specified in the preceding paragraph:
   a. Name AAAASFI as the beneficiary of a life insurance policy, retirement fund, or bank account.
   b. Make a gift of the proceeds of the sale real estate holdings with instructions that the sale proceeds be directed to AAAASFI by the estate executor.
   c. Establish a trust or charitable gift annuity, managed by an independent fiduciary, with AAAASFI as the beneficiary, that provides you income during your lifetime and establishes a legacy as a scholarship at AAAASFI upon your passing – while earning a charitable gift deduction in the process.

Please consult your attorney for any planned donation to AAAASFI. When you have made a commitment to the AAAASFI, please consider providing a copy your commitment plan to them at:

Army Aviation Scholarship Foundation, Inc.
593 Main Street
Monroe, CT 06468-2806

"Planned Giving" is simple. Once you decide on supporting future Army Aviation related students you have many choices. You can designate the proceeds to AAAASFI of real estate sales, insurance policies, bank accounts, or retirement accounts – any form of fiscal liquidity you may possess. You may set up a charitable gift annuity with a 3rd party firm with scheduled payments to you during your life and the remainder donated to Quad-A at your passing.

The options to have you or your special organization remembered are great. If you have any questions, your choices should be discussed with an estate attorney or your personal lawyer. In the box above is a summary of this article. All it requires is for you to decide how you want to "Remember the Future." Step up to the challenge!

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BG (Ret.) James M. Hesson is a past president of the both the Army Aviation Association of America and the AAAA Scholarship Foundation, Inc.

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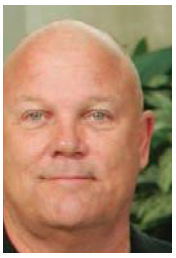

The Oregon Trail Chapter

By LTC (Ret.) Jan S. Drabczuk

I appreciate the support from LTC Pete Derouin, the Oregon Trail chapter president and MAJ (Ret) Rob "Coyote" Hagerman the chapter secretary/comptroller for providing and sharing this information to our membership.

The Oregon Trail Chapter is the only AAAA chapter in the State of Oregon; and Oregon is one of a handful of states which has no "active duty" posts.

Membership and Supported Units

The chapter consists of the Soldiers, officers, alumni and friends of the 2nd Battalion, 641st Aviation Regiment of the Oregon National Guard.

It is made up of a CH-47 detachment based out of Army Aviation Support Facility (AASF) #2, Pendleton, OR; and UH-60M medical evacuation (MEDEVAC), LUH-72, C-12 and C-23 units based out of AASF #1, McNary Field, Salem, OR.

The battalion has also temporarily absorbed the tactical unmanned aircraft systems (TUAS) platoon with its RQ-7B Shadow UAS which is assigned to Oregon's 41st Infantry Brigade Combat Team (IBCT).

History and Chapter Rebirth

Originally, the Oregon Trail chapter was chartered on May 1, 1995. The chapter was relatively active from that time until about 2008 when, for a variety of reasons, it basically went into hibernation. In August of 2012, the new battalion commander, LTC Pete Derouin, had been "encouraged" to resurrect the chapter by MG Fred Rees, the Adjutant General who is also a Life Member of AAAA and former Cobra gunship pilot.

That pretty much set the tone.

Following the change of command ceremony, LTC Derouin turned his reception at the Salem Elks Lodge #336 into the first AAAA meeting in years.

AAAA national membership guru CW5 Mark Grapin happened to be in the state doing Aviation Safety Officer related work and agreed to emcee the first meeting. The first member he signed up was BG General Todd Plimpton, the land component commander for ORARNG. With both he and MG Rees in attendance, it really set the tone that it is okay for professionals to belong to professional organizations.

The chapter then held their first "major" event which coincided with the Oregon Officer's convention in March; they hosted a Hospitality Suite on the Friday night of the conference and also a Texas Hold'em event which was run by Spirit Mountain Casino.

Attendance was great and fun was had by all!

Golf Tournament

The chapter's most recent event took place on Sept. 6 when they hosted the first ever (but soon to be annual) highly successful all ranks golf outing at Meadowlawn golf course. Forty players participated in typical golf scramble format.

Through the help of AAAA National, the chapter was able to organize the event as a "no cost" event for junior enlisted team members. The chapter also signed up seven new members.

Future Events

The chapter recently had their AAAA quarterly meeting with 27 current members, the largest turnout ever! Together with the new pledges they began planning two future slated events; a "Texas Hold'em" tournament for the winter quarterly meeting, and then to build on their golf success, the SECOND annual golf tournament to be held in conjunction with the Oregon National Guard Association's Officers Convention in Bend, Oregon in late April. Special thanks go to Team Traeger, who donated a highly coveted Traeger "Lil-Tex" Barbeque, to be used as Texas Hold'em tourney's grand prize during our next event!

Chapter Logo

Local artist Ken Schaffner designed the logo for the chapter which incorporates many items, including all the aircraft in the battalion. It has majestic Mount Hood in the background along with the giant Douglas fir trees which grace the landscape; the covered wagon being pulled by two Griffons (the mythical creature which is on 2-641's unit crest) with a silhouette of the Pendleton Rodeo "Let'r Buck" emblem in reference to our CH-47 unit on the east side of the state; the colors of the "Oregon Trail" and "Chapter" banners represent the two primary colleges (and sources of lieutenants!), green and yellow for the University of Oregon Ducks and black and orange of the Oregon State University (Ducks and Beavers respectively).

Summary

It is great to see the new found enthusiasm inside the Oregon Trails Chapter, and great leadership and support. Wish them Happy Trails in the future!

❖❖

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

The Membership Corner

By CW5 (Ret.) David F. Cooper

The membership committee has all new members with a diversity that reflects the direction our association is going. So, this month I will take the opportunity to introduce you to the various committee members and encourage you to contact them.

We wanted to begin with a clean slate of members and looked for the right blend of enlisted, officers and warrant officers. We looked for new ideas and a fresh perspective on matters affecting AAAA membership.

In order for AAAA and the Membership Committee to more accurately reflect our aviation Soldiers my first thought was that we needed to include sergeants major. It is a fact that chapters with sergeants major in leadership positions on the board have increasing memberships. I believe we picked two of the best!

SGM (Ret.) Kenneth G. Rich is a 30 year Army Veteran and former "Cobra" mechanic. A member of the Colonial Virginia chapter, he has been an active member of AAAA for 15 years. He is also a Life Member and serves on both the AAAA Hall of Fame and Scholarship Board of Governors.

He participates in a host of community relations and veterans services organizations' activities within the Hampton Roads area in Virginia. He is employed at the Army Training Support Center (ATSC) at Fort Eustis, VA and can be reached at *kenneth.g.rich.civ@mail.mil*.

CSM Archie L. Davis Jr. retired on Apr. 1, 2011 after holding a variety of leadership positions throughout his career ranging from a detachment sergeant for the prestigious Golden Knights to CSM of III Corps and Fort Hood, TX.

He has been an active member of AAAA for over twenty years and his email is *archiedavis1@aol.com*.

CW5 (Ret.) Dan Curry retired from the U.S. Army in 2008 with 26 years of military service. Following his military service he served as a Department of the Army Civilian and Chief of Staff of the Army Civilian University. He holds a Bachelor of Science in Sociology and a Masters of Business Administration. A long time AAAA member, Dan serves on the board at the Washington-Potomac chapter.

As an Army aviator, ***COL (Ret.) Sam Torrey*** had more than 30 years of command and staff experience with assignments including: Commander, 2nd Squadron, 17th Cavalry; Deputy Commanding Officer of the 160th Special Operations Aviation Regiment at Fort Campbell, KY; and Director, Special Operations Aviation, U.S. Army Special Operations Command at Fort Bragg, NC.

He is a veteran of Operations Iraqi Freedom and Enduring Freedom, has been an AAAA member since 1986 and is a member of the Tennessee Valley chapter. His email is *daniel.r.curry@lmco.com*.

COL (Ret.) Randy Cochran served in the U.S. Army for over 30 years as an infantry officer and Army Aviator. He commanded tactical aviation units in the 25th Combat Aviation Battalion, 118th Assault Helicopter Company, 101st Airborne Division, 12th Combat Aviation Group and the 160th Special Operations Aviation Regiment. He served two tours at Joint Special Operations Command where he was the Task Force 160 LNO and the Deputy Director Plans and Policy. His final assignment in the Army was as the Director, Special Operations Aviation, U.S. Army Special Operations Command. He is a Master Army Aviator and a Master Army Parachutist.

A lifetime member, Randy has been a member of AAAA for 33 years. He is currently a member of the Tennessee Valley chapter; his e-mail is *rcochran160@gmail.com*.

CW3 Becki Chambers serves in the Tennessee National Guard as an OH-58D pilot.

Army Aviation runs deep in her family – she is married to the senior enlisted Soldier at 160th Special Operations Aviation Regiment (SOAR), CSM Greg Chambers. Becki is a member of the Tennessee Valley chapter and can be reached at *becki-chambers@me.com*.

We look forward to bringing the diversity of our experience and backgrounds to the Membership Committee. If there is anything we can do for you or your chapter, please call on us. My e-mail is *dave.cooper@quad-a.org*.

How to Change Chapter Affiliation

We are often asked how to change chapter affiliation. This happens from time to time due to a PCS or changing drill locations for a Guardsman or Reservist. The answer is very simple. However, this is a case by case issue and as such we cannot accept rosters from chapters asking us to change affiliations for a group.

Just drop an e-mail to AAAA. In the subject line put "Change my Chapter." In the text include your full name, your physical address and e-mail address and tell us what chapter you want to be affiliated with. Send it to *aaaa@quad-a.org*. Once we get it at National it is a manual entry, so give us some time.

The membership committee looks forward to hearing from you.

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CW5 (Ret.) Dave Cooper
AAAA VP for Membership

What Adults Can Learn from Child Heroes

Former Foster Child Shares Examples to Emulate

By Penny Carnathan

We are overwhelmed with news today of some young children losing their moral compass and performing horrific acts. However, I recently received the following article and felt that it merited a read in our family oriented column. It more than balances out that good children should receive equal attention in our media.

Judy Konitzer

Wisdom does not always come with age-but it's never too late to try, says Judy Colella, a musician and author of a young adult fantasy,"Overcomer-TJourney," *www.themacdarachronicles.weebly.com*, Book I of The MacDara Chronicles.

"On so many levels of our society today, from social media, reality TV and even in our political discourse, children are seeing adults act reprehensibly. In fact, there are many examples in which children are taking the lead in being leaders and setting the better example," she says. They include kids from disadvantaged backgrounds, children with disabilities, and youngsters with few positive role models.

Judy, who lived in foster care as a child and was adopted by a loving family, says children and teenagers need to learn the power of the choices they make. "I was able to overcome my childhood obstacles, and I want kids to know that they can too," she says. "No one determines what you do in life but you." Colella offers some shining examples of children's actions that can be a lesson for both other children and adults.

15 Year-Old Speaks Out For Education For All

In one of the scariest places on earth, Malala Yousafzal demonstrated bravery by standing up for her right to an education. She took a Taliban bullet, shot into her skull after her bus was stopped en route home from school, and boomeranged it into one of the group's worst PR moves.

In Pakistan's Swat Valley, the international terrorist group had intermittently banned girls from school and had targeted Yousafzal for speaking out against the ban. She continues to proactively support education for all children, and was recently listed in Time magazine's "The 100 Most Influential People in the World."

12 Year-Old Wanted To Honor His Uncle

After Sam Maden's uncle died in the winter of 2010, Maden wanted to honor his support of lesbian, bisexual, and transgender rights. So he posted an online petition asking the Boston

82nd CAB Family Selected

U.S. ARMY PHOTO BY SGT. APRIL DE ARMAS, 82ND CAB PAO

Runner Up Family of the Year

The Wentling family was named the first runner up, 2013 Association of the United States Army Volunteer Family of the Year. In the photo above, SPC Matthew Wentling, 3rd Battalion (General Support Aviation), 82nd Combat Aviation Brigade, and his wife, Marissa Wentling, pose for a family photo with their children, Kaleb and Marisol, Sept. 3.

"Time is precious and we recognize that it takes our volunteers to help take care of our families," said LTC William P. Braman, 3-82nd GSAB commander. "The Wentling family has gone out of their way to take care of this unit and their community in every way they could. We couldn't be more proud of them."

Red Sox to get in the game by producing an "It Gets Better" video.

The videos are the result of a national movement that began in response to a wave of suicides among bullied teens, especially lesbian, gay, bisexual, transgender (LGBT) youth.

In less than a week, Maden had 9,000 signatures, and the Red Sox became the third professional sports team to produce a video for the campaign.

A Birthday Wish From 9-Year Old Rachel Beckwith

Rachel Beckwith's birthday wish wasn't for herself; it was to raise $300 to build wells in Africa. Tragically, Beckwith never had a chance to experience the benefit of her altruism – her family was involved in a 13 car pile-up when they were rear-ended by a semitrailer and, while her family was unhurt, she was critically injured and died a few days later before her 10th birthday.

News of the story went viral, inspiring donors to raise more than $1 million for the nonprofit charity. This little girl's mom was able to visit Africa to witness firsthand how her daughter contributed to saving lives.

Brendon Garman Is Also 9 Years Old and a Local Hero

Several weeks ago, his teacher, Madonna Kenser, had a serious asthma attack while teaching her class in Poplar Bluff, MO. When she started to pass out, Brendon rushed to her aid, taking the teacher's inhaler from her purse and helping her to use it.

It saved her life. The boy said he learned about inhalers from watching the movie, *"Are We There Yet?"*

This may not sound like such an amazing act of heroism, and for many school-aged kids to do something like this would be appreciated, but not necessarily seen as remarkable.

However, Brendon happens to be autistic, a condition that usually affects social and communication skills.

Both Brendon's parents and Kenser hope this incident will help others see that autistic kids like him "are full of potential and capable of incredible things like saving a life" according to an article on a local news website.

Being a hero doesn't always mean accomplishing huge things, or even displaying heart-rending sacrifice. Sometimes it simply means going outside one's normal behavior to do whatever is necessary to help another in need. According to Kenser's doctor, had Brendon not stepped in and done that simple act of kindness – behaving in a manner not necessarily easy for someone with autism – there was a good chance she would have died.

"Now these are touching and inspirational stories! While there sometimes seems to be obsessive coverage involving bad behavior kids or bad-behaving adults, it's wonderful to know that there are so many amazing stories of children supporting the most vulnerable in society," Colella says.

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Penny Carnathan is the creative director/writer at EMSI Public Relations and a journalist with 30 years experience as a national award-winning editor, reporter and columnist at The Tampa Tribune. She is currently a weekly columnist for the Tampa Bay Times in St. Petersburg, FL.

Judy Konitzer is the family readiness editor for ARMY AVIATION; questions and suggestions can be directed

Airmobility came of age in Vietnam.

AAPI FILE PHOTO

50 Years Ago

Army Aviation: Historical Perspective

By Mark Albertson

2012 and 2013 have been banner years for the Aviation Branch of the United States Army. June 6th, 2012, marked the 70th anniversary of Army Aviation.

Seven decades after the internecine struggle waged by the Army air forces and ground forces for control of light aircraft, Army Aviation has evolved from soldier pilots in flivver planes to highly trained aviators flying sophisticated attack helicopters.

Another milestone was reached on August 20, 2012: The fiftieth anniversary of the Army's Tactical Mobility Requirements Board, also known as the Howze Board. What emerged was the Airmobility Concept, which saw the advent of the 11th Air Assault Division (Test), later reflagged as the 1st Cavalry Division (Airmobile).

And, April 12, 2013 marked Army Aviation's 30th anniversary as a branch of the United States Army.

Airmobility, as perceived and practiced, is clearly defined by the helicopter; for rotary-wing aircraft are able to overcome those earthly impediments that impair competing forms of surface transportation.

And like the trusty steeds of old, helicopters can remain on the verge, offering sky cavalrymen the ability to saddle up at a moment's notice.

Enter the Marines

The Army, though, cannot take all the bows, for the Marine Corps put the notion into action on September 21, 1951, Hill 884 in Korea. Operation SUMMIT. Here, in relief of ROK (Republic of Korea) troops, Marine helicopters shuttled 224 marines and 17,772 pounds of stores and equipment in just four hours.

Then, four years later, the face of amphibious warfare changed with Landing Force Bulletin 17; on the heels of which convened the Hogaboom Board in 1956. The use of airborne at Sicily and Normandy showcased the uncertainties of glider and silk. Drawing upon these lessons, the Marine Corps decided that airborne forces could be inserted with greater safety and precision by helicopter.

To accommodate the new amphibious concept, the Navy turned to the LPH or Landing Platform Helicopter.

Early attempts saw conversions of aircraft carriers, such as the *Essex*-class *Boxer* (CV-21), remodeled to become (LPH-4). Such makeovers were stopgap efforts until such ships built for the purpose from the keel up became available, such as USS *Iwo Jima* (LPH-2).

The Sky Cavalry

General James Gavin, the Army's ranking airborne soldier, wrote a game-changing treatise that appeared in *Harper's* in 1954, "Cavalry, and I Don't Mean Horses!" Here Gavin championed the use of light planes and helicopters to shuttle troops from one battlefront to another.

Later Colonel Jay D. Vanderpool would elaborate on the Sky Cavalry notion, using Lord Wellington's Dragoons as a model; whereby rotary-wing troops would be inserted behind enemy lines, sow confusion or launch attacks, remount, then gallop on to another front.

General Gavin's analysis was inspired, in part, by the disastrous retreat

of United Nations (UN) forces from North Korea during the winter of 1950-51. Following General MacArthur's bold stroke at Inchon, UN forces swept north, crossing the 38th Parallel.

The Allies broke out of the narrow waist of North Korea and rolled across the swelling hinterland towards the Yalu River in rival prongs, Eighth Army and X Corps. The spearheads, though, were not mutually supporting, and into the void poured 300,000 Chinese.

The Allied advance, wedded to heavy mechanized transport, was confined to the few roads available. Mao's forces relied on tactics used with great success against Chiang Kai-shek's Nationalist armies during the great civil war in China. And UN forces were rolled back in a retreat that sometimes resembled a rout.

The manpower advantage enjoyed by the Communists enhanced their ability to dictate the ebb and flow of battle and insured their command of the countryside. However rotary wing aircraft, unimpaired by the rugged Korean landscape, could have offset the advantage enjoyed by the Reds and changed the complexion of the battle. Of course, such use of the helicopter was not to be until Vietnam.

In the end, General Gavin was proven right. He, followed by such resourceful and dynamic officers as Colonel Vanderpool, as well as those actions taken by the Marine Corps, helped to set the stage for the revolution in mobility in warfare: The Airmobility Concept.

Close Air Support

The story of Army Aviation is hardly sealed with the evolution of the Airmobility Concept; and for that we need to turn back the clock.

Close Air Support was a fresh concept unleashed during the Great War; a concept of limited success owing to the lack of appropriate aircraft, training and equipment. However during World War II, the Army and Marine Corps took different approaches to Close Air Support for the foot soldier.

In the European theater of operations, where a more conventional war was waged, the ground forces relied on artillery for direct support of the foot soldier; hence the Field Artillery's reliance on Cub pilots and the aerial direction of artillery fire.

The Army Air Forces, wedded to the strategic exercise of airpower, never fielded an actual ground support aircraft. Fighter-bombers such as the P-47 Thunderbolt were fine interdiction aircraft but never meant for actual close air support; though proficiency in close air support coordination between the ground forces and Air Force had improved in Europe following Normandy.

On the Russian Front, the Red Air Force employed aircraft such as the Ilyushin Il-2 Shturmovik, arguably the best ground support/tank busting aircraft of the Second World War. Besides direct ground support, the Shturmovik performed missions of interdiction as well.[1] The success of the Shturmovik is underscored by the words of Stalin himself: "Our Army needs the Il-2 as much as it needs the air it breathes."

It was a different story in the Pacific Theater of Operations. The Navy's Island-Hopping Campaign was a form of siege warfare, with Japanese troops closeted up on island fortresses that were for the most part, not mutually supporting and therefore able to be cut off.

Marines and GIs hit the beaches of these Japanese-held islands backed by naval gunfire. Naval gunfire was in essence, mobile artillery; but, it could not travel on land. And as assault troops moved inland, another form of fire support was needed.

It was in this environment that Marine Close Air Support evolved. For instance, during the Luzon campaign, Marine aircraft provided Close Air Support for MacArthur's Sixth Army and Filipino guerrillas.

Marine proficiency with close air support again impressed Army observers in Korea; and the impact was unmistakable.

General Lawton Collins of World War II fame recommended that Air Force fighter-bombers be seconded to Ground Force commanders on the Army and Corps levels.

General Edward M. Almond, commander of X Corps, urged that a fighter-bomber squadron be attached to each division.[2]

The Air Force was hardly impressed, and, their displeasure was reflected in Army General Mark Clark's pronouncement that, "forbade further Army requests for changes in the existing Air Force system on the grounds that it and the Marine systems were designed for different circumstances and that the adoption of the latter by the Army would be prohibitively expensive for any more than a handful of divisions."[3]

TAC

Tactical Air Command – which at one point wanted to swallow up Army Aviation – was the Air Force response to servicing the tactical needs of the Army. It was activated on March 21, 1946, relegated to Continental Air Command on December 1, 1948 then returned to command status on December 1, 1950. However during the 1950s, many TAC pilots trained on delivering low-level nuclear weaponry at the expense of rockets, dumb bombs and strafing.

Marine Corps development of close air support spurred Army Aviation to develop the armed helicopter every bit as much as Air Force intransigence towards providing low-level requirements for the foot soldier. And those Vietnam veterans who owe their existence to aviators in Huey gunships and Cobra attack helicopters are a living testament to the result of that stage in the evolution of Army Aviation.

Indeed, "the foot soldier in Vietnam needed the helicopter as much as he needed air to breathe."

Notes

1. The Shturmovik appeared in single and two-seat versions. Simple, crude and cheap to produce compared to Western standards, the Il-2 was renowned for its ability to absorb tremendous punishment.

To the Russians it was known as the "Flying Infantryman" and "Flying Tank;" the Germans called it *Schwarz Tod,* Black Death as Shturmoviks took a heavy toll of German armor and transport during The Great Patriotic War. The Shturmovik is the most produced combat aircraft in history at 36,163 copies. Eddie Rickenbacker once observed, "… it was the best aircraft of its type in the world; that his country never produced anything in the same class of machine."

See page 13, *Ilyushin Il-2,* Aircraft Profile 88, by Witold Liss.

2. See page 16, Dr. Ian Horwood, *Interservice Rivalry and Airpower in the Vietnam War.*

3. See page 16, Horwood.

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Mark Albertson is an award winning historian and contributing editor to ARMY AVIATION magazine.

Industry News

And Announcements Related to Army Aviation Matters

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

Gray Eagle Completes 20,000 Automated Takeoffs and Landings

GENERAL ATOMICS AERONAUTICAL SYSTEMS, INC. COURTESY PHOTO

General Atomics Aeronautical Systems, Inc. announced that its Gray Eagle® Unmanned Aircraft System (UAS) has reached a record 20,000 successful automatic launch and recoveries with the Automatic Takeoff and Landing System (ATLS). This milestone was achieved on September 25 and comes just 15 months after reaching 10,000 events in June 2012.

ATLS has been deployed at eight sites worldwide, including three overseas, with four additional sites planned by January 2015. Currently flying 3,200 flight hours per month, the Army's Gray Eagle Block 1 aircraft has accumulated more than 80,000 flight hours since it was first deployed in 2009. The fleet has grown to 75 aircraft delivered, with another 34 planned within the next 14 months. Within the last year, cumulative flight hours were up 64 percent.

Gray Eagle is dedicated to direct operational control by Army field commanders and has an intelligence, surveillance and reconnaissance (ISR)-only endurance of 25 hours, an operating altitude of up to 25,000 feet, and a payload capacity of over 1,000 lb.

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

AAI Corp., Hunt Valley, MD, was awarded a cost-plus-incentive-fee, option-included contract with a maximum value of $126,262,568 to provide logistics and operational support services to the Army and Marine Corps for Shadow tactical unmanned aircraft systems (TUAS). A portion of this contract includes foreign military sales in support of Australia. Work will be performed in Afghanistan.

Longbow LLC, Orlando, FL, was awarded two contracts:

a $6,778,000 modification to a previously awarded firm-fixed-price contract for services in support of the low rate initial production of Radar Electronics Unit and Unmanned Aerial System Tactical Common Data Link Assembly – the cumulative total face value of this contract is $182,288,374; and,

a $7,457,989 multi-year, cost-plus-fixed-fee contract with options which exercises options for engineering services in support of the Laser Hellfire Missile program – performance location is Orlando.

Prototype Engineering, Inc.*, Gardena, CA, was awarded a firm-fixed-price, no option, non-multi-year contract with a cumulative maximum value of $10,059,040 for the maintenance and overhaul of Cylinder Assembly Actuators for the UH-60 A/L helicopter. Minimum quantity maintained is 540 each and maximum is 3,240 each. Performance location and funding will be determined with each order.

Raytheon Co., Marlborough, MA, was awarded a $79,300,000 cost-plus-fixed-fee, non-option-eligible, multi-year services contract to provide technical support services to assist the Product Management Office for Air Traffic Control Systems and the Communication-Electronics Command, Logistics Readiness Center with life cycle management support for 39 air traffic navigation, integration and coordination systems and 21 fixed base precision approach radar systems and equipment. Performance locations and funding will be determined with each order.

Sikorsky Aircraft Corp., Stratford, CT, was awarded an $84,000,000 multi-year, no-option, cost-plus-fixed-fee, three-year, indefinite-delivery/indefinite-quantity contract for support services and incidental material for foreign military sales and other government agency customers for the H-60 Black Hawk helicopter. Funding and performance locations will be determined with each order.

Advertisers Index

POTM
PEOPLE ON THE MOVE

Changes of Command

Graham Takes Over the Reaper Battalion

U.S. ARMY PHOTO BY CPT. TANIA HUMMEL, 166TH AVN. BDE.

The 2nd Battalion, 291st Aviation Regiment welcomed ***LTC Philip E. Graham*** (right) as its new commander during a change of command ceremony hosted by COL Kevin A. Vizzari (center), 166th Aviation Brigade commander, on Monday, Oct. 7, 2013 at Fort Hood, TX. Graham comes to the command from the deputy commander position at the 166th Avn. Bde. Outgoing commander, LTC Matthew F. Ketchum, will assume command of 6th Squadron, 17th Cavalry Regiment, at Fort Wainright, AK.

Transfer of Authority

Blank Assumes Responsibility at Wings of Destiny

U.S. ARMY PHOTO BY SGT DUNCAN BRENNAN

CW5 Robert Purdy (right), command chief warrant officer of the 101st Cbt. Avn. Bde., 101st Abn. Div. (Air Assault) prepares to relinquish his responsibilities to ***CW5 John J. Blank, Jr.*** (left) during a ceremony held at Ft. Campbell, KY on Oct. 25, 2013. Also pictured, is CW4 Terry L. Horner (center), the 101st CAB standardization officer. Purdy was the first Command Chief Warrant Officer (CCWO) of the 101st CAB and served as the CCWO during the unit's last deployment in support of Operation Enduring Freedom. His next duty assignment is with the Directorate of Evaluation and Standardization, U.S. Army Aviation Center of Excellence at Ft. Rucker, AL. Blank previously served as the aviation maintenance officer for the CAB.

Deployments/Redeployments

Wings of the Hawk in Vibrant Response

U.S. ARMY PHOTO BY SGT CHRISTOPHER J. SOFIA

On Aug. 11, 2013, soldiers from the 244th Aviation Brigade departed Joint Base McGuire-Dix-Lakehurst, NJ to Camp Atterbury, IN to participate in Vibrant Response 13.2 as Task Force (TF) Aviation. Shown is a view of the 244th AB Tactical Operations Center at Camp Atterbury, from the air traffic control tower. Vibrant Response is an exercise under the Defense Chemical Biological Radiological Nuclear Response Force (DCRF) mission which simulates a catastrophic event in which the Department of Defense provides support assets for local authorities. TF Aviation deployed more than 340 personnel and eight aircraft, which flew more than 60 missions in a four-day period totaling 100 flight hours in support of JTF-CS.

Awards

Mogg Receives Safety Award

U.S. ARMY PHOTO BY CPT PETER SMEDBERG, TF FALCON PAO

CW5 Michael Mogg (center), an OH-58D Kiowa Warrior pilot assigned to Headquarters and Headquarters Company, 10th Combat Aviation Brigade, was presented the 7,000 hour Safety Award by COL David Francis (left), 10th CAB commander, and CW5 Jeffrey Fitzgerald (right), 10th CAB command chief warrant officer, for accumulating over 7,000 hours of accident free flight time, in a ceremony Oct. 2nd, at Bagram Airfield, Afghanistan.Mogg is on his fifth combat deployment and has logged over 3,000 hours of combat flight time over the course of his 30 year career.

Instructors of the Quarter Recognized

DOTD COURTESY PHOTO

(L to R) ***Mr. James McMillion; Mr. Brian Wilkins; SSG Shilo Barker; SSgt Kyle Hochhalter; and CW2 Nicholas Daniels***, received an AAAA Certificate of Achievement for their selection as instructors of the quarter from COL Jayson A. Altieri, Aviation Chapter President, during a U.S. Army Aviation Center of Excellence ceremony on Sept. 25, 2013 at the U.S. Army Aviation Museum at Fort Rucker, AL.

25CAB CCWO Completes Training

U.S. ARMY PHOTO

COL Kenneth A. Hawley, 25th Cbt. Avn. Bde. commander, presents ***CW5 Joseph B. Roland***, 25th CAB command chief warrant officer, his graduation certificate after completing the UH-60M Training Course at Wheeler Army Airfield, HI. The UH-60M Program Management Office conducts a Mobile Training Team (MTT) at home station for units fielding the UH-60M.

USASOAC Gets New Insignia

U.S. ARMY PHOTO BY SSG THADDIUS S. DAWKINS II, USASOAC PUBLIC

SGM Michael McClenahan, U.S. Army Special Operations Aviation Command (USASOAC) G4 senior NCO, places the new USASOAC shoulder sleeve insignia on BG Clayton M. Hutmacher, USASOAC Commanding General, during a ceremony on the command's one-year-anniversary, Oct. 1, 2013 at the command headquarters at Fort Bragg, NC.

POTM
PEOPLE ON THE MOVE

Flight School Graduations

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

51 Officers, October 4

IERW CH-47F Track
Class 13-005
WO1 Phillip Schwoob **– DG**
WO1 Matthew Cunningham
LT William DeStasio
WO1 Kenneth Holden *
LT Jeremy Martini *
LT John Milani
WO1 Tyson Roy

IERW OH-58D(R) Track
Class 13-004
WO1 Michael R. Austin **– DG**
LT Anna Gobin **– DG**
LT Garrett R. Jennings **– HG**
LT Keith M. Andersen *
LT Daniel R.K. Barbian
WO1 Robert A. Baxley
WO1 David S. Deavila
WO1 Justin W. Hill *
Lt Andrew J. Paschall
LT Sean G. Plotner *
LT William R. Salter
LT Eric C. Scholl
LT Robert J. Spaulding *

IERW UH-60 Track
Class 13-007
WO1 Kevin J. Gilman**– DG**
LT Andrew A. Maher, Jr. * **– DG**
LT Grant W. Ward * **– HG**
WO1 Matthew T. Burnette
WO1 Joshua T. Harris
LT Marlee L. Havas *
LT Jason L. Hunt
LT Stephen J. Johnson
WO1 Brian L. Mumford *
WO1 Tyler B. Perry
WO1 Justin N. Smith
WO1 Andrew J. Webb
LT Paul V. Weber
LT Anthony Winstead *
LT Robert E. Woolley

IERW UH-60 A/M Track
Class 13-004
LT Richard T. Delk * **– DG**
WO1 Ryan R. Munsterman * **– DG**
WO1 David R. Calhoun * **– HG**
LT Jeffrey Turner **– HG**
WO1 Ryan T. Becker
WO1 Travis W. Clagg
CW2 Justin H. Geen
CPT Rebecca C. Harrison *
LT Haley J. Johnson *
LT Megan M. Kelty *
WO1 Joseph A. Leadbetter
WO1 Derrick A. Robinson
WO1 Corey A. Sayer
LT Blythe M. Schultz *
LT Christopher J. Smith
LT Eric C. Zielinski *

59 Officers, October 31

IERW AH-64D Track
Class 13-002
WO1 Michael W. Benites * **– DG**
LT Kyle W. Hodgson * **– DG**
LT Brandon N. Dotson * **– HG**
WO1 Joe D. McCollum **– HG**
WO1 Casey J. Anderson
WO1 Brian A. Cawrse
LT Kayla C. Crissey
LT James A. Garvey *
LT Lindsay G. Gordon
LT David A. Hall *
LT Cale A. Hansen *
LT Geoffrey Hansen *
WO1 Richard H. Hardy *
LT Shaye L. Haver *
LT Jason R. Hedrick
LT Cody D. Koffman
WO1 Brandon M. Maloy *
LT Cody J. Murtle *
WO1 Victor Reyna
WO1 Steven R. Sorenson
LT Richard I. St. Onge
LT Arianna D. Taylor *
LT Bradley S. Wompierski

IERW CH-47D Track
Class 13-008
WO1 Anthony L. Ives **– HG**
LT Benjamin Goeller
WO1 Jacob K. Radke *
WO1 Ryan S. Stevens
WO1 Ryan K. Thurgood
WO1 Jeremiah L. Williams

IERW UH-60 Track
Class 13-008
WO1 Douglas D. Martine **– DG**
LT Robert P. Rouillard * **– HG**
LT Billy J. Blackwell
WO1 Dustin M. Bunkley
WO1 Jerry C. Frederick II
LT Chester K. Haner *
LT Caitlin E. Holbrook-Bruns *
WO1 Jason J. Hudgins
LT Ericka S. Islas
LT Lindsey N. Jefferies
WO1 Bryan P. Loosli
LT Sophia M. Matias *
WO1 Jordan C. Sturm

IERW UH-60 A/M Track
Class 13-005
WO1 Joseph S. Browning * **– DG**
LT Kyle L. Palmer * **– DG**
LT Jarreth K. Warren **– HG**
LT Brian R. Carlson *
LT Michael A. Casares
CW2 Darren H. Geen *
CPT William E. Howton
LT Samantha A. Jewell
WO1 Steven M. Lovewell *
LT Cameron J. Martin *
LT Taylor M. McCurry
WO1 Nathan S. Pollock *
LT Adam C. Scott *
LT John H. Scudder *
WO1 Christopher K. Smoot
LT Patrick M. Sweeney *
LT Ryan J. Ulses

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

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 UAV Operator Course
Class: 13-021/023
20 Graduates, October 16, 2013
PVT Corey G. Wages **– HG**
PV2 Josue F. Aguilar
PV2 Katherine E. Chapman
PVT Anthony M. Cummings
PFC Scott A. Dermer
PVT Robert E. Golden
SGT Hector J. Hernandez
PV2 Kenneth R. Malone
PFC Kevin O. Marshall
PVT Sean D. Nicely
SGT Jason A. Potts
SGT David W. Ray
SGT Eduardo Rodriguez
PVT Charity G. Runyon
PV2 Joaquin Silva
CPL Nehemiah D. Smith
PV2 Cade D. Terry
PV2 Caitlin A. Theodorski
PFC Justin L. Warner
PFC Trevor C. Wentling

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

Shadow UAS Repairer Course
Class: 13-037/038/537
5 Graduates, October 16, 2013
SSG Emmanuel Diaz-Nieves **– HG**
PFC Erick C. Ringlstetter **– HG**
PFC Kyle A. Arndt
PFC Katelyn R. McNeil
PVT Zachary E. Taylor

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

Legislative Report

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

Congress Votes to End Shutdown

The government shutdown ended on September 16th following a resolution developed by a bi-partisan group of women Senators to include Senator Kelly Ayotte (NH), Senator Susan Collins (ME) and Senator Barbara Murkowski (AK).

The Federal Government, to include all services, monuments, departments, administrations and agencies, were fully operational the next day but many small businesses and government employees had faced great strain during the closure leaving a bitter taste in the mouth of many in the National Capital Region and throughout the country.

It seems that this enlightened group of women was able to gain consensus the night before the Treasury would lose its ability to have budgetary authority, and forced talks between Majority Leader Senator Harry Reid (NV) and Minority Leader Mitch McConnell (KY) to end the shutdown.

The vote included measures to raise the debt ceiling, made minor adjustments to the Affordable Care Act known as Obamacare and calls on a bi-partisan panel of senators and representatives led by Senator Paul Ryan (MN) and Senator Patty Murray (WA) to negotiate a grand plan to end the current fiscal crisis by December 13th. The vote ensured the government would continue to operate until January 15, 2014 and that the Treasury would continue to have budgeting authority through February 7, 2014.

Although some are optimistic, there is an air of caution reigning in the halls of Congress as no group has been able to come to consensus and vote on a budget since the Budget Control Act (BCA) of 2011 was enacted.

Since the enactment of the BCA, which includes the current sequester, there have been no budgets and the government has continued to operate under Continuing Resolution Authority (CRA).

Since Congress has kicked the can for so long there appears to be no end in sight to the United States fiscal crisis, losing credibility with its people through loss of pay and services, and on the World stage in its inability to manage its debt in default and the potential for a lower credit rating.

The Democrats declared victory since there were few adjustments to Obamacare, the most contentious point with the Tea Party caucus Republicans led by Senator Ted Cruz (TX). Expectations of a grand resolution have diminished in the weeks since the agreement was reached as the bi-partisan Congressional panel appears to be looking at a specific amount of funding for the current Fiscal Year 2014 which would send the House and Senate appropriators a benchmark to either draft a bill or most likely end with another continuing resolution.

The current thought is that a proposed continuing resolution would ease some of the impact of the ongoing sequester, stop the severe defense cut bleeding and propose ways and means to generate economic growth in the short term, leaving the question of how to deal with the out years to another day.

Department of Veterans Affairs (VA) Advance Appropriations

Numerous Veteran Service Organizations (VSO) and Military Service Organizations (MSO), to include AAAA, supported an effort to extend advance funding appropriations to all VA discretionary and mandatory programs, services and benefits.

This contact plan included joint letters to President Obama, Senate Leaders Reid and McConnell and House Leaders John Boehner (OH) and Nancy Pelosi (CA) as well as holding a joint news conference on October 30th hosted by both the Senate and House Veterans Affairs' Committee Chairmen Senator Bernie Saunders (VT) and Representative Jeff Miller (FL) and various leaders from represented VSO and MSO.

At the heart of the matter, and as a result of the government shutdown, it was evident that advanced appropriations for medical services worked as was originally enacted in the Veteran Health Care Budget Reform and Transparency Act of 2009.

As the government shut down, VA hospitals and clinics remained opened providing critical care to veteran's across the nation. Other services such as processing VA disability claims (which still has a tremendous backlog), medical research and burials at national cemeteries were either halted or reduced.

If the stalemate had continued, VA disability compensation payments and pension payments to veterans, survivors and their families would have been stopped. The result would have impacted millions of veterans some who are disabled, wounded or incapacitated who rely on these checks for their daily expenses.

The new bi-partisan legislation in the Senate (S.932) and the House (H.R 813) would enact provisions to cover these other discretionary programs in addition to medical services, and allow veterans, survivors and their families the ability to receive their checks and compensation despite a future government shutdown.

Members are urged to contact their Congressional Members to support both of these bills to ensure important VA benefits, which many rely on for day to day expenses as their only source of income, continue without interruption.

Social Security for Wounded Warrior

The Social Security Administration is getting the word out on the different benefits military service members can receive from current or prior disabilities.

Benefits from Social Security are different from those offered by the VA and individuals should be aware that there is an expedited process for those on active military service on or after October 1, 2001.

Social Security benefits offered are for those veterans unable to do substantial work and their medical condition is expected to last at least one year or to result in death. Veterans can receive up to 12 months of retroactive benefits from the date an application is filed.

To learn more about these and other benefits of Social Security for Wounded Warriors consult the administration's special web site at *http://www.socialsecurity.gov/woundedwarriors/* or call toll free at 1-800-772-1213 or if deaf or hard of hearing call the TTY number 1-800-325-0778.

ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

Aviation Center Chapter

CHAPTER PHOTO BY THOMAS W. SCHRADER

LTC (Ret.) H. Wayne Sumner, with Northrop Grumman Technical Services, is inducted into the Bronze Honorable Order of St. Michael by COL Brian Dillon, the deputy commander of Operations Group Alpha, Mission Command Training Program, Fort Leavenworth, KS, Oct. 1, 2013 at Ft. Leavenworth. Sumner was recognized on the occasion of his retirement after a combined military and civilian career spanning over four decades for his demonstrated highest standards of selfless service and commitment and distinguished record of accomplishments as an officer, leader, and Army aviator.

CHAPTER PHOTO BY LISA M. GEE

Army Aviation Center Chapter president and 110th Avn. Bde. commander, COL Jason A. Altieri, inducts ***Ana "Anita" E. Hernandez*** into the Honorable Order of Our Lady of Loreto during a general membership meeting at Ft. Rucker, AL on Sept. 26, 2013. Serving the Army community for over 26 years while her husband, CW4 Ralph J. Hernandez, has been leading Soldiers and flying Army aircraft, she has been a leader for Army families in Puerto Rico, Nevada, and at Ft. Rucker. She has helped plan the graduation lunch for every class of Spanish military officers that have graduated from flight school for the past three and a half years, and has held many events in her home.

Mount Ranier Chapter

U.S. ARMY PHOTO BY CPT. JESSE A. PAULSBOE

MAJ Jonathan E. Tiedeman (center), executive officer for 2nd Bn., 158th Avn. Regt., Joint Base Lewis-McChord (JBLM), WA, is inducted into the Bronze Honorable Order of St. Michael by Army Aviation branch chief and commanding general of the U.S. Army Aviation Center of Excellence, MG Kevin W. Mangum, during a Sept. 13, 2013 ceremony. Tiedeman, with his wife Kimberly at his side, was recognized for his outstanding contributions in standing up the 16th Combat Aviation Brigade at JBLM as he changes duty to become the 16th CAB executive officer.

North Country Chapter

U.S. ARMY PHOTO BY CPT PETER K. SMEDBERG

CW4 Gary S. Ossinger (left), a CH-47 Chinook helicopter pilot assigned to 3rd Battalion (General Support), 10th Combat Aviation Brigade, is inducted into the Bronze Honorable Order of St. Michael by 3rd GSAB commander, LTC Anthony Meador (center) and brigade command chief warrant officer, CW5 Jeffrey Fitzgerald, for his contributions to the Army Aviation community over the course of his career, October 2, at Bagram Airfield, Afghanistan. Ossinger was recognized for his outstanding service as the task force standardization officer during two combat deployments and rebuilding the TF prior to Operation Enduring Freedom.

Tennessee Valley Chapter

U.S. ARMY PHOTOS BY SOFIA BLEDSOE, PEO AVN PAO

CW4 Robert J. Smith III (middle) was inducted into the Bronze Honorable Order of St. Michael by Steve Sanders (right), vice president of the Tennessee Valley Chapter during Smith's retirement ceremony October 15 at the Overlook on Redstone Arsenal, AL. COL James Brashear (left), Non-Standard Rotary Wing Aircraft Project Manager, recognized Smith with several awards at the ceremony, including the Legion of Merit, a letter from Gen. James D. Thurman, Commander of the United Nations Command; and a flag that was flown in Afghanistan. Smith's 22 years of military service included flying over 3,000 hours and multiple combat deployments, culminating with his serving as the Mi-17 senior sustainment officer for PM NSRWA. His wife, Brandy, was recognized with a certificate of appreciation from GEN Raymond Odierno, Chief of Staff of the U.S. Army. Smith and his family plan to remain in Huntsville.

Chapter News

Snake River Chapter

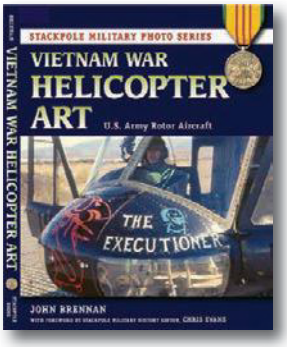
PHOTO BY SSG SABRA PAGE, IDAHO ARMY NATIONAL GUARD

Members and friends of the Idaho Snake River Chapter enjoyed a fun day at the Boise Ranch Golf Course during the annual golf tournament held on September 21, 2013. Sixty-four golfers and five volunteers participated in the successful event from which $2,600 was raised toward the Ed Freeman Scholarship Fund. Pictured are (from the left) 1SG Bradley L. Gaskell, Co. B, 1st Bn., 183rd Avn. Regt.; and WO1 Corbin J. Jones and SSG Sean T. "Scooter" Pyne, Co. D, 1-183rd ARB.

Tennessee Valley Chapter

PHOTO BY SPC. JEANITA C. PISACHUBBE, 1AD CAB PUBLIC AFFAIRS

The Tennessee Valley Chapter (TVC) held this year's Bob Vlasics Classic Bass Tournament at Ingalls Harbor, Decatur, AL on Saturday October 12, 2013. This year's Fall Tournament registered 27 boats and saw more father and son, husband and wife and corporate sponsored teams joined in the competition. These new teams proved themselves as great competition with two husband and wife teams topping the winner's board. Pictured are: (right to left) Michael Pilotte and Dana Fristoe, weighing in at 13.71 lbs. total and Big Bass at 6.5 lbs to capture 1st place; Kevin Kidd and Quintin Thompson at 7.34 lbs. for 4th place; Josh and Daniel Oswell, MTSI sponsored team, in 3rd place with 11.58 lbs; Steve Burgess and Roger Messick (not pictured) at 6.89 lbs for 5th place; and Jennifer and Daniel Beck in 2nd place with 12 lbs. Immediately after the awards ceremony names were drawn for the numerous door prizes provided by our generous sponsors: AerodyneMCR, Avion, Cargo Bass Club, PM Cargo, DRC, Dynetics, PALL, SAIC, Triumph Group, Inc., VT Group, Westar and Yulista. Special thanks go to Laura Bequette, AerodyneMCR, for preparing the great gumbo, drinks and snacks. The TVC Spring Bass Tournament is scheduled for April 5th at Goose Pond Marina.



BOOK REVIEW

Vietnam War Helicopter Art

By John Brennan

Reviewed by BG James M. Hesson, U.S. Army, Retired

Each war era seems to develop its own unique aircraft identification art form.

World War One aircraft paintings served to uniquely identify the person; e.g., Manfred von Richthofen, "The Red Baron," in his all-red aircraft; or units, e.g., the famous painting of an American Indian in full headdress on their aircraft to identify the "Lafayette Escadrille," comprised of American pilots serving in the French commanded squadron.

World War Two saw resurgence of aircraft identification painting and art. The "Tuskegee Airmen" 332nd Fighter Group painted the tails of their P-47s and later, P-51s, red, resulting in the nickname "Red Tails" being coined for the much respected group. Personalized art in the form of Hollywood movie stars, the famous Vargas Pinup Girls, wives names, home towns, and comments about the enemy were prevalent.

During the Vietnam era, helicopter nose and fuselage art offered opinions about the times, veiled threats to the "bad guys," social commentary, and just plain funny expressions portrayed in graphic form. While attitudes about helicopter graphics painted on unit aircraft may have varied from unit to unit, fortunate was the unit who had an assigned artistically talented individual or had access to a Vietnamese artist who would take on the painting task to translate an idea into a finished helicopter-borne art product.

John Brennan's book," Vietnam War Helicopter Art," published by Stackpole Books, captures many of these artistic graphic commentaries in a series of almost all color pictures. As the name implies, the book is a compilation of pictorial art compiled from the soldier/aviator level, which together paints a historical picture of bravado, humor and veiled political commentary shared by all Vietnam veterans. Whimsical-like statements, yet having deep meaning of the times such as "Peace Seekers" painted on the nose of a MEDEVAC helicopter to "Ho Chi Sucks" (referring to the North Vietnamese leader), painted on the bottom of a UH-1C gunship portrays both serious and irreverent messages. The book also serves to highlight some little known facts, such as the CH-54 which carried and dropped 10,000 bombs to make "instant landing zones" in the jungle canopy.

Review of the pictures in the book show little "pinup" art, perhaps indicative of the 1960's-early 70's era when this Vietnam-based artwork was more about commentary of the times rather than remembrance of "the girl left behind." My favorites were the replica Coors beer can rocket pods from the 92nd Assault Helicopter Company (and also originally attributed on an Internet site to the 189th Assault Helicopter Company) and the Budweiser rocket pods also pictured in the 92nd. With over 500 acknowledgments, the author recognizes the persons and organizations which made this publication possible. We should be indebted to those who provided pictures and the author for compiling this book.

It may not be on the New York Times best-seller list, but for those of us who served in Vietnam, either flying as a crew-member or being a passenger, it will forever be a memory-evoking source when asked "Grandpa, what did you do during the Vietnam war." The book is available from multiple sources in print or e-book format.

BG (Ret.) James M. Hesson is a past president of the Army Aviation Association of America and the AAAA Scholarship Foundation, Inc. and an inductee of the Army Aviation Hall of Fame.

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Nomination forms for all of the AAAA Awards are available through the AAAA website: www.quad-a.org or call the AAAA National Office at (203) 268-2450

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Tennessee Valley Chapter
VP of Awards
CW4 Steven Sanders, Sr., Ret.

Aces
Ed Hassiepen
Delaware Valley Chapter

NCO of the Quarter
SGT Joshua P. Veldboom
4th Quarter
Badger Chapter

Soldier of the Month
SPC Toni M. Toliver
Sptember
Air Assault Chapter

New Lifetime Members
CW4 Lawrence R. Bradley, Ret.
CW5 Thomas Clark
CW5 Brian E. Erickson
CPT Jason M. Kowrach

New Industry Members
John Bean Technologies Corporation (JBT)

UPCOMING EVENTS

January 2014

Jan. 1	National Awards and Top Chapter submission deadline.
Jan. 10	AAAA SFI Executive Committee (Conference Call) Meeting, Arlington VA
Jan. 11	AAAA National Awards Committee Selection Meeting, Arlington, VA
Jan. 14-15	AUSA Aviation Symposium & Exposition, Arlington, VA

February 2014

Feb. 3-6	Aviation Senior Leaders Conference, Fort Rucker, AL
Feb. 12-13	Joseph P. Cribbins Aviation Product Symposium, Huntsville, AL
Feb. 19-21	AUSA Winter Symposium, Huntsville, AL
Feb. 24-27	HAI Heli-Expo, Anaheim, CA

May 2014

May 1	AAAASFI deadline for receipt of all completed scholarship applications
May 4-6	**AAAA Annual Meeting**
	2014 Army Aviation: Mission Solutions Summit, Nashville, TN

ARMY AVIATION ASSOCIATION OF AMERICA

593 Main Street, Monroe, CT 06468-2806
203-268-2450, Fax 203-268-5870, Web www.quad-a.org

UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION

SIMULTANEOUS MEMBERSHIP FORM

AAAA Membership Place "X" in appropriate box
☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

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

MEMBERSHIP DATABASE INFORMATION

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

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Address Date Birth (mmddyyyy)

City State ZIP+4 Home Tel

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

Spouse (First Name) FAX Tel:

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

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

CURRENT STATUS Place "X" in appropriate box
☐ Active Army ☐ ARNG* ☐ USAR* ☐ Retired ☐ Former Warrant Officer
☐ Associate (all others) *AGR please check ARNG or USAR ☐ Male ☐ Female

CERTIFICATIONS Place "X" in appropriate box
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☐ REGULAR/ASSOCIATE MEMBER DUES ☐ 1 Yr $50 ☐ 2 Yrs $100 ☐ 3 Yrs $150 ☐ 5 Yrs $250
☐ RETIRED MEMBER DUES ☐ 1 Yr $37 ☐ 2 Yr s $74 ☐ 3 Yr s $111 ☐ 5 Yrs $185

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

☐ Check or Money Order for dues is enclosed, made out to "AAAA".
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CHAPTER AFFILIATIONS (Check one)
☐ Please affiliate me with the chapters near my home.
☐ Affiliate me with the _____Chapters
☐ Please DO NOT affiliate me with any specific chapters.

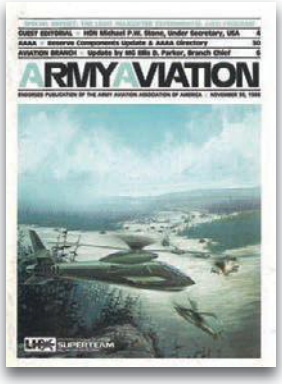
Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)

Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)

Art's Attic

By Mark Albertson

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



25 Years Ago
November 30 1988

Fort Rucker

In below photo, left to right: Lieutenants Christian B. Grinsell, Roseanne F. Ott, Kurt Bruggenmayer, Bo Bonvoullour and Ralph Meyers discuss proper techniques used in conducting communication between companies within a battalion net. These five lieutenants successfully completed their OBC training on September 9, 1988 and began flight school on October 19, 1988.

Captured on Corregidor

Diary of an American P.O.W. in World War II. LTG John M. Wright, Jr., (Ret), past AAAA National President and current National Executive Board member, has authored a detailed account of his three-and-a-half years as a POW captured by the Japanese on Corregidor in the Philippines. LTG Wright's book is a diary, one he wrote and smuggled through countless inspections during his imprisonment.

1000!

The 1000th UH-60 Black Hawk rolled off the assembly lines at Sikorsky. A ceremony held on October 11 at the Stratford, Ct. plant marked the milestone. Pictured left-to-right is MAJ Frank Glasgow, Aviation Officer, 102nd ARCOM, St. Louis, MO.; and, LTC Robert Lorenz, commander, 7/158 Aviation Regiment, Scott AFB, IL, who accepts the logbook from William A. Minter, VP Black Hawk Program, Sikorsky Aircraft Division, UTC.

Connecticut Chapter News

Guest speaker for the September 27 Connecticut Chapter professional dinner was LTG Jimmy D. Ross, Deputy Chief of Staff for Logistics, USA, Washington, D.C. Bill Stuck, CT Chapter President (left) is shown presenting a model of Sikorsky's VS-300 helicopter to LTG Ross (right).

50 Years Ago
Nov.-Dec. 1963

King Air

The new Beechcraft King Air, pictured below, is expected to fly this month for the first time. The turbine-powered craft can accommodate 6-to-8 passengers in a pressurized cabin. A pair of P&W PT6A-6 power plants give the King Air a cruising speed of 270 mph. Maximum range is 1,400+ miles. Gross weight is about 9,000 pounds.

Reunited at Fort Rucker

Staff Sergeant Perce Harvey stands beside UH-1A Iroquois No. 683 at Fort Rucker. No. 683 was once assigned to the 53rd Transportation Company in Vietnam. SGT Harvey once "crewed" No. 683 when he was in Vietnam. SGT Harvey points to a bullet hole that was the result of Viet Cong ground fire. The slug hit the pilot . . . who fortunately was wearing a bullet-proof vest.

Hummingbird

The first VTOL jet aircraft designed and built for the U.S. Army is shown making its transition from vertical to horizontal flight. Known as the Hummingbird, the aircraft is a latest offering by Lockheed. The two-place, mid-wing, jet monoplane is 32 feet in length. The jet is being produced under the auspices of a $2.5 million fixed price contract from the U.S. Army Transport Research Command.

Army Aviation Hall of Fame

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

Nominations for the 2015 induction into the Hall of Fame are currently being accepted, with a deadline date of June 1, 2014.

Contact the AAAA National Office at (203) 268-2450 or visit www.quad-a.org for details.

Specialist Five Steven B. Hook

Army Aviation Hall of Fame 2011 Induction - Nashville, TN

Specialist Five Steve Hook was the "Charles Kelly of DUSTOFF medics." He put every life entrusted to his care above his own, routinely risking his life for the wounded. By his demeanor and example he contributed immeasurably to a unit that sustained fifty percent casualties and still evacuated some 4,000 patients each month. He was absolutely fearless, the model for all that the combat medic has been or could ever aspire to be. Hook was among the few crewmembers with the qualifications and courage to rescue patients in zero/zero weather, at night under instrument conditions to the pickup site where the crew looked for flares and descended through the weather and mountains.

On one such mission, he guided the pilots through the clouds to a unit pinned down and surrounded by the enemy. He left the aircraft and raced through enemy fire to get the patient. Once on board, he skillfully treated his wounds and saved his life.

On his final mission he volunteered to rescue wounded from an ARVN outpost surrounded by the enemy and under heavy mortar fire. On two missions into this area he was forced again to leave the aircraft, as the "friendlies" were pinned down. He repeatedly raced across open areas to load the wounded while the enemy concentrated small arms fire, RPGs and mortar on him and his ship.

On his third trip the enemy zeroed in on the DUSTOFF ship. A direct mortar hit severely wounded him; shrapnel dug deep into his brain and seriously damaged one arm. He would spend many months in the hospital and years recovering.

He is not famous nor did he die in a blaze of glory, but he left his blood and sweat on many battlefields setting an example for all who care for others. Steve Hook was inducted into the DUSTOFF Hall of Fame on February 24, 2002.

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