

GEN Richard A. Cody Keynotes Quad A's 50th Anniversary

Meg Williams

There's "Army Strong" and then there's "Army Aviation Strong." At the 50th anniversary of the Army Aviation Association of America (Quad A) Annual Convention, held May 9-12, 2007, in Atlanta, GA, the more than 5,500 attendees included U.S. Army Active, Reserve and Guard aviators; industry leaders; and representatives from the United Kingdom, Netherlands, Germany, Australia, South Korea, Canada and Saudi Arabia.

From left, Boeing Rotorcraft Division Vice President/General Manager Chuck Allen, Secretary Claude M. Bolton Jr. and Kenny Kunstel, Boeing Business Development, examine a quad-tilt rotor model at the Quad A Convention held in Atlanta, May 9-12. (U.S. Army photo by Richard Mattox, PEO Enterprise Information Systems (EIS).)



Keynoting the convention was Army Vice Chief of Staff GEN Richard A. Cody, who reported on the status of Army aviation while the United States fights a persistent conflict for the next 10-20 years, and while the Army modernizes its air and ground forces, repositions its forces from the European plains and Korean peninsula, grows by 65,000 and restructures the U.S. Army Training and Doctrine Command (TRADOC).

Cody gave high marks to the restructure and redesign of combat aviation brigades (CABs). At the same time, he is asking his commandants and LTG Thomas F. Metz, TRADOC Deputy Commanding General and Chief of Staff, if this structure will survive full

fire-and-maneuver warfare on the distributed battlefield.

Aircraft Survivability

Aircraft survivability rated well, but Cody will not be satisfied until there is Advanced Threat Infrared Countermeasure on helicopters. “I’ve told our program executive officers [PEOs] and everybody else that I don’t want to wait until 2010,” Cody said. He added that he is happy with the Common Missile Warning System and flares.

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Cody listed and reviewed the aircraft in development or being modified.

“What’s keeping this thing going are the great PEOs and program managers we have teaming with industry,” he explained.

Task Force Observe, Detect, Identify and Neutralize (ODIN)

Cody spent significant time talking about unmanned air-

craft systems (UASs) as well. The UAS component is working with the military intelligence branch, the signal



GEN Richard A. Cody discussed Task Force ODIN's remarkable accomplishments in targeting IED bomb makers, insurgents and suicide bombers in current operations in Iraq. (Photo courtesy of Quad A's Rene Bidez.)

branch and the artillery branch. "The Small UAS Program of Record — our Raven — is doing great things over in theater," Cody remarked.

Cody discussed the Army's Task Force ODIN, which worked on manned/unmanned teams that went after improvised explosive device (IED) bomb makers, insurgents who placed bombs and suicide bombers. Task Force ODIN was built around a C-12 airplane and Warrior UAS with special mission packages in them, and a common operating system that was built to allow a common operating picture between CABs and ground units. [See Page 12, *Common Systems Integration — Bringing It All Together.*] This combination allowed persistent surveillance on the battlefield as AH-64 Apache and OH-58D Kiowa helicopters no longer had to patrol at night and troll for insurgents placing IEDs. This increased CAB and convoy crew survivability and increased operational ready rates for the helicopters.

"We are on the cusp of fully understanding how to get 'persistent stare' by the way Task Force ODIN is

managing different sensor packages — manned and unmanned — and by the way brigade commanders are using the Shadow UAS," Cody continued. "This was just a piece of paper and a few briefings 12 months ago. Task Force ODIN is really showing us why we need to put UASs inside the CABs and move very quickly to a common ground station for air-ground coordination. Any time you can see the enemy and he doesn't know you're watching is a good thing — but not good enough. You also must be able to do something about it and that's what we've been able to do."

Throughout the conference, nearly every speaker had good things to say about Army UASs. "UASs are making a major impact on success of taking down terrorist cells and saving thousands of Soldiers' lives," Sergeant Major of the Army (SMA) Kenneth O. Preston explained. "They are giving us eyes in places we've never had before. They're helping us monitor for IED placement and helping to keep major supply routes clear."

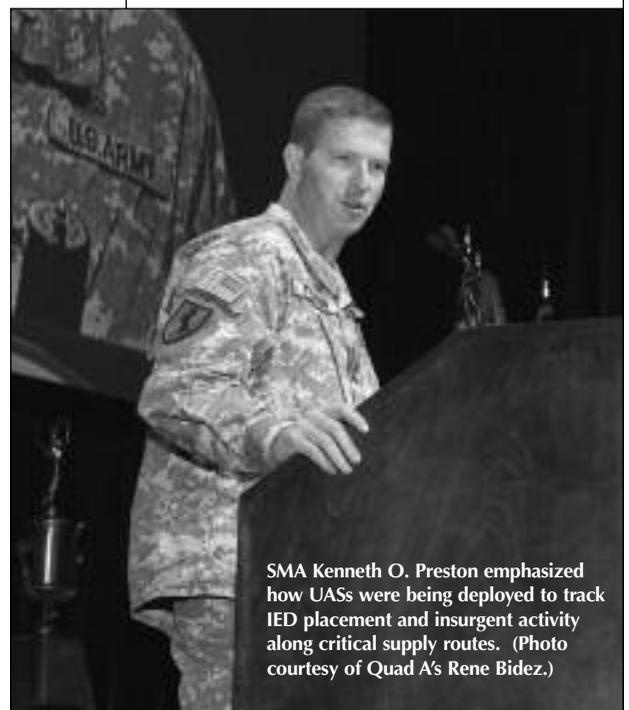
Adapting Army Aviation

"There's some real energy here," remarked MG Virgil L. Packett II, Commanding General, U.S. Army Aviation Warfighting Center and Fort Rucker, AL. "We are adapting Army aviation, we're staying tied to the field in every geographic region of the world, we're adapting our organizations, we're integrating new aircraft systems, developing

strategy, leveraging resources and exploring the possible through science and technology and research and development." Packett was energized about the many projects Army aviation is working on, including Task Force ODIN. "This is a remarkable capability that's growing in use in the Middle East theater," Packett continued.

He also expounded on the simulation training capabilities at Fort Rucker and its Flight School 21. "Every aviation outfit that's going into harm's way will come to Fort Rucker to train." Army aviation's training strategy is tied into the Army Campaign Plan. Fort Rucker is linking its operations with the maneuver training center at Fort Benning, GA, and the Fires Center at Fort Sill, OK. Mobile training teams are also going to the field to train aviators who have been redeployed so that they don't have to leave their home base to train between deployments.

"Our technology is allowing us to explore the possible," Packett explained. "Whether it's composite materials, common engines or common cockpits — we are engaged with industry. This



SMA Kenneth O. Preston emphasized how UASs were being deployed to track IED placement and insurgent activity along critical supply routes. (Photo courtesy of Quad A's Rene Bidez.)

whole idea of manned and unmanned technology is an explosion.”

Army aviation is doing the heavy lifting with 60,000 aviation Soldiers around the world in every theater. “We’re hauling hundreds of thousands of Soldiers through the air if we don’t own the ground,” Packett said. “We’re hauling tons of supplies and logistics. And while we’re doing that, we’re also right here in the homeland bringing huge capabilities such as medical evacuations.”

Failure Is Not an Option

Army Acquisition Executive and Assistant Secretary of the Army for Acquisition, Logistics and Technology (ASAALT) Claude M. Bolton Jr. spoke at the convention’s first light breakfast on May 12. Bolton pointed out that Army aviation had 8,348 aircraft in 1990, 3,558 today and plans to have 3,337 in FY20. “And we’re expected to do a better job than we were with the 8,000 aircraft,” Bolton quipped. “Our pilots, crew, and tactics, techniques and procedures all must be more capable because we’re asked to do more.”

Bolton echoed other Army leaders who are pushing for the Joint Cargo Aircraft, which is in source selection

MG Virgil Packett addresses the 50th Anniversary Quad A audience in Atlanta. (Photo courtesy of Quad A’s Rene Bidez.)



now, and the Armed Reconnaissance Helicopter, which has had an issue with the contractor, Bell Helicopter Textron. “If we stumble, the money disappears,” Bolton said. “It’s phenomenal that we have been able to keep the resources [after the Comanche program was terminated].”

Teamwork Creates Legacies

During the final presentation, BG Stephen D. Mundt, Director, Army Aviation Task Force, made an impassioned plea to industry to work

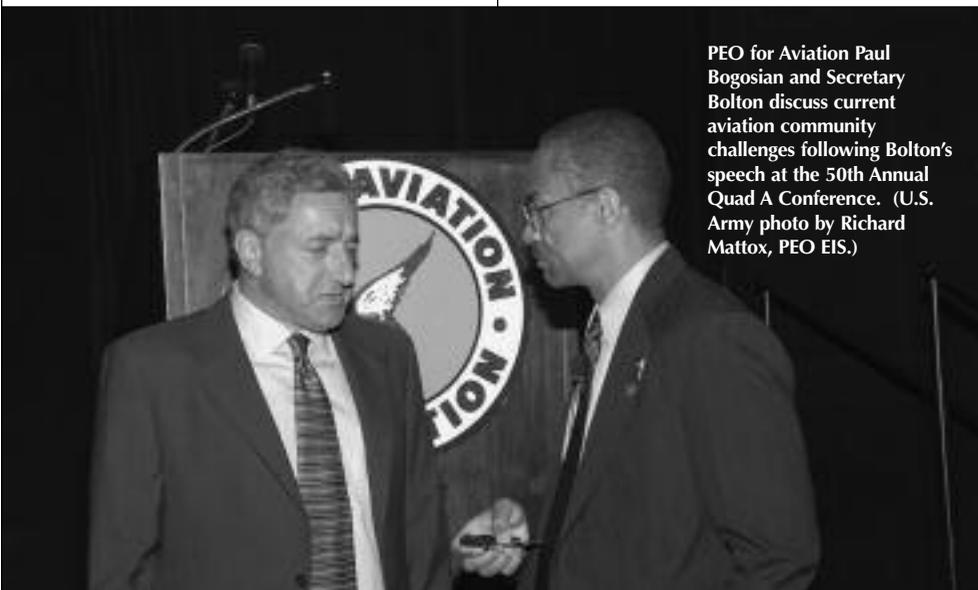
together to advocate for Army aviation, the Army and all of the Armed Forces. “It’s about teamwork,” he said. “From the general officers leading our aviation organizations, to PEO Aviation, to industry — the message is clear — the legacy lives on.”

Mundt reminded his audience that the Army was allowed to use the funds from the terminated Comanche program — \$14.6 billion — to work on retrofitting current aircraft and developing other aircraft. “Don’t think for one minute that there aren’t people circling around you looking for that money. There are people out there who are trying to get into our coffers.”

From the use of supplementals to fund the Army’s needs to fight the global war on terrorism to Congress not allowing the Army’s subject matter experts to run its programs, Mundt listed numerous items that the entire aviation community must attend to, chiefly, funding the Nation’s defense.

“This Nation is spending less than 3.5 percent of its total gross domestic product on its national defense. Everyone in this room should be concerned. We all must stand up and be heard. We have had 50 years of a great legacy, and in order to have another 50 years, we must have a strong national defense and a strong budget. We have the talent in our young men and women in uniform and the talent in industry to support us. Be committed to our future,” Mundt concluded.

PEO for Aviation Paul Bogosian and Secretary Bolton discuss current aviation community challenges following Bolton’s speech at the 50th Annual Quad A Conference. (U.S. Army photo by Richard Mattox, PEO EIS.)



MEG WILLIAMS provides contract support to the U.S. Army Acquisition Support Center through BRTRC Technology Marketing Group. She has a B.A. in English from the University of Michigan and an M.S. in marketing from Johns Hopkins University.