Bono sings the following lyrics in one of U2’s earliest hits: “Nothing changes on New Year’s Day.” Yet within the lyrics of that song, Bono seemingly contradicts that statement with the promise of something new, crooning, “I, I will begin again.” At the beginning of each year, most of us resolve to shed something of the old and embark on something new, letting the turn of the calendar page be our inspiration to shed our old skin and take on a new persona. It may be to lose weight, to exercise more, to show more affection toward our loved ones, or a vow to learn to dance, play the piano, (fill in the blank).

In 1996, Sheryl Crowe sang, “A change would do you good.” And, of course, she’s right. Perhaps your resolution is to be more physically active or more involved in some organization you belong to. If you are looking for an incentive to do so, think about this: There are 12 seats on the CHPA Board of Directors. Six of those are officers (Chairman, President, VP Administration, VP Membership, Treasurer, and Secretary). Each of those positions is up for election every two years – in the odd-numbered years (2015, 2017, 2019, and so on). I brought this up last month, expecting some of you to write back and express an interest in serving on the Board. To my surprise, no one from our 499 members has expressed an interest in serving on the Board for two years beginning in September 2015.

CHPA has six standing committees under the by-laws; Audit, Elections, Governance, Membership, Presidents, and Veterans Services. In a posting one year ago, I informed you all that this current Board was working to form more committees to spread the load of accomplishing the CHPA’s goals and objectives, to help to shape our programs of service to the active and veteran communities. Consequently, the CHPA Board approved five new ad hoc committees in 2014; Communications and Media, Events, Finance and Investments, Fundraising, and Scholarships).

For those of you who would like to accomplish a change in 2015, consider a change that would benefit the CHPA’s mission and accomplish its goals and objectives. Serving on one or more of these committees would be a great way to connect, or reconnect, with your fellow CHPA members and to put into action those programs and services that CHPA purports to provide.

I will be providing more information about these committees and events involving the CHPA as the year progresses up to the 2015 annual
meeting and biennial convention in Indianapolis from September 24th to 27th. I implore you to become an integral part of the programs that the CHPA develops to serve our active and veteran communities.

Bottom line, resolutions are all about one thing, change. Change from what you’ve been doing that has not been effective in accomplishing your goals and objectives – change to something that does work. We are all less than perfect, but each of us could nonetheless be better at giving of ourselves to those in need. Take this opportunity to resolve in the new year to strive toward simply being better, not perfect. Think about focusing some of that energy toward aiding the CHPA and its programs. Happy New Year, everyone.

Share the “Swash”

Please feel free to forward this issue of “The Swash Plate” to your colleagues, potential members and other interested parties!

Sponsorship

Please consider sponsoring CHPA’s programs. You may make tax deductible donations to support the Goldie Fund, CHPA’s Scholarship program, the Holiday Boxes for the Troops, T-shirts for Heroes or the Association. For further information please look at Sponsorship at the website, http://www.chpa-us.org.

Reunions and Gatherings

Are you planning a reunion or event that may be of interest to our members? Let us help you get the word out and support veterans groups of all sizes and locations. Just send a message with the information to HQ@chpa-us.org. If you have a logo, send that along as well.

Be sure to include accurate contact and registration information and we’ll take care of the rest.

A Well Earned Thank You

Jay Brown

Amy Garrison, left, receives a CHPA Challenge Coin from LTC (R) Pat Glass for her most valuable help in making the Christmas Boxes for the Troops the annual success it always is. Amy is a US Postal Service employee who always went above and beyond when it came to making sure CHPA’s Christmas Boxes for the Troops went off without a hitch. This year’s 189 box shipment may have seemed daunting but Amy made it look easy and took a lot of the annual stress off Pat’s shoulders. Thank you Amy for a job very well done.
Robert N. Tredway Award Nomination Solicitation

Stephen Reilly

The Combat Helicopter Pilots Association is soliciting nominations for the Robert N. Tredway Award. The award honors the late Col. Robert N. Tredway who had a distinguished military career as well as an exceptional post-military career, including notable service to veterans with the Wounded Warrior project, as a Founding Member of CHPA and numerous other community and veterans organizations.

The Robert N. Tredway Award is given by the Combat Helicopter Pilots Association in recognition of an individual or corporation for demonstrated accomplishments in support of:

- the United States Military Helicopter Community;
- United States Military Veterans with an emphasis on helicopter veterans;
- for an individual, significant accomplishments in his/her professional area;
- the Combat Helicopter Pilots Association and,
- the community at-large.

The nomination must be in writing and contain the Name, Address and other contact information for both the nominee and the individual making the nomination. In addition the nomination shall include a written narrative presenting the accomplishments that qualify the nominee for the award.

Please send all nominations to:

Hon. Stephen M. Reilly
43 Calle Ventoso West
Santa Fe, New Mexico 87506

Nominations must be postmarked no later than May 15, 2015.
Marine Humor

Our Skipper was fearless. His name was Mike Gehring. One day the General gave a collective “ass chewing” to all ... In fact he went on so long; his audience was getting pissed, instead of getting the “message.” Lots of groans and sniffs about. Finally the General concluded with, “Is there anyone out there who doesn’t understand what I said or has any questions.” There was total silence ... and then I see Gehring’s right arm starting to ascend! WTF?

The General sees it and says, “State your name and question.” Mike doesn’t miss a beat. “LTC Mike Gehring, Sir. I’m sick of all the preferential treatment the helicopter pilots are getting around here. Something needs to be done about it.” The General, along with all the others present were stunned! Finally the General comes back with; “What the hell are you talking about?” Mike never skipped a beat. He says, “General, YOU might not have noticed ... but believe me the rest of us do. Anywhere we go on base ... Every Primo parking spot is reserved for helicopter pilots! The Club, the Exchange, the Dispensary, even the Wing Headquarters!” The best, closest parking spot is always reserved for the helo drivers! You have to have seen them General ... They’re clearly marked ... “Handicapped!”

For about 5 seconds there was total silence. Then total pandemonium! Cheers, jeers and catcalls, all over as the theater emptied. The General never said another word.

Mike had balls, he did!

The Swash!

One of the things we all know, nobody tells a better story than a combat helicopter crewmember, whether it’s the truth or “enhanced truth.” Our most entertaining and informative stories come from you, our membership. We often receive responses from our members when an article is published that opens a memory or touches a nerve, in a good way.

So where are all the story tellers out there? All you veterans of the skies of OEF and OIF with an idea for an article, or a story to tell it’s as easy as sending it in. Take a moment to lay fingers on keyboard or just put pen to paper and send them in. You can email them to hq@chpa-us.org or through the US Post Office to: CHPA • PO Box 42 • Divide, CO 80814-0042

Help us help you tell the tales of your experiences and continue to preserve our shared legacy of combat under a rotor disc.
CHPA MERCHANDISE NOW ON SALE

Closeout Special: For a limited time buy a high quality poplin button down shirt at regular price and get a 16 oz CHPA travel mug half off regular price. Comes in khaki or black. Sizes limited to stock on hand.

Closeout Special: For a limited time buy a high quality CHPA Windbreaker at regular price and get a 16 oz CHPA travel mug half off regular price. Sizes limited to stock on hand.

OTHER ITEMS AVAILABLE ONLINE

- CHPA Polo Shirt
- CHPA Logo Patch
- Flight Crewmember Tab
- CHPA Baseball Cap
Veterans Affairs

CHPA Veterans Committee

Are you a veteran looking for a job? Then consider using the Veteran Employment Center online portal. It was created in 2013 as a means of providing access to career tools, employment resources, and services for the job seeker. The VA site is intended to work in partnership with DoD, the Office of Personal Management, federal, state, and local municipal hiring agencies, and industry leaders and companies. Public and private employers seeking to hire veterans have a free platform to connect with job seekers, post job openings, contact prospective employees, and make public employment commitments. It is a central hub for partnerships with such job network organizations like LinkedIn and Google Profile as well as advanced online training companies like Coursera. For the veteran job seeker, the site provides a one-stop place to utilize the military job translator, search a database of job opportunities, and placed resumes. The bonus for employers is that the site is a source of access to a pool of resumes and highly skilled veterans that they may need in their company. The E-benefits website is a safe, secure, and centralized resource for many other benefit tools. VEC is open to all veterans, Reservist/National Guard, spouses, and dependents. The VEC is accessible from the VA’s e-benefits website: https://www.ebenefits.va.gov/ebenefits/jobs.

While it may not be the same fun as wiggling the stick, there is an opportunity to use your leadership skills, experience, dedication, commitment, and maturity to have a positive effect on our nation’s youth. That would be through the Troops to Teachers (TTT) program sponsored by the Department of Defense. Those who meet certain education, military service, and registration requirements may also be eligible to apply for TTT financial assistance to assist with their transition to the classroom. More information on this program is available at http://www.troopstoteachers.net/AbouttheProgram/Overview.aspx.

GOT PATCHES?

CHPA continues to receive quite an assortment of patches from our members. These patches are displayed at our booth at HAI, Quad A, and VHIA. Several of you have donated patches, but we’re always looking for more. They are very eye catching and help us garner attention. So please dig through your old patches and if you have some you’d like to share, send them to us at:

CHPA • PO Box 42 • Divide, CO 80814-0042
How Are We Doing?

Jay Brown

Every month we try to bring you articles and notices that interest all of our members. Of course that entails gathering news items and articles from various sources and varying topics, from the humorous to serious news of world events. We hope we’re meeting your needs and providing entertainment and we’d love to hear from you on whether we’re meeting those goals. If you have a comment or suggestion on what we’ve done well or where we could improve drop us an email at HQ@chpa-us.org or give us a call at 800-832-5144 and let us know. Of particular interest right now are stories on the retiring OH-58D Kiowa Warrior. If you’ve flown this aircraft in combat, or if you’ve been supported by this aircraft in combat we want to hear from you.

So, Where Are the Stories

Jay Brown

As has often been said, and demonstrated so often in The Swash Plate, some of the best stories are told by military pilots, especially helicopter pilots, usually over a beer at a bar. As we’ve also said, this is your newsletter, not only to read and share, but to contribute to. We’ve shared tales of bravery and daring-do from flight school to combat zones around the world to boring stateside missions that were suddenly not so boring anymore. There was the CH-47 that spiraled down through a dark and cloudy night following a flare to deliver much needed supplies. There was the story about trying to take off for an instrument qualification check ride with seat belt and shoulder harness unfastened. There was the story of a near miss over Fort Campbell between two OH-58As that tried to share the same airspace at high airspeed below the tree line. So, where is your story? It doesn’t have to be a literary work of art, nor does the spelling, syntax and formatting have to be perfect. I’ll take care of all that. It just has to be delivered to me at HQ and I’ll take care of everything else. And, with respect to “war stories” or TINS, it doesn’t even have to be true!! Submit your stories to CHPA either by email to HQ@chpa-us.org or send them to HQ at CHPA, PO Box 42, Divide, CO 80814-0042.

Welcome New Members

CHPA extends a hearty “Welcome Aboard” to these new members, who have joined so far in January, 2015.

Michael S. Adair         Samuel T. Brown          Robert W. Ervin         Paul E. Griffin
Joe F. Harrelson        Zachary L. Rankin           Clarence J. Romero      Thomas B. Smith
Joe T. Stroud            Mark A. Warfield
Why Should I Join CHPA

Jay Brown

One of the questions we were challenged to answer, and are still challenged from time to time, is, “Why should I join CHPA?” Since CHPA’s inception there has been much discussion on how to answer that one question. Along with the stated mission to preserve the legacy of the rotary wing combat aircrews, our answer boiled down to CHPA would provide a capability for members to re-establish and maintain contact with friends from flight school, peacetime assignments and combat deployments.

The value of the answer actually depends on where a potential member is in their own personal career. Some are relatively new to military aviation and are in contact with just about everyone they want to be in contact with; classmates, stick buddies and combat proven aircrews. These individuals have not yet experienced having a friend be reassigned or leave the military with associated changes in mailing address, telephone number and email address; those changes that eventually cause us to lose contact with friends we want to stay in touch with. Some are nearing the end of a career, or have already retired, and have many friends with whom they’ve lost contact. CHPA regularly receives requests from members and non-members alike looking for someone they flew with in Vietnam. Sometimes it’s just a request to locate a name mentioned in a letter from a relative. We always make the attempt and are sometimes successful, even locating former service members who are not members of CHPA.

The ability to keep a cell phone number regardless of home address, the emergence of social media etc may help people stay in touch but there are no guarantees. CHPA as a veteran organization provides another valuable venue with the ability to locate old friends. A few months ago we decided to expand that venue to social media and established a CHPA presence on Face book, allowing even more people to look for old friends. The question is, “Does it work?” I can tell you, it does.

As the CHPA Face book page admin, I have the sole discretion to approve or deny requests to join the Face book page. I do this to prevent, as much as possible, the purveyors of sneakers, sun glasses and T-Shirts. On January 28th, I had a request from several people to join the page. One of the names was very familiar. As always, I checked out the individual’s Face book page, just to make sure they weren’t selling something and had some connection to helicopter aircrews and the military. Checking the familiar name, I looked at his profile picture and thought, hmmm, he does look familiar, maybe a little older, so I approved his request. When I posted a “Welcome to the CHPA Face book page” message I added, “Were you ever in 3/17th Cavalry.” He responded with “Not in many years, old friend. How are you doing?” Along with this message he posted a picture of himself from Vietnam, a picture, as it turns out, that I had taken and had a copy of. I responded with a message in kind along with my copy of the same picture. Two ornery old Cavalry pilots who flew together in Vietnam, reunited after forty-two years of wondering, “Whatever happened to him.”

Yes, social media does work and so does membership in an association comprised of people who share a common experience. With CHPA that experience is flying and crewing military helicopters in combat.

What better reason to join?
MUM-T is the Word

Richard Whittle
Breaking Defense
January 28, 2015 at 4:32 PM
http://breakingdefense.com/2015/01/mum-t-is-the-word-for-ah-64e-helos-fly-use-drones/

The drone revolution, it appears, came along just in time for the Army. The service’s leaders have decided they can afford neither a new armed scout helicopter nor even the old ones they already own, but there’s always MUM-T — aka Manned Unmanned Teaming, in which manned aircraft work with unmanned aerial systems (UAS), aka drones. When LTC Davis led an Army aviation battalion in Afghanistan last year, for example, his AH-64E Apache attack helicopter crews were helped by drones in some 60 percent of direct fire missions, Davis told Breaking Defense after a Boeing Company media breakfast Wednesday.

“It’s a phenomenal capability,” Davis said on the eve of an Association of the United States Army aviation conference. Davis was there to describe how pleased he and others in the Army are with the AH-64E, the latest version of the beefy, heavily armed attack helicopter known to some Taliban as “The Monster.”

Besides flying faster and farther than the AH-64D, the Echo model can “talk” to the Army’s MQ-1C Grey Eagle drone, a derivative of the Air Force MQ-1 Predator. That allowed Apache Echo crews in his unit to see full motion video of areas they were flying into or enemies they were being sent to attack well before they reached their destination.

“The ops tempo was very high,” Davis said, during the seven months his 1-229th Attack Reconnaissance Battalion spent in Afghanistan, which included the Echo model Apache’s first combat deployment. The unit’s 24 Apaches flew nearly 11,000 combat hours between March and November and maintained an impressive 87 percent Full Mission Capable rate, Davis boasted.

The battalion’s aircraft also included 15 OH-58D Kiowa Warrior scout helicopters — aircraft the Army has decided to retire under an Aviation Restructure Initiative (ARI) inspired by sequestration — and 10 UH-60M Black Hawk utility helicopters. Davis had no drones of his own to command, but he said his Apache crews made good use of the Echo model’s Tactical Common Data Link. The TCDL allows AH-64E crews to not only view a Grey Eagle’s video but also to control its sensors and even the drone and its two Hellfire missiles.

Coordinating by radio, the Apache crews also worked with other drones, Davis said, from small ScanEagles and RQ-7 Shadows to far larger Predators and MQ-9 Reapers, another Predator derivative far larger and more heavily armed than the Grey Eagle or MQ-1. The Reaper typically carries four Hellfires and two 500 pound bombs.

AH-64E crews can also take control of and aim a Grey Eagle’s sensors, a form of MUM-T known as LoI 3, for Level of Interoperability 3. Davis said his crews also did that, but less frequently. He added that, in training before they deployed but not in Afghanistan, his Apache Echo crews also practiced teaming with Grey Eagles at LoI 4, in which a manned aircraft crew controls the flight path of a drone and can launch its weapons.

The Army plans to give each of its divisions a company of Grey Eagles as part of its ARI, which in addition to retiring the venerable Kiowa Warrior – first flown in 1969 in its original version – includes a bitterly
debated decision to take all Apaches away from Army National Guard units and give them to the active duty force. The Guard would get LUH-72 Lakota and Black Hawk utility helicopters instead.

COL Jeff White, who oversees reconnaissance and attack helicopter requirements for Army Training and Doctrine Command (TRADOC), told the Boeing breakfast that “Manned Unmanned Teaming (is) an important part of our bridging strategy as we lose the Kiowa Warriors.” But White said the Army was just “scratching the surface” in its use of MUM-T.

Indeed, Davis said the in-flight use of drones by 1-229th Apache Echo crews wasn’t part of a plan but an ad hoc use of available resources. “It all depended on who showed up,” he said. “Sometimes the linkup (between Apaches and drones) would be done on station while they were at the mission location” and “sometimes it was by chance that they (drones) happened to be in the same area we were operating in, or they got called into an operating area.”

So as a commander, having used both OH-58Ds and drones to perform reconnaissance, which does Davis prefer? “A lot depends on what your mission set is,” he said. A helicopter with a human being inside can provide better situational awareness by “actually being on the mission and seeing it, smelling it, hearing it,” Davis offered. “But having the capability of an unmanned system that could get up a lot higher (10,000 to 15,000 feet) and still have those capabilities that it brings to the fight – having it available and allowing us to stand off where we’re not seen, not heard – there’s a lot to be said for that.”
Decisions, Decisions, Decisions

Jay Brown

Years ago, toward the end of basic training, a group of us “soon to be soldiers” were called into the company commander’s office. After properly reporting we were invited to take a seat. With cautious glances all around we sat down and were told the reason for this highly unusual (to date) meeting. The commander explained that we were there to receive the results of the many tests we’d taken, which would determine what our career paths in the US Army would be. He started by saying, “The following individuals have qualified to attend the US Military Academy at West Point, NY.” He read the list of names and those individuals were excused to pick up their orders from the company clerk.

He continued, “The following individuals have qualified to attend Officer Candidate School at Ft Benning, GA.” Again, he read the list of names and those individuals were excused to pick up their orders.

Next he said, “The following individuals have qualified to attend Warrant Officer Flight Training at Ft Wolters, TX.” He read the list of names and those individuals were excused to pick up their orders. I took the opportunity to look around the room and quickly realized two things. There were no other trainees in the office and this could be very good or, more likely, very bad.

The commander looked at me and said, “Private Brown, you have qualified to attend your choice of West Point, OCS or Flight School. I need your decision on which school you wish to attend before we can publish your orders. Do you have any questions?”

I looked at the CO, a young, square jawed Captain and replied, “Sir, I notice you’re wearing aviator wings and a West Point ring on your finger. What would be your advice to me?” He looked more square in the eyes, gestured with both hands at his desk and said, “Son, you see what I’m flying, right?”

And that is how I made the decision to go to flight school.