



# National Guard Association of the United States Draft Resolution Input Form

Phone: 202-789-0031, Fax: 202-682-0358, www.ngaus.org

This form must be used to initiate proposed changes to standing resolutions, or to submit a new resolution. Each form must contain only one recommendation item; draft resolutions received after May 15th will be classified as "Emergency." Following the general conference, adopted draft resolutions will be incorporated into their applicable standing resolution, or established as a new resolution (background information is then removed - unless required for clarity).

Date (MM/DD/YY)  POC/E-mail

State  Input #

Type Draft Resolution  Relating To

Examples: Retirement Pay, Combat Vehicles, C-130 Modernization, etc.

Category  Standing Resolution to be Amended ( For new resolutions; Select "New") Resolution #  Item #

**Background Information:** Identifies policy, modernization program, equipment, or change being proposed - and why; be specific and as brief as possible (SPELL OUT ALL ACRONYMS - USE ONLY THE SPACE PROVIDED - THE SAME BACKGROUND MAY BE USED FOR MULTIPLE DRAFT RESOLUTIONS - IF APPLICABLE)

Within the numerous state emergency, disaster response and Homeland Defense/Security mission requirements is the operational need for National Guard response elements to provide emergency tactical power in a wide range of disaster relief operations. On Board Vehicle Power allows for guard emergency responders to quickly apply emergency electrical power to critical care, emergency logistics, and operations nodes on a priority basis. On Board Vehicle Power provides the National Guard Homeland Response Force (HRF) and current Combat Support Teams (CST's) with capability for delivery of emergency/tactical power across the full spectrum of mission demands. On Board Vehicle Power can be easily adapted to existing tactical vehicles currently in the inventory by having kits installed by National Guard maintenance technicians and operationally employed with minimal training of a small number of personnel. On Board Vehicle Power is adaptable to the existing tactical wheeled vehicle fleet with very little compromise of vehicle utility and done at relatively low cost. Additionally, technology has been designed which easily and rapidly facilitates the connection of On Board Vehicle Power directly from the vehicle to residential and commercial facilities while at the same time disconnecting the facility from the power grid. This enables power to be provided directly where needed within minutes after arrival of an On Board Vehicle Power equipped Humvee.

**Recommendation:** Specific item or program being advocated (ONE RECOMMENDATION PER FORM - SPELL OUT ALL ACRONYMS - USE ONLY THE SPACE PROVIDED)

The National Guard be authorized and funded to procure sufficient On Board Vehicle Power transmission kits to adapt emergency response elements within the states for disaster relief and Homeland Defense/Security mission needs.

# Proposed 2011 Industry Draft Resolution Input

for the

## NGAUS Resolutions Process

**Note:** This is a form for industry members to provide information to *state associations*. Please do not send this form back to NGAUS, as resolutions *must* come from a state association.

**Date:** January 21, 2011

**Technical POC Making Input:** Clare McGarrey, [clare.e.mcgarrey@interconnect-wiring.com](mailto:clare.e.mcgarrey@interconnect-wiring.com), 817-614-4634

**State Association POC:**

**State Association:**

**Category:** ARNG

**Type Resolution -** CHANGE TO RESOLUTION ARNG#1

**Relating To -** MODERNIZATION AND SUSTAINMENT OF ARMY NATIONAL GUARD AVIATION

### **Background -**

In the 1980s and 1990s aircraft were manufactured with Kapton insulation in wiring harnesses. Currently aircraft are produced with Teflon Kapton Teflon (TKT) insulation because after many years of use, Kapton insulation becomes old and brittle and can lead to wet or dry arcing. Arcing can lead to intermittent or catastrophic system or aircraft failures. The only solution to avoid potential problems and improve system reliability is to replace the existing wiring harnesses with new wiring harnesses. The rewiring of aging UH-60A aircraft will reduce extensive maintenance time requirements needed to isolate electronic malfunctions and enhance operational safety due to the age of the wire within these aircraft.

The UH-60A rewire program is a vital recapitalization of critical aviation assets within the Army National Guard needed so the Guard can sustain the current operational tempo in support of critical wartime and homeland defense missions. Replacement of aircraft wiring is needed to ensure full functionality and reliability of Army National Guard critical combat and essential capabilities.

### **Proposed Recommendation -**

To ensure readiness of the Army National Guard UH-60A aircraft and to leverage the effectiveness and efficiencies of current modernization programs, the National Guard Association of the United States supports the replacement of UH-60A aircraft wiring.