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April/May 2020



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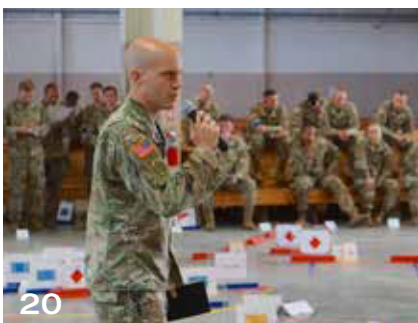
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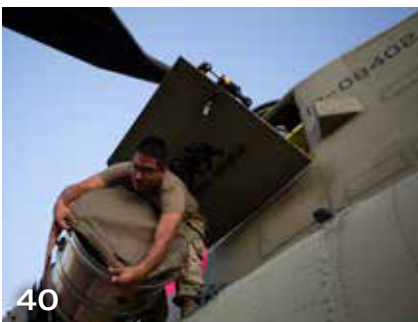
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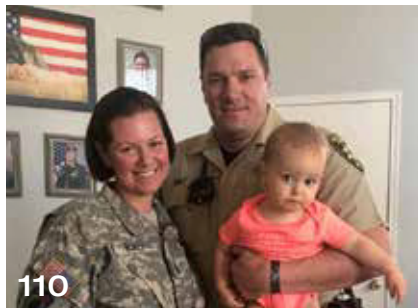
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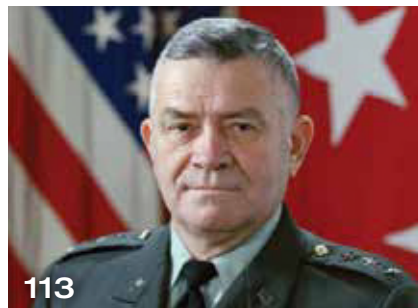
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On The Cover

PAID ADVERTISEMENT:
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Caption provided by the advertiser.

Briefings

Medal of Freedom



PHOTO BY TIM DUFFOUR, THE WHITE HOUSE

Former Army vice chief of staff, GEN (Ret.) Jack Keane was awarded the Presidential Medal of Freedom during a March 10th ceremony at the White House. Keane was a career infantry paratrooper and decorated combat veteran of the Vietnam War who was also at the Pentagon when a passenger jet crashed into it on 9/11, and later provided oversight and support for the wars in Afghanistan and Iraq. He is the chairman of the board of the Institute for the Study of War and is a senior strategic analyst for Fox News. GEN Keane is a recipient of the Gold Order of St. Michael and also served as chairman of the AAAA Senior Executive Associates from 2006 to 2016. The Medal of Freedom is the highest civilian honor the President can award.

Marion Confirmed for LTG and MILDEP ASAALT



U.S. ARMY PHOTO

The Senate confirmed on March 20, MG Robert L. Marion for appointment to the rank of lieutenant general and assignment as Military Deputy/Director, Army Acquisition Corps, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology), Washington, DC. He is currently serving as Deputy Commander, Combined Security Transition Command-Afghanistan, United States Forces-Afghanistan, OPERATION FREEDOM'S SENTINEL.

Barrie to PEO Aviation



U.S. ARMY PHOTO

On March 25, the chief of staff Army announced the assignment of COL (Promotable) Robert L. Barrie Jr., military deputy program executive officer, Program Executive Office, Aviation, Redstone Arsenal, AL, to program executive officer, Aviation, Redstone Arsenal, AL.

Happy Birthday, Army Aviation Branch and AAAA!

April 12th marked the 37th anniversary of the establishment of Aviation as a Branch of the U.S. Army and on March 13th the Army



U.S. ARMY GRAPHIC



AAAA GRAPHIC

Aviation Association of America celebrated the 63rd anniversary of its incorporation with the first National Executive Board meeting on April 18, 1957.

National Guard Pandemic Support



U.S. ARMY NATIONAL GUARD PHOTO BY SSGT ROBT DI GOWNE, SCARLETT

U.S. Army National Guard Soldiers with the South Carolina National Guard unload personal protective equipment from a CH-47 Chinook assigned to the 2-238th General Support Aviation Battalion, South Carolina National Guard. All 50 of the nation's governors have declared emergencies in their states and many are activating their Air and Army National Guard to help deal with the growing coronavirus pandemic. As of April 6, nearly 22,000 Air and Army National Guard professionals are supporting the COVID-19 crisis response at the direction of their governors. In addition, 21 states, two territories and the District of Columbia have been approved for use of federal funds for state missions under Title 32 as directed by President Trump, with another 20 requests moving through the approval process.

CORRECTION:

March 2020 issue – page 17, author bio should end with Army National Guard. / page 19, on the author by-line COL Criqui's name is misspelled. We apologize for the errors.

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Adapting to Ensure Future Success

Army Aviation is an agile and flexible combat capability, and we here at AAAA must be equally adaptable to support our Army Aviation Total Force enterprise, our members, and our great industry partners.

In a time of global crisis such as now, our Army is dual focused: maintaining current combat readiness, while doing everything possible to protect our citizens, our families, and our soldiers' health. I must note I am very proud to see our Army – our Soldiers – step up and deploy to cities and states that need medical and logistical assistance, and as a one-time combat engineer, I am proud of what our Army Corps of Engineers is doing nationwide.

Much of the strength and resilience of our Branch today is owed to a former Army Aviation Branch Chief, LTG Don Parker, Retired, who we lost last week and whose health had been in decline for some time. LTG Parker consolidated the Branch and spent five years as Chief building the foundation we stand on today. LTG Parker's obituary is on page 113. I encourage you to understand this man's legacy.

One of Army Aviation's biggest supporters and former chair of our AAAA Senior Executive Associates received a very significant recognition recently. GEN Jack Keane, Retired, was presented the Presidential Medal of Freedom by President Donald Trump in a 10 March White House ceremony. All of us in Army Aviation salute General Keane!

Many of us were planning to have our very best yet Army Aviation Mission Solutions Summit this month (April), but we and the Army made the best choice possible to cancel in the wake of the COVID-19 outbreak.

In collaboration with our Branch Chief, MG Dave Francis, I can now announce we will be vastly expanding

our planned Cribbins symposium in November to include Training as well as Acquisition and Sustainment and a dramatically expanded Exhibit Hall.

Mark your calendars for our 2020 Joseph P. Cribbins Training, Acquisition, and Sustainment Symposium, 16-18 November, in Huntsville, Alabama. We are still planning the details but, suffice it to say it will allow our Army Aviation leaders to meet with industry, media, fellow Soldiers, AAAA members and families, and so many others in an exciting and creative environment. We also plan to present the 2019 AAAA National unit, individual and chapter awards at this National-level symposium.

Special Edition

In lieu of the April Summit, we have worked with senior Army leaders to provide a comprehensive "State of the Union" for Army Aviation in this special edition of our magazine.

Kicking off this edition is our own Chief of Staff of the Army, General James McConville, who sets the stage by focusing us on transformational change and the philosophy of People First and the attitude that Winning Matters!

Our Branch Chief, MG Dave Francis lays out the challenges and opportunities to Army Aviation in a detailed look at OPTEMPO, Leader Development, Doctrine, and Training. Among many things, I was excited to read about new Training Support Packages for Terrain Flight and the Radar Threat, which are critical to success on the Multi Domain Operations battlefield.

On the AMCOM front, MG Todd Royar's article gives us deep insight into the updated Army Aviation Enterprise Sustainment Strategy, including how AMCOM is planning now for new ways and processes to ensure current and future readiness and sustainability at an affordable cost.

Director of Army Aviation (DAMO-AV) director BG "Mac" McCurry discusses the reorganization within the directorate (inside G3/5/7, Army) to laser focus on supporting current readiness while preparing for modernization.

BG "Wally" Rugen, Director of the Future Vertical Lift Cross Functional Team, discusses the positive impacts of the Joint Multi-Role Technology Demonstration program has had to jump start both the Future Long Range Assault Aircraft (FLRAA) and the Future Attack Reconnaissance Aircraft (FARA) programs, as well the importance of the Future Tactical UAS and Air Launched Effects endeavors, while underlining the importance of MOSA to the fleet, present and future.

Program Executive Officer, Aviation Mr. Pat Mason, as well as PMs from FLRAA and FARA, discuss details of these cutting-edge programs, and announce the down-selection to two companies respectively for both endeavors: our congratulations to Lockheed Martin/Sikorsky and Bell Textron!

And this is just some of the fascinating information you will find in this superb issue!

2020 is off to a challenging start for our members and their families, but I am confident all of us can rise to the challenge, staying healthy while contributing to our nation, our citizens, our Army and Army Aviation. As always, I pledge to ensure that AAAA does its part to help YOU: our Soldiers, families, and senior leaders!

MG Jeff Schloesser, U.S. Army Retired
34th President, AAAA
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Modernization In-Stride

By MG David J. Francis



It was a dark night in Iraq and, like many locations throughout the world, Aviation Soldiers were deployed conducting operations. But this night Iran decided to fire more than a dozen missiles at U.S. bases in Irbil and al-Asad.

The first volley of theater ballistic missile (TBM) strikes destroyed UAS maintenance and ground control station (GCS) facilities and secondary fires severed fiber optic cables that caused lost link with multiple airframes already scattered in the skies over Iraq. As enemy combatants were attempting to breach the perimeter, over 60 Soldiers from the Gray Eagle company that were hunkered in bunkers were suffering the immediate effects of TBM. But the company commander, first sergeant, and maintenance techni-

cian rallied a group of volunteers and they ran hasty fiber cables over 100 meters and worked for what seemed like an eternity to reestablish link and recover all Gray Eagles without damage. Our company grade leaders took their brigade and battalion commanders' intent and quickly translated that to action that not only protected our most precious asset – our Soldiers – but also accomplished their assigned missions.

Their success was influenced by a combination of variables – the world class equipment they operated with

and their depth of knowledge of its capabilities and limitations; the training they received at both home station and combat training center rotations; the leadership development they received at institutional training centers; the daily interactions of superiors and subordinates in their cohesive units; the grit and determination resident in their character; and their grasp of the assigned mission from which they understood their environment and purpose. It was a team effort to get them to their point of action that night.

This is one example of the exceptional performance that our Aviation branch leaders and Soldiers exhibit on a daily basis around the globe. I couldn't be more proud of what each of you do every day to train, deploy, fight, and WIN! I'm also impressed with what our Aviation Enterprise does to support our warfighters while also setting the conditions for our future force to continue



An AH-64 from Charlie Company, 1-3rd Attack Reconnaissance Battalion makes turns to engage targets during live fire training on Grafenwoehr Training Area during Dragoon Ready 20.

U.S. ARMY PHOTO BY MAJOR ROBERT FELLINGHAM

as the aerial arm of the combined arms team of our Army and Joint force.

Aviation is unlike other branches in the Army that distinguish fielded force from the future force. We have unique challenges and we must tackle modernization in-stride while continuing to execute our high OPTEMPO. The synchronized and coordinated efforts across the Aviation Enterprise lend themselves well to the teamwork and focused efforts that are fundamentally needed to modernize our Aviation branch while we continue to support operations with a global demand.

OPTEMPO

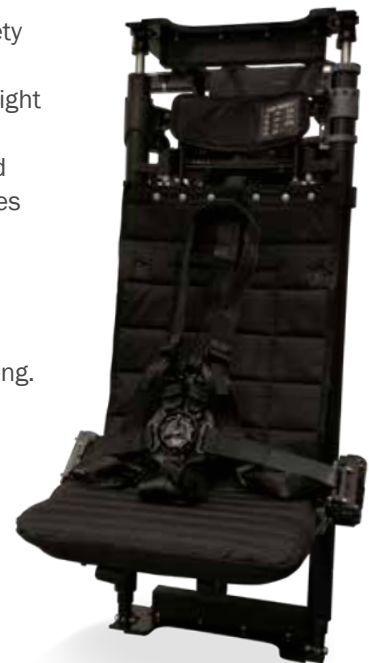
OPTEMPO is our most significant challenge with 83% of our Aviation force globally committed on any given day. For example, we are on a steady nine-month rotation of combat aviation brigades (CAB) to Operation Freedom Sentinel, Operation Inher-



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U.S. ARMY PHOTO BY SGT SARAH L. SAMSTER

Petroleum Supply Specialists assigned to Echo Co., 2nd Bn. and 3rd Bn., 25th Avn. Regt., work together to refuel three Black Hawks and an Apache attack helicopter from 2-6th Cavalry Squadron, 25th Combat Aviation Brigade during training in Forward Arming and Refueling Point (FARP) procedures at Schofield Barracks, Hawaii Feb. 5, 2020.

ent Resolve, and Operation Spartan Shield while also supporting Atlantic Resolve and a FORSCOM heavy attack and reconnaissance squadron (H-ARS) rotation to Korea. We support the Immediate Response Force (IRF), two battalions to the Defense CBRNE Response Force (DCRF), and two battalions to Special Operations Force support. Enduring theater requirements include Kosovo Forces (KFOR), Joint Task Force-Bravo (JTF-B), Multi-National Force and Observers (MFO), and Pacific Pathways. We support combat training center (CTC) rotations plus the Joint Multinational Readiness Center (JMRC) and home station training for CABs and 58 brigade combat teams. On top of these commitments, ongoing fielding, modification and reset (FM&R) affect over 20 battalions each day.

External variables add to the challenge as they are all interrelated to OPTEMPO. For example, high OPTEMPO challenges retention. Our CABs constantly attempt to balance training for Large Scale Combat Operations (LSCO) versus counterinsurgency or other missions, which often is not feasible. And through this, every combatant commander wants more Army aviation because we are a critical

capability and we are professionals. But despite these sometimes-monumental challenges, many leaders continue to creatively solve problems at their level and accomplish the missions.

These challenges do not go unnoticed. Our Aviation enterprise team works every day to mitigate the effects of high OPTEMPO and provide solutions to get us to Multi-Domain Operations (MDO) capable by 2028. Our Branch and our Army are moving out on these initiatives and concepts. It's inspiring to be a part of it. We are developing requirements, integrating capabilities, setting conditions for MDO and the on-ramp of Future Vertical Lift (FVL), and – most importantly – developing combat aviation leaders and Soldiers.

Leader Development

The vignette shared in the beginning of this article is why we focus time, effort, and money into our branch. Our Soldiers are our most capable and critical weapon system. The story could easily be about an attack mission, an air assault, or any number of exceptional leaders we have across our branch performing at an unparalleled level each and every day. Leader development and education is my #1 priority – we must

assess, train, and build combat aviation leaders for our future. Growing leaders that will operate via mission command in dispersed formations across great distances while fighting and winning is paramount to the future success of our Army.

In this light, we continue to attack how we assess personnel into our branch and how we develop them long-term over the course of their careers. Currently there is a significant focus on the accession and retention of our warrant officers. We revised the Aviation Leader Development Strategy and continue to refine assessment models to identify desired knowledge, skills, and behaviors in current and future Army Aviation professionals. Leader development does not begin and end at the gates of a schoolhouse on Fort Rucker, Joint Base Langley-Eustis, Fort Leavenworth, or anywhere else with Professional Military Education. It is a daily endeavor at the unit level and will be the key to successful battalion mission capability now and in the future. Good leaders develop subordinates, and good leadership is the #1 reason Soldiers remain in our Army.

Doctrine

How we fight is just as important as the equipment we fight with. The Army's transition to focus on LSCO is a distinct departure from the counterinsurgency focused doctrine of the past 19 years. We allowed Tactics, Techniques and Procedures (TTP), combined with 'local' best practices across various theaters of operations, to define how we fight. This will not prove successful in the future. True fundamental change requires us to think, train and operate differently.

Our foundation is doctrine and leaders across the Aviation branch must return to these fundamentals. Army doctrine is not designed to be prescriptive, but instead, to establish a common baseline from which leaders are expected to be flexible and adaptive, in order to make timely decisions. We continue to refine our doctrine to better articulate how we will fight in LSCO, across multiple domains, against a peer or near-peer threat. The revised FM 3-04 (Army Aviation) is our Branch capstone manual, which now includes updates focused on LSCO such as airspace integration, planning considerations in contested airspace, and considerations for expeditionary sustain-



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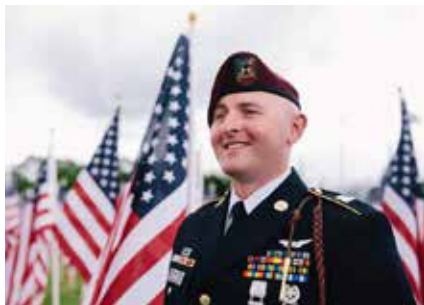
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ment. Other publications across the FM 3-04 series will follow to support training and employment.

Training

The threat we will encounter during LSCO will drive us to operate at lower altitudes in order to survive against Integrated Air Defense Systems (IADS). The employment of aviation assets at lower altitudes and greater speeds requires an effective individual and collective training program and a better understanding of radar frequency (RF) threats to ensure we can operate effectively in the LSCO environment. This focus topic provides an excellent example of teamwork across the Enterprise. Aircraft survivability equipment (ASE) that's being developed is combined with how we will employ it, how we train our aircrews, and how we will sustain it. Two training support packages (TSP) are already in circulation in our force – The Terrain Flight TSP and Radar Threat TSP. In addition to these TSPs, we are addressing emergency procedures at lower altitudes and greater speeds. We will distribute and train the Emergency Response Methodology, which includes a revised approach to managing emergencies, once development is complete. This will also include rewriting all -10 chapter 9s and a focused training strategy to react to emergencies at terrain flight altitudes in order to save lives.

On the Institutional side, we are increasing throughput at Fort Rucker to meet the demand of the Operating force. This includes garnering additional aircraft and maintenance personnel and is a fantastic, on-going team effort. We are also taking a holistic look at Flight School to determine the best way to implement changes to Programs of Instruction required to increase rigor and proficiency in base tasks. Our goal is to produce a more tactically competent aviator that will be an asset and reduce risk, as well as workload when they arrive in the Operating force.

Thank you for all you do every day as dedicated professionals. Your efforts make a difference. I'm honored to continue to serve with you in our Aviation Branch and our Army.

Above the Best!

MG David J. Francis is the Army Aviation branch chief and commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.



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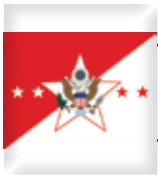
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► This Is Your Army!

Chief of Staff of the Army People First! Winning Matters!

By GEN James C. McConville



U.S. ARMY PHOTO BY SSG NICKA CANFIELD

This is an exciting time to be in the Army, as we undergo our greatest transformational change in forty years.

I am so proud of the great work that Army Aviation is doing throughout the globe. You are deployed to every region in the world, and every commander wants you to support them and they can't get enough Army Aviation. I know the OPTEMPO is very high but what I want you to know is that what you are doing is important and what you are doing is really making a difference.

I was looking forward to addressing the Army Aviation community at the annual Summit in April. However, the Army is at war right now against an invisible enemy, and we are standing up to defeat COVID-19. It is too early to anticipate how this pandemic will change us in the long-term, but two things will remain the same no matter what: our philosophy of People First and our attitude that Winning Matters.

People First!

People will always be my number one priority - our Soldiers, Families, Army Civilians, and Soldiers for Life veterans and retirees. That is why the Army's

first response was to protect the force, so the force could continue to protect the nation. We created "safety bubbles" to isolate installations and allow greater freedom of movement within, including raising the health protection condition level of every Army installation in the world. When you take care of your people, they will deliver on any mission. Over the past few weeks, I've traveled to many of the cities in our country hardest hit by COVID-19, and our Soldiers never cease to amaze me. They are not going to participate; they are going to win. The Army has responded in force across all three components: Active, Guard, and Reserve. From medical professionals to scientists to engineers to logisticians, the Army is at work in every state, territory, and the District of Columbia. Even our retirees are responding in droves to volunteer to rejoin the fight. But it's not just an Army fight. It's not even a joint fight. It's an American fight. These times will test us like we've never been tested before, but they will also bring out the best of

U.S. Army SPC Morgan Phillips, assigned to the 47th Combat Support Hospital based at Joint Base Lewis-McChord explains the laboratory section procedures to the Chief of Staff of the Army, GEN James C. McConville, Apr. 1, 2020, during his visit to CenturyLink Field Event Center in downtown Seattle, WA. Soldiers from the 47th CSH and 627th Hospital Center based at Fort Carson, CO deployed from their respective installations in support of the Department of Defense COVID-19 response. U.S. Northern Command, through U.S. Army North, is providing military support to the Federal Emergency Management Agency to help communities in need.

Americans working together – military and civilian, federal, state, and local.

Transformational Change

We are going to win this fight, and some things will be different after we do. One constant, however, will be the reality of great power competition and the threat of great power conflict. That is why the Army will continue down its path of transformational change to be ready for either. Last month, the Future Vertical Lift program passed two major milestones in the development of the Future Long-Range Assault Aircraft (FLRAA) and Future Attack Reconnaissance Aircraft (FARA). For FLRAA, the



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Army awarded Competitive Demonstration and Risk Reduction agreements to Bell, who is developing the V-280 Valor, and Sikorsky, who has teamed with Boeing to develop the SB<1>1 Defiant. For FARA, the Army also down-selected Bell and Sikorsky to continue into phase two with the detailed design, build, and test of their respective prototypes, the 360 Invictus and Raider-X. This “fly before we buy” approach is our new way of doing business. Along with integrating our operators and acquisitions professionals in Cross-Functional Teams, flying (or driving) before we buy will allow the Army to learn early and save time and money. We are also encouraging industry to innovate by providing desired characteristics instead of requirements. Future Vertical Lift will fundamentally change the way we fight and fly. Ground commanders are tethered by the range of MEDEVAC. With aircraft that can fly at significantly increased speed and range, the battlefield geometry of the golden hour will completely change. The same will be true across the anti-access area denial geography of the Indo-Pacific, where the Army will have to fly farther and faster.

All of this is possible because we are living through a unique moment in time. Technologies that have been evolving

for decades are now converging in ways that allow us to innovate and transform rather than incrementally improve. Future Vertical Lift isn't just an improvement in aviation; it is a convergence of advances in aerospace engineering, software, artificial intelligence, augmented reality, 3D printing, and the Army network. The networking piece will be a significant Army initiative moving forward. Specifically, how will the Army connect each sensor, shooter, and node to reduce the decision cycle to seconds, facilitate Multi-Domain Operations, and contribute to Joint All-Domain Command and Control? How do we converge our systems to achieve overmatch?

Multi-Domain Operations

There is more to transformational change than modernizing our equipment. Just as technologies had to converge to enable Future Vertical Lift, the Army must converge its modernization efforts to win in the future. Our new warfighting concept of Multi-Domain Operations (MDO) recognizes that we will be contested in all domains and that future conflicts will likely “end” with a return to competition. We are standing up new organizations like the Multi-Domain Task Forces and Security Force Assistance Brigades. We are comple-

menting our “dirt” Combat Training Centers with Synthetic Training Environments that will harness virtual and augmented reality to provide more realistic, iterative training. Perhaps most importantly, we are implementing a 21st Century Talent Management System to bring our industrial age personnel processes into the information age through initiatives like the Army Talent Alignment Process, the Integrated Personnel and Pay System – Army, and the Battalion Commander Assessment Program. It is through the synergy of these efforts that the Army will achieve transformational change.

These are dynamic and challenging times, but those are the times that bring out the best in America and America's Army. Our people will continue to do great things to fight and win against any adversary anywhere in the world.

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GEN James C. McConville is the 40th Chief of Staff of the United States Army.



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► Chief Warrant Officer of the Branch Update

Knowing Your “Playbook”

By CW5 Jonathan P. Koziol



MAJ Tadd Lyman, the 82nd Airborne Division's 1st Brigade Combat Team (1BCT) Fire Support Officer (FSO) briefs the brigade leadership on the Fires plan of the Joint Forcible Entry operation for Mobility Guardian 19 at the Combined Arms Rehearsal. The CAR ensures that all units and assets across the brigade have synchronized their actions prior to commencing the operation.

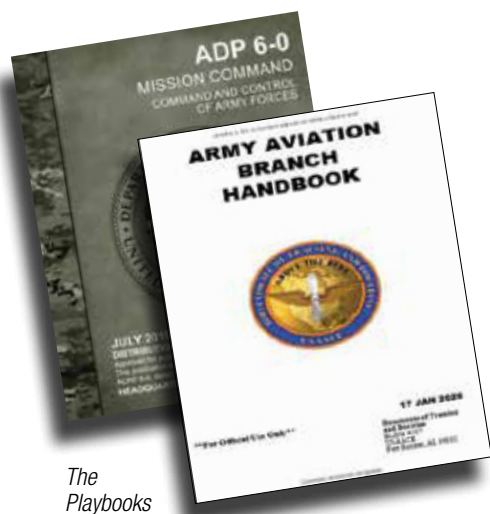
Directorate of Evaluation and Standardization (DES) are focused on Aviation specific content, updating courses and manuals to arm you with relevant training and doctrine to build on. Now the challenge is for you to understand it and feed that drive to be the best aviator.

To maintain your playbook with the most updated information, you need to monitor the DOTD AKO or milSuite site to include the Army Publishing Directorate for the most updated versions of doctrine. You can be on the lookout for updated versions of FM 3-04 Army Aviation and ATP 3-04.1 Aviation Tactical Employment.

Mission Command

There are references and quotes out there that suggest that we are so successful because we don't follow our doctrine, which makes us unpredictable. I challenge that it is the opposite. We are successful because we know our “playbook.” Here is a parallel thought process on why the playbook is so important. If you are a football fan, I know you can relate, we are in a new era of quarterbacks who are adaptive and unpredictable in their approach to the game. One of those unpredictable quarterbacks recently helped guide his team to the Super Bowl. Do you think he didn't study the playbook? Or study his opponent and how they ran their defense? What made him successful is because he knew the plays and had a general understanding of where everyone should be; then improvised. Some plays were textbook, just like the coach planned, but the coach allowed the flexibility to be innovative on the play and call the audible or extend the play. Does that sound familiar? It should, it is their form of Mission Command.

I take pride in being a part of the U.S. Army Aviation team, the greatest Aviation force in the world. Here at Fort Rucker, we produce warfighters eager to learn their trade as an aviator.



The Playbooks

It is the initial steps to fulfill a career as an Army Aviator. Once you leave Ft. Rucker and move to your first duty assignment, the lifelong learning begins.

To be the true expert our nation expects from you requires continuous learning. This learning involves a sound

base of knowledge to build on. As in football, we cannot execute the plays in the “playbook” unless we have the basic blocking and tackling skills mastered. Your instructor pilots will continue to ensure those basic flying skills you learned are practiced during your annual evaluations. What is harder to manage is the individual knowledge we require of our aviators to be professional, technical and tactical experts. Understanding and knowing our “playbook,” which is our doctrine, is critical to our success of winning our nation's wars.

Working the Playbook

The drive for professional development is a two-way street. We have countless organizations throughout the Army to ensure we have the most updated information. Through TRADOC, the Combined Arms Center (CAC) writes our overarching doctrine. Our Directorate of Training and Doctrine (DOTD) along with other directorates such as the

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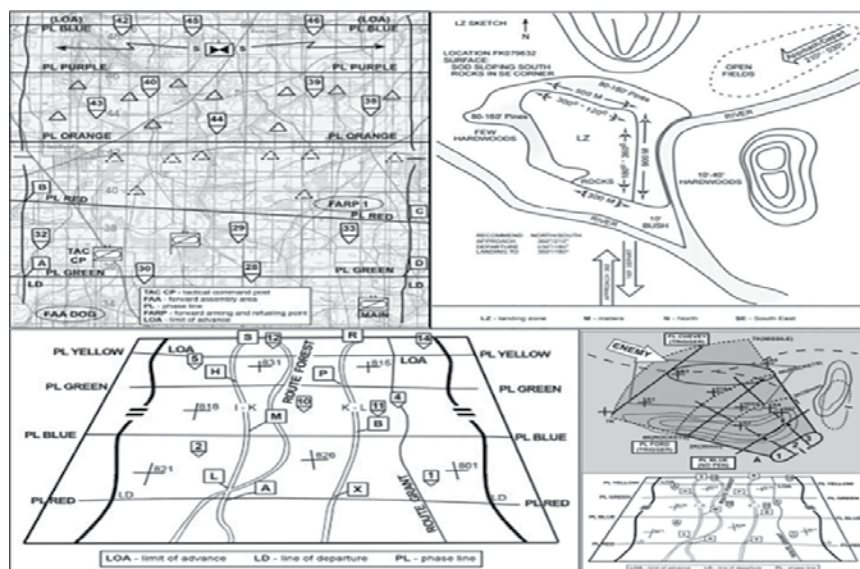
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Let's say you are our star quarterback and your commander is the coach. We expect you to know how to employ your aircraft and be the technical expert—the basic blocking and tackling of flying. The “playbook” is our doctrine and planned missions. We study the enemy’s playbooks too. Having the fundamental picture and understanding where everyone is on the battlefield, is no different than the quarterback when he walks up to the line of scrimmage. Each aviator in the cockpit and the Air Mission Commander (AMC) of the formation is doing the same thing as they hit the line of departure. What makes us successful is our use of Mission Command. You know the plan. Your commander has given you the order and what mission success is. A part of Mission Command is the mutual trust of everyone in the formation understanding the intended end-state but allows you the flexibility to be adaptive to changes on the battlefield and audible your formation.

Just like any other specialist, it requires personal research and studying to be at the top of their field. I expect the same from you. Understanding our doctrine, executing detailed mission planning allows you to shift from the original plan. We support our nation's




The Plays

most valuable asset, our Soldiers on the ground. Your understanding of our playbook and the game plan gives you the ability to adjust the mission to meet the end state. We often joke, the best plan doesn't usually survive first contact. Your professionalism and attention to detail will arm you with the ability to make an educated decision to accomplish the mission and more importantly, save lives.


Each and every one of you are a combat multiplier and I am proud to be part of the team. There is no second place in war – **WINNING MATTERS.**
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CW5 Jonathan Koziol is the command chief warrant officer of the Aviation Branch and the Aviation Center of Excellence at Ft. Rucker, AL.



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► Branch Command Sergeant Major

Maintenance Lethality

By CSM Brian N. Hauke

Maintenance and lethality – not exactly the two words you would put together when discussing maintenance or lethality. What do I mean by maintenance lethality?

As our Army and Branch work towards becoming Multi-Domain compliant by 2028 and achieving Multi-Domain overmatch capability not later than 2035, we should ask ourselves: Is our maintenance lethality where it needs to be for the future operational environment and the mission variables it could present? Can we mass maintenance in order to provide the ground commander the required number of aircraft to accomplish the mission, and can we do this repetitively in any environment, anywhere on the planet, regardless of the conditions? Large-scale ground combat operations are sustained combat operations involving multiple corps and divisions (ADP 3-0, para.1-7). These type of combat operations will require Army Aviation to mass aircraft on an objective. As our training shifts focus to Large Scale Combat Operations (LSCO) this will be a major departure from our focus the last two decades. When was the last time we executed a 100 aircraft assault?

For all the baseball fans out there, we may have a hole in our swing when it comes to these type of combat operations. More specifically, with regards to maintenance, or even more so our maintenance lethality, may have



U.S. Army SPC Chauncey Ikaika Akau, a native of Waimānalo, Hawaii, with 2nd Squadron, 6th Cavalry Regiment, 25th Combat Aviation Brigade, stationed at Wheeler Army Airfield, Hawaii, conducts routine maintenance between missions during Exercise Cobra Gold 2020 on Camp Akathotsarot, Phitsanulok Province, Kingdom of Thailand, Feb. 26, 2020.

a gap! I say this not to put down all the hard work and accomplishments that our maintainers do day in, day out, but rather to spark a discussion and hopefully inspire every maintainer out there to get better! It doesn't matter if you are the new Soldier from the Fort Eustis 15Y course, the tried and tested thirteen-year maintenance platoon sergeant, or, even better, the branch command sergeant major – we must all get better! Our teammates rely on it and their very lives may depend on it!

As an Army we discuss lethality in everything we do. Generally, in terms of lethality everyone immediately thinks “tactical”. Referencing our warrior tasks and battle drills, shoot, move and communicate, etc., what is it that makes our branch lethal? Of course, all those mentioned above do; however, I believe maintaining and sustaining our aircraft builds lethality! In fact, this may be just

as important if not more. This is my challenge to all our maintainers. Our Army needs each of you to become the most lethal professionals when it comes to maintenance! Now, there is a delicate balancing act with this. Lethality can be broken down into two categories for the aircraft maintainer:

Tactical lethality – or 30% of our job, this is where our rifle marksmanship, warrior tasks and battle drills reside at. Everyone is a Soldier first and a mechanic second.

Technical lethality – or 70% of our job, as a mechanic, your toolbox is your weapon system and the ability to mass maintenance counts.

These numbers may be even more like 80/20 (technical/tactical). No one will argue that our branch is one of the most technical branches within our Army. So, what will turn the tide in our favor when we're called on?

Maintenance, Maintenance, Maintenance!

Ladies and gentlemen the next fight could be unlike anything any of us have ever seen before. A near peer threat, with possibly thousands of casualties. We must be prepared both technically and tactically! Are you prepared and ready? Are our Maintainers ready?


To quote our 40th Army Chief of Staff, GEN James C. McConville also an Army Aviator: "People are our #1 priority and our Army's people are our greatest strength and our most important weapon system." The people within our great branch make everything we do possible and are Army Aviation's greatest strength. The future is bright for Army Aviation and this is a phenomenal time to be in branch! Thank you for all you do each and every day!

This is my Squad, Winning Matters!
Above the best!

CSM Hauke
brian.n.hauke.mil@mail.mil

CSM Brian N. Hauke is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

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► Combat Readiness Center Update

Operationalizing Risk Management

By COL Jason Miller

In the coming months, we will emerge from unprecedented times and uncharted territory in the Army and the United States. The recent rapid spread of COVID-19 caused a pandemic that forced us to refocus our mission to protecting the force and preserving combat power.

However, the change in mission provided us a great example of how to employ the principles of risk management and operationalize the risk management process. This example, led by our senior leaders, is also very applicable in our everyday operations.

Risk management is the process of identifying, assessing and controlling risk arising from operational factors and making decisions that balance risk cost with mission benefits (JP 3-0). The Army uses risk management to help maintain combat power while ensuring mission success (ATP 5-19). In our fight against the spread of COVID-19, Army senior leaders used mission command, decisions and orders at the appropriate level, and the cyclical and continuous risk management process to ensure mission success. They identified and assessed the pandemic hazard, developed, decided, and implemented controls to protect the force, and supervised and evaluated the effectiveness of operations. Based on movement of the “enemy” and effectiveness of mitigation measures, our leaders reassessed progress and adjusted mitigation measures as needed throughout the operation to achieve the commander’s intent.

In our fight against the COVID-19 pandemic, we saw how our senior leaders used the principles and process of risk management to ensure mission success. The goodness of using the risk management principles and process is our ability to employ them at any level and in any situation, so long as individuals understand how they work. In our everyday operations, whether air, ground or off-duty, we can do the same as our senior leaders to prevent mishaps, preserve the force and ensure mission success.

In Aviation operations, ensuring our Soldiers gain experience and understand how risk management is woven throughout the mission planning and preparation phase (mission briefs, R-COP, rehearsals), execution phase (assessing the situation and effectiveness of controls, and dynamic risk management), and management phase (battle tracking, reassessing situations or conditions, AARs) is critical to success. For example, during Aviation operations we closely evaluate weather forecasts during pre-mission planning. However, if weather changes



U.S. Army PFC Alberto Vega, left, and SGT Keith Lawrence, both assigned to Company E, 1st Attack Reconnaissance Battalion, 227th Aviation Regiment, 1st Air Cavalry Brigade, 1st Cavalry Division, refuel an AH-64 Apache at K-1 Air Base, Iraq, March 21, 2020.

during mission execution (identified hazard), aircrews and leaders quickly assess the weather event (assess the hazard based on probability and severity), alter routes, formations or airspeeds (develop controls, make decisions and implement controls), and reassess their situation (supervise and evaluate) based on the mission and intent. They also need to realize when the risk exceeds their authority to accept. If they were not briefed for the weather conditions they are encountering, they may need to modify or abort the mission, or get an appropriate authority to authorize continued operations. This cyclical and continuous process during mission execution is operationalized risk management in action. It is imperative we help everyone, especially our junior leaders and aircrews, understand how risk management is applied in everyday operations as it will allow them to develop a deeper understanding of the process.

As we emerge from our battle with COVID-19, regain lost readiness and training, and transition into the 4th quarter where we historically see a sharp increase in Aviation mishaps, we must all ensure employment of the principles and process of risk management in every operation. Every day, we are building and strengthening the bench of the Army’s next generation of senior leaders. The better our leaders and Soldiers understand risk management and the more repetitions and sets they do to operationalize the process, the better we build readiness, talent and competence in the Army. Operationalizing risk management is critical in a profession where mishap prevention and preservation of readiness and force is paramount, and ultimately where winning matters.

COL Jason Miller is the deputy commander of the U.S. Army Combat Readiness Center at Fort Rucker, AL.

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Cold Steel in the Hot Sun – 1-158th AHB Aerial Door Gunnery

By MAJ Eric W. Connor

Striking a target with precision while on the ground is tough. When you add hovering 100 feet in the air it takes a whole other skill and accuracy.

But it is all in a day's work and training for Soldiers of the 1st Battalion, 158th Aviation Regiment, 11th Expeditionary Combat Aviation Brigade, Army Reserve Aviation Command (ARAC).

The Conroe, Texas-based unit, better known as the 'Ghostriders,' recently completed its UH-60 aerial door gunnery at Fort Hood, TX. The multiple days of training focused on readiness, communications and team cohesion. "The purpose of the training was to get all of the battalion's aircrew members qualified to perform as a functional crew while operating our M240H armament subsystems from the UH-60 Blackhawk," said SSG Christopher Abrom, a standardization instructor with the 1-158TH AHB.

Abrom's job is to ensure the aircrews' safety and to evaluate, grade and qualify the crew chiefs on the M240H. He serves as the 'range safety' in the air and the subject matter expert of the helicopter's weapon system. His leadership, expertise and guidance can be witnessed in the cabin as he aids the pilot in command or PC in giving instructions and helping crew chiefs with target identification. "Thanks, got that one (enemy target)," is heard from crew chief and left door gunner, SGT Michael Lane, responding to the PC and Abrom's verbal and physical cues. Today Lane and fellow crew chief, SGT Corey Gehovak, on the right door, are engaging both single and multiple targets up to 300 meters away.

Thirteen combat crews and 27 individual crew chiefs qualified during the training. One of the crews included the unit's commander and pilot in command,



SSG Christopher Abrom, a standardization instructor with the 1-158TH AHB, looks over the shoulder of crew chief, SGT Michael Lane, as they scan for enemy targets during aerial door gunnery at Fort Hood, TX.

LTC Derrick Hart who said he couldn't be more proud of his pilots, crew chiefs and Soldiers on the ground, especially the strong support staff, whose behind the scenes work helps to ensure the 1-158th AHB is part of the most capable, lethal, combat-ready federal aviation Reserve force in our nation's history.

"It takes extreme dedication, planning and coordination to put together an aerial door gunnery," he said. "The support element, Echo Company, provides the fuel and the ammo for us to execute. Without that support from Echo Company we wouldn't be able to sustain the aviation training." The team effort is vital and allows the aviators and crews to focus on the ARAC's top priority – Readiness.

"For the pilots, this training helps build their proficiency in maneuvering the aircraft to allow the crew chiefs to engage their targets effectively. In most cases, the authority to engage an enemy target from the aircraft belongs to the pilot in command. This training helps the pilots in command practice that authority to ensure positive identification of the enemy is achieved," added Abrom.

"It is a crew. The PC is overall

responsible for allowing the weapons to engage and depending on the scenario, so it is a crew coordination of ensuring that the pilot in command is communicating or the gunners are communicating to the pilot in command of enemy threats they're perceiving on their left and right," Hart stated.

"(This training) is the basis of the crew chief's fundamental combat mission, to provide aerial security for the aircraft and for ground troops."

The training is never taken lightly, but that's especially true today in our ever-changing environment. "We try to incorporate aerial gunnery annually but we're getting ready for a mobilization next year so it's even more important to conduct aerial gunnery." Which translates into the skills sharpened here at Fort Hood making the crews even more reliable, responsive and ready for any combat environment.

"It's a testament to the Soldiers in this unit coming together and performing our wartime mission," said Hart.

MAJ Eric W. Connor is the public affairs officer for the Army Reserve Aviation Command at Fort Knox, KY.

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► 128th Aviation Brigade Update

Aviation Maintenance Technician (151A) Training: Making a Maintenance Expert

By CW4 William Tua and CPT Timothy A. Dore

The Aviation Maintenance Technician (MOS 151A) is the commander's representative for Aviation maintenance within the battalion.

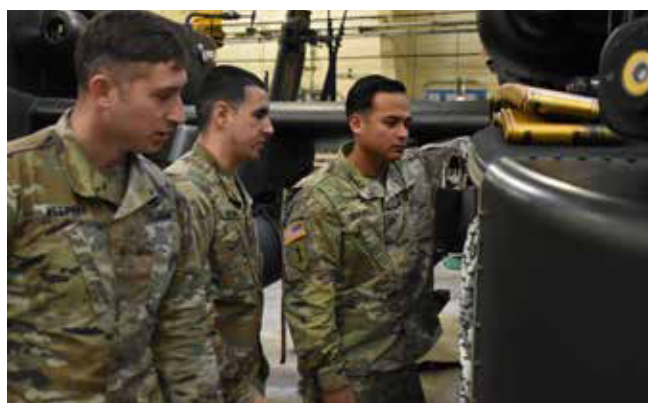
The 151A manages personnel, supply, aviation support equipment, and facility assets to maintain and sustain Army rotary wing and unmanned aerial systems based on a thorough knowledge of maintenance requirements for aircraft systems and subsystems. Technical training for all 151As begins at Fort Eustis, Virginia, at the 128th Aviation Brigade. The responsibility for training development, academic instructions, coaching, teaching, and mentoring lies upon a few dedicated warrant officers within the Warrant Officer Training Division (WOTD). WOTD train Aviation Maintenance Technician students in Warrant Officer Basic Course (WOBC) and the Warrant Officer Advance Course (WOAC).

More than the Basics

The WOBC is currently 18 weeks and 3 days. It provides foundational training skills, and knowledge necessary to perform and serve in a wide range of assignments within Aviation units. The course contains Army basic officer leader, Aviation maintenance leadership, and general maintenance manager functions trained both in classroom and on-aircraft for each aircraft mission design series, including UAS platforms. Perhaps the most significant change in WOBC within the last 10 years is course redesign and the inclusion of rigor. In 2014 the course grew from 9 weeks to the current 18 weeks 3 days now incorporating AH-64 Armament Weapon Systems maintenance and the Improved Basic Electrical training. WOBC now executes a three-day field training exercise (FTX) centered around Forward Arming and Refuel Point (FARP) operations. The three-day training exercise includes a foot-march, the loading of AH-64 weapons systems, and a FARP operational planning brief for evaluation. The FARP FTX provides realistic training and is relevant to the operating force.

Continuing Education

After 3 to 5 years serving in a combat aviation brigade, the 151A returns to Ft. Eustis to attend the WOAC. The course is currently 8 weeks and 3 days and provides the requisite training required for CW3 and CW4s to perform duties in echelons at brigades and above. WOAC includes training officers on advanced GCSS-Army functions, the Army Common Operating Picture (ARCOP) readiness tools and employing realistic scenario-based training to develop management skills to perform as an



U.S. ARMY PHOTO BY SPC REBECCA CHADWICK, 1ST BN, 210TH AVN REGT.

SSG Christopher Maxwell (A Co. / 1-210th AVN REGT) assists CW2 Nestor Antonio Genuino and WO1 Phillip Neeper (H Co. / 1-222 AVN REGT) with AH64 armament training during the Warrant Officer Basic Course (WOBC) Forward Arming and Refueling Point (FARP) Field Training Exercise (FTX).

aviation support battalion (ASB) production control officer, and G4 positions at division and Army Component Commands. In addition to harnessing communication and briefing techniques, students also learn about the contracting officer's representative duties, focusing on the performance work statements of the Army's civilian aviation maintenance workforce.

Mentorship

Mentorship is a crucial component of training the 151A receives while at Ft. Eustis. Mentorship comes in various forms as the WOAC students provide real-world experience to WOBC students during strategically placed events throughout the training. These interactions occur both during academic training time and during less formal organizational events. Currently, mentorship topics center on Future Vertical Lift, the integration of 151As in large scale combat operations, the future of Aviation in multi-domain operations, Army Aviation Modernization Strategy, and changes in doctrine. WOTD also invites senior leaders from across the Aviation Enterprise to mentor students and share their knowledge gained throughout their careers.

Maintenance Excellence

As a graduate from the 151A WOBC and WOAC, Aviation Maintenance Technicians arrive at their unit imbued with the technical skill, knowledge, and confidence to manage the unit's maintenance program effectively. The graduate's high level of confidence is the result of the instructor's pride in preserving the legacy of the 151A to provide commanders with WOBC and WOAC graduates capable of supporting the CAB's mission.

"Born Under Fire!"

CW4 William Tua, is the director of the Warrant Officer Training Division. CPT Timothy A. Dore is the commander of Alpha Company, 1-210th Avn. Regt., 128th Avn. Bde., Joint Base Langley-Eustis, VA.

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Continuing Airworthiness, a Propulsion Perspective

By Mr. Gary Kellogg and Mr. Bruce Brandon

The U.S. Army approach for continuing airworthiness is established in Army Regulation 70-62, Airworthiness of Aircraft Systems. AR 70-62 defines a three-tier airworthiness process beginning with design airworthiness which focuses on the design and developmental compliance with the prescribed requirements.

The second process is the production airworthiness process, which covers the production planning, manufacturing and audit steps to ensure that components meet design requirements through production. The third process is the continuing airworthiness process which follows the operation of the air vehicle through retirement. The remainder of the article will focus on continuing airworthiness from a propulsion perspective which includes both engines and drive trains.

Most U.S. Army rotorcraft operating today were initially designed and qualified decades ago. Except for the newly designed transmission for the AH-64E and the upgraded transmission on the UH-60L/M, the UH-60A, AH-64D and CH-47 drive train remains relatively unchanged from their initial design. Transmissions are designed to the drive system maximum continuous power (MCP) rating specified for that platform. With gears designed for infinite life in tooth bending and 4500hrs in tooth contact, this results in most gearbox components being maintained 'on condition' and hence components are only removed for cause (i.e. damage). Transmission gearboxes also include debris detection, temperature, and/or vibration sensors to identify other impending failure modes before airworthiness is affected. Drive system components also have required maintenance inspections, servicing, and / or scheduled overhaul intervals to ensure safe operation. Barring any appreciable increase to the drive system MCP rating or other system performance requirements, this overall ap-

proach results in continuing airworthiness for the drive system throughout the service life of aircraft.

The Army's predominant rotorcraft (UH-60, CH-47, AH-64) are powered by either the T700 (UH/AH) or T55 (CH) series engines. The structural integrity and continuing airworthiness of these engines are maintained by adherence to the operator's manuals and maintenance manuals, addressing safety/maintenance bulletins, and accurate tracking of critical life limited components. Engine life limits have been established by the original equipment manufacturers fatigue analysis of either a prescribed mix of missions or of a single idealized mission as defined by the engine model specification. Flight measured data, from fielded aircraft, is used to verify the validity of the mission mix or to relate the damage from the single idealized mission to actual operation. This process is used to ensure the limits established by the analysis are appropriate for the conditions experienced by the engine when operated in the aircraft. Strict adherence to these life limits and the engine's overall ability to make the necessary minimum rated power result in continuing airworthiness approach for the service life of the engine.

The US Army has multiple programs that exist to ensure airworthiness of its fleet. Maintenance Engineering Calls (MEC's) are utilized during the service life of the drive system or engine. An MEC is used to ensure airworthiness when there is an excursion beyond the aircraft usage or operational limits. Using



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the MEC, the maintainer may request special authorization from the airworthiness authority to continue to operate the aircraft with additional engineering oversight. While the Critical Safety Item (CSI) program and Production Lot Testing (PLT) are integral during the design and production airworthiness processes, the continuing airworthiness process relies heavily on the manufacture of spares and the overhaul of components. The engine and drive system manufacturers and airworthiness authority have established the CSI list of parts as well as their associated critical characteristics (i.e., non-destructive inspection, hardness, nital etch, etc.). This collaboration between the design authority and airworthiness authority results in products and processes that are valuable in promoting flight safety. Acquisition processes as well as depot maintenance work requirements have been revised to ensure that the criticality of various inspections and processes is maintained throughout the part's life cycle.

Continuing airworthiness is joint effort between the user, maintainer, airworthiness authority, manufacturer, and the overhaul facility. This collaboration and mutual trust with necessary oversight is crucial to ensuring the missions' intent for the life of the aircraft and beyond.

Mr. Gary Kellogg was the Chief Engineer and Mr. Bruce Brandon is the Integration subject matter expert for Propulsion Airworthiness for the Systems Readiness Directorate of the U.S. Army Combat Capabilities Development Command at Redstone Arsenal, AL.

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► Ask the Flight Surgeon

The Coronavirus and COVID-19

By CPT Frank C. Stafford, D.O.

Q: What is this coronavirus and COVID-19? Why is it in the news? Is it dangerous and what should I do about it?

FS: Human coronaviruses (CoV) are a large family of viruses that can cause a variety of illnesses ranging from the common cold to severe diseases like Middle East respiratory syndrome (MERS-CoV) and Severe Acute respiratory syndrome (SARS-CoV). The new novel coronavirus that produces the infection known as COVID-19 is designated as SARS-CoV-2 by the Centers for Disease Control and Prevention—. This virus may have moved from animals to humans. Specifically, it may have jumped from bats with possible movement to other mammals and then to humans. The initial outbreak COVID-19 was in Wuhan, Hubei Province, China.

Why is COVID-19 in the news?

This virus has proven to be unique in many ways. Initially, it was thought that it was only spread through contact at local animal markets. However, person-to-person spread has been seen inside and outside China to include Europe, India, Australia, South and North America, Scandinavia and Russia. At the time of this writing, a total of 3,100 COVID-19 infections have been noted in the U.S. across 49 states and Washington, DC. This quick spread into multiple countries and the potential for larger spread among humans has garnered a lot of media attention. Additionally, many of the countries impacted have implemented travel restrictions, travel recommendations and protocols involving the quarantining of people that were exposed and isolation of confirmed cases.

Is COVID-19 dangerous?

The infection in the U.S. mirrors what has been seen in other countries. The overall mortality rate is relatively small. This is less than other similar infections seen in the past such as avian flu, swine flu (H1N1), MERS-CoV and SARS-CoV. Symptoms can vary widely. Some infected individuals never have symptoms (this may aid its spread), while others may have cold/flu like symptoms. Unfortunately, some experience severe respiratory symptoms that can lead to death. The most common symptoms include fever, difficulty breathing (dyspnea) and non-productive cough. Other symptoms could include muscle aches, joint aches, fatigue, headache and other flu-like symptoms. As noted above, most patients report mild symptoms and are able to recover without any issues. The seriousness of the infection increases in patients that are older and people that already have other medical conditions. These conditions can include diabetes, heart disease, lung disease,

steroid use and any other medication or disease that impairs the immune system.

Individual states and Washington, DC are now able to detect the COVID-19 virus through laboratory testing.

What is the bottom line and what should I do about it?

This infection can be transmitted from person-to-person and can make people sick for a few days. This transmission makes this a public health concern. If this infection were to get into any community or any public gathering where “close contact” is maintained, it could easily spread and cause a large amount of sickness. This has some possibility of taxing the medical system in the area. That is why you see many public events being limited or cancelled as well as different groups cancelling meetings and the government limiting travel; all helping to limit the spread of the virus. You should also understand that “close contact” is defined by the CDC as someone that lives in the same home with a confirmed case, being within 2 rows of seats on an airplane either forward or back of a confirmed case, being within six feet of a confirmed case for a prolonged time, or having direct contact through being coughed on or other direct exposures to an infected person’s secretions.

You can do many things to protect yourself as well as those around you. First, you should maintain good hand washing hygiene and avoid touching your face with your hands. Also, avoid contact with those showing symptoms of COVID-19. Next, you should consider limiting your travel and follow the guidelines on what precautions to use when flying to other countries as given on the CDC website. The final suggestion is to be mindful of how you feel. If you feel like you have symptoms, you can socially distance yourself and not expose others. The CDC recommends a 14-day quarantine for those suspected of exposure to COVID-19. This means avoiding any areas where others would be within 6 feet of your person for a prolonged time period, meaning nothing more than a quick in and out of that area.

Last but not least, education is always a great defense so continue to monitor official sites such as the CDC (which is referenced below) for the most up to date information. As always, seek medical care if your health deteriorates beyond what you would consider outside the realm of a routine illness.

Fly Safe!

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to AskFS@quad-a.org; we’ll try to address it in the future. See your unit flight surgeon for your personal health issues.

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

CPT (Dr.) Frank C. Stafford is a flight surgeon at the School of Army Aviation Medicine, Fort Rucker, AL

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Filipino troops set security after insertion during a Joint training event in 2019.

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Special Focus ► Aviation Leadership Update

Setting Conditions for Success – Synchronizing Efforts across the Aviation Enterprise to Ensure Army Aviation is Ready Today and Prepared for Tomorrow

By BG Michael “Mac” McCurry and COL Bernie Harrington

Greetings from the Pentagon, where spring brings cherry blossoms and budgetary submissions. DAMO-AV is currently busy supporting the President’s FY21 Budget Request (FY21 PB) the administration delivered to Congress last month and making sure Army Aviation is properly resourced in the coming year. The FY21 PB reflects the priorities of the Secretary of the Army and the Chief of Staff of the Army. This year’s request clearly outlines the top two priorities – readiness and modernization.

This prioritization reflects Army Senior Leaders’ overarching goal to bring the force into the future while supporting the National Defense Strategy to deter and defeat technologically advanced near-peer adversaries. The challenge in future near-peer fights is the adversary’s employment of layered standoff against U.S. forces across all domains using an integrated web of defensive capabilities such as long range fires, air defenses, and cyber. To overcome these threats, the U.S. military is developing the Joint All Domain Operations (JADO) concept, integrating and converging efforts across

all services and domains to overmatch and overwhelm enemy defenses. The Army’s contribution to JADO is Multi-Domain Operations (MDO). MDO describes how the Army will compete and, if required, defeat an enemy’s layered standoff capabilities by employing continuous integration of effects in all domains to first penetrate and then dis-integrate enemy defenses; exploit the resulting freedom of maneuver; and consolidate gains on terms more favorable to the U.S. and our Allies and Partners.

Army Aviation plays a vital role in MDO through the enduring tenets of mobility, speed, range, lethality, flexibility, and precision. Applying those tenets in an MDO environment, against advanced integrated air defense systems, requires new, leap-ahead technologies and capabilities beyond what is currently in Army Aviation’s inventory. BG Wally Rugen and his team at the Future Vertical Lift Cross Functional Team (FVL CFT) are busy orchestrating this development and our teams are nested to deliver most lethal Aviation force for our Soldiers on the ground. While our sights are focused



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Moog DRL on C208 Caravan
Photo courtesy of MAG Aerospace



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Stores
Control Panel (SCP)



Enhanced Stores
Interface Unit (E-SIU)

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A moment captured during one of many homecomings throughout the past year.

on the future force, Army Aviation remains laser-focused on building and maintaining the readiness required to execute ongoing missions, remaining postured to fight and win on today's battlefields.

DAMO-AV Reorganization

With all of this in mind, DAMO-AV reorganized last year from three divisions to two: (1) operations and readiness and (2) modernization. This better aligns our efforts with the Army Senior Leaders' priorities and helps us incorporate these priorities as we work with our partners across the Army Aviation Enterprise.

Our **modernization division**, led by COL J Parker, is focused on bringing Army Aviation into the future by synchronizing all the efforts of the Aviation Enterprise to develop and procure the capabilities and technologies our force requires to operate in a MDO environment. Their current efforts include supporting the FVL CFT's development of the new Future Armed Reconnaissance Aircraft (FARA) and Future Long Range Assault Aircraft (FLRAA). When delivered to the force, both of these aircraft will provide increased speed and range compared to our current fleet. These platforms will complement each other as integral parts of MDO to penetrate and dis-integrate enemy defenses (FARA) and then exploit the resulting freedom of maneuver (FLRAA). Developing both these platforms concurrently is critical to our MDO preparations, just as we developed the Apache and Blackhawk simultaneously as part of the big five modernization plan of the 1970s and 80s. In DAMO-AV we routinely engage with DOD and Congressional decision makers to ensure these leaders understand the requirement for these capabilities and support the Army's.

Of course, when it comes to predicting the future, it is an imperfect art, and despite the quicker pace brought by the CFT, modernization takes time. To maintain the previously unmatched lethality and effectiveness of our current Aviation force, we also work closely with PEO-Aviation to execute targeted upgrades to our enduring fleet that has served us so well for decades and will for years to come. Modernization efforts to the enduring fleet like the Improved Turbine Engine will ensure our Blackhawks and Apaches maintain the competitive edge over our adversaries and provide our ground force commanders with maximum capability. We also continue to procure the UH-60M and V models as well as AH-64Es and continue to rely on the CH-47 for heavy lift. Our efforts to help deliver the most lethal and capable

force both today and in the future spans both our Active and Reserve components, tackling these challenges as one team for the betterment of our Soldiers.

Our **operations and integration division**, led by COL Jason Davis, is focused on building and maintaining readiness across the Aviation force. One of their ongoing initiatives is to synchronize efforts across the Aviation Enterprise and Army staff to ensure Army Aviation formations are fully manned. We continue to address our shortfall of mid-grade Aviation Warrant Officers and are working various lines of effort to ensure we access the right number of new warrant officer candidates for Aviation, increase training throughput at Fort Rucker, and increase retention of aviators.

Retention

Regarding retention, we are applying multiple levers to retain our outstanding aviators including an increase to Aviation Incentive Pay and targeted bonuses. However, we understand that while money helps slow attrition, money alone cannot solve Army Aviation retention challenges. We recognize that high OPTEMPO for Army Aviation units puts a strain on the force. As recently as 2013 we were building a thirteenth Regular Army CAB to respond to the persistent high demand for Army Aviation. Since that time, we decreased the size of the Aviation force while the demand for Army Aviation remained and continues to be insatiable. To reduce this OPTEMPO strain, we are working closely with the Joint Staff, the Army Staff, Combatant Commands, and Army Major Commands to address not only deployment to dwell ratios, but also the volume of time that our Aviation Force spends away from home between deployments due to events such as CTCs, aircraft transfers, and unit training requirements. Along with the proponent, we are also assessing increased assignment stabilization for our Aviation officers, warrant officers, NCOs, and Soldiers to enable more predictability for both them and their families. We realize that achieving the Army's priorities of modernization and readiness happens through our people and we are guided by the Chief of Staff's philosophy of "People First!" Our people are our greatest strength and we must take care of them.

The coming years are consequential for Army Aviation; it is imperative that we continue to learn and evolve to keep pace with our near-peer adversaries. Our continued, collaborative work across the Aviation Enterprise is essential to deliver Army Aviation's next generation platforms while maximizing today's tactical and strategic combat readiness. We remain ever-confident that if we learn from the past, keep a critical eye on the future, and collaboratively share ideas, then we will set the conditions for our Soldiers to maintain the sacred bond we have with our ground force and prevail on any battlefield, against any adversary. When defending freedom and liberty, there is no second place.

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BG Michael (Mac) McCurry is the Director of Army Aviation and COL Bernard J. Harrington is the Deputy Director at Headquarters, Department of the Army G-3/5/7 (DAMO-AV).



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AMCOM 2020: Modernizing and Integrating Sustainment Solutions for Today and Tomorrow

By MG K. Todd Royar

Armey Aviation is at a strategic crossroad as we transition to a modernized aviation force that fully supports Multi Domain Operations (MDO) on a near-peer/peer threat, Large Scale Combat Operations (LSCO) battlefield. It is an exciting time to be part of the development of future Army Aviation systems and developing robust, modernized sustainment solutions that will support both our enduring fleets and the modernized fleet that is Future Vertical Lift (FVL). The Aviation Enterprise is working together to modernize and integrate aviation sustainment solutions that will improve Army Aviation's support to the future battlefield commander. As our systems become more complex, we need minimize our tooth to tail ratio so that more of our precious resources can be spent on warfighting systems, and less to maintain them. To accomplish this complex modernization of both aviation weapon systems and offer viable, modern sustainment solutions to our Soldiers and leaders, we need to ensure we are all moving together toward the same destination. AMCOM and multiple stakeholders across the aviation enterprise developed an updated Army Aviation Enterprise Sustainment Strategy (AAESS) that is guiding our efforts.

U.S. Army SPC Daniel Nevarez, a CH-47 Chinook helicopter repairer with the California Army National Guard's Detachment 3, 640th Aviation Support Battalion, 40th Combat Aviation Brigade, puts an engine cover on the helicopter after it landed at Redding Municipal Airport, Sept. 8, 2019, in Redding, California, during the Red Bank Fire in Tehama County. Six Cal Guard helicopters were activated to assist state and federal agencies battling a pair of wildfires in the county.

The Objectives

The AAESS is currently being embedded and cross-walked into the Army Aviation Modernization Plan, Army Aviation Supporting Concept and other key conceptual documents being developed by the Aviation Branch and TRADOC, as well as within Army Futures Command. The AAESS was developed as a guide to an integrated, aviation sustainment end-state; continually focused on readiness through five enduring objectives: Expeditionary Aviation Force, Reduced Logistics Footprint, Increased Organic Capability, Improved Operational Availability, and Decreased Total Life Cycle Costs. Aviation stakeholders are keeping the five AAESS objectives in focus and inte-

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grating them into new system requirement documents, Original Equipment Manufacturer (OEM) system development, Assistant Secretary of the Army Acquisition, Logistics and Technology (ASA(ALT)) Program Manager (PMs) acquisition planning and with our Army

Materiel Command (AMC) sustainment organizations. If we properly integrate these efforts, we will deliver effective and affordable aviation logistics, sustainment and materiel readiness - from our installations to the forward tactical edge of the future battlefield. However, actions

Soldiers from Delta Co., Task Force Aviation, remove a UH-60 Black Hawk Helicopter engine during a phase maintenance inspection Oct. 19, 2019, on Camp Bondsteel, Kosovo.

speak louder than words. Read on to find out what is actually being done.

The first two AAESS objectives, *Expeditionary Aviation Force* and *Reduced Logistics Footprint* require us to identify future capability solutions across all new platforms and integrate them across multiple organizations; to include communicating efforts between Capability Developers, Materiel Developers, OEMs and our aviation sustainment organizations. First, we are working with the OEMs to ensure sustainment is at the forefront of their new designs. This includes not only ease of maintenance, but also minimizing the number of tools and materiel to conduct that maintenance. Sustainment Key Performance Parameters (KPPs) and Key System Attributes (KSAs) will reflect the importance of sustainment. Second, we will incorporate advanced manufacturing capabilities into the supply system. While we do not envision advanced manufacturing capability to replace the supply system, it will augment it. To that end, we are publishing the first ever Air-worthiness policy on advanced manufacturing by the end of April to guide not only what Soldiers can do in the field, but also provide guidance to our OEM partners. Third, timely and accurate readiness reporting will be ad-

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dressed through linkage and use of Artificial Intelligence (AI) within our Army recognized and approved sustainment Enterprise Resource Planning (ERP) digital Common Operating Picture (COP) and data linked Graphical User Interface (GUI) solutions. These efforts must develop and modernize in parallel with our new platforms. These actions are already ongoing such as we are actively working to enable disconnected operations with Aircraft Notebook (ACN) and G-Army. The above examples are just a few of the efforts needed to mitigate multiple known aviation sustainment gaps identified by the Aviation Enterprise Synchronization Model (AESM) Sustainment Working Group and are being addressed focusing on the AAESS' first two objectives.

The third AAESS objective, **Increased Organic Capability**, must be used to guide new, Total Army aviation weapon system and associated support equipment sustainment solutions. It is imperative that the majority of support is provided organically by our Soldiers to our Depots. We cannot afford to be short-sided and not invest in the intellectual property (IP) needed to repair our systems organically. While we likely cannot afford to buy the IP for every part and system, we need it for critical items to ensure not only that we have multiple sources of supply, but also the surge capacity necessary for LSCO. As an enterprise we realize this, and our requirements documents reflect that need. But just having the IP to do the work is not enough. Corpus Christi Army Depot (CCAD) and other locations must also have the physical ability to do the work. We are already looking forward to ensure that CCAD and other locations have the tooling and skill sets to work on our future systems. Equally important is that we must continually learn and react accordingly as programs develop. Our depots are already utilizing Advanced Manufacturing capability to include advanced Additive Manufacturing technologies. As these processes mature, we must integrate that capability across the entire repair and return system and not just have important, but unique, solutions for a small number of parts. We must integrate across DOD to provide common solutions that we can use organically to improve our supply chain velocity while increasing Supply Availability and supply chain depth. OEM engagements and communications across the enterprise are helping to improve these sustainment gaps as part of this AAESS objective focus.

The fourth AAESS objective, **Improved Operational Availability**, focuses on measuring and improving the average availability of a system over time. Operational Availability includes all sources that cause downtime: administrative downtime, logistics downtime, Not Mission Capable Supply (NMCS), Not Mission Capable Maintenance (NMCM); it is based upon actual events that happen to a system when used by the warfighter in all environments and conditions. While some of this is simple maintenance management at the unit level, there are systemic things that we are doing to improve readiness.

First, I fundamentally believe that as our new systems increase in capability in reach and lethality, they should also increase in material availability. We partnered with academia to determine if technology is at a point where we can increase material availability without significantly affecting our other parameters. Initial results look promising and based on those results we will likely build higher reliability requirements into our new systems.

Second, while our new systems are critical, we must reduce the maintenance burden on our enduring fleet to the smallest level possible without sacrificing safety. We have the data to

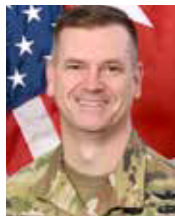
make this happen. Through the leadership of PEO Aviation, the CH-47 program is now going through a process known as Maintenance Steering Group – 3 (MSG-3) that will reduce the number of maintenance man hours required. It is already showing results. But the UH and AH systems make up the majority of the fleet and I am committed to implementing a similar process to reduce Soldier maintenance burden for them as well.

Finally, we are working to continually reduce NMCS time by ensuring Soldiers have the parts they need when they need them. We have proposed changing the NMCS goal in AR 700-138 from 10% to 5% for rotary wing platforms. Making that change will hold AMCOM and other sources of supply to a higher standard.

The fifth and final AAESS objective, **Decreased Life Cycle Costs**, is really an outcome of focused efforts meeting the first four combined AAESS objectives. By using the AAESS as a guide, our Aviation Enterprise stakeholders will keep all four of the previous strategy objectives in mind as we develop, build and field our new aviation systems and their sustainment solutions, resulting in this final objective being met as a condition of meeting the first four objectives. Increased complexity within Army Aviation systems has simultaneously increased the sustainment complexity and cost. Additionally, numerous modifications, block upgrades and unique or special materiel solutions increase overall life cycle costs exponentially. Looking ahead, and assuming continually constrained and fluid future Army budgets, the focus of this objective is to ensure that finite resources can sustain our enduring aircraft fleets and support future systems (to include support infrastructure). The Army Aviation Enterprise must recognize the importance of integrated sustainment efforts

focused on decreasing overall Operations and Sustainment (O&S) life cycle costs. The Army Aviation Enterprise must reduce costs in order to allow Army Aviation to accomplish current wartime and contingency missions; while simultaneously identifying and developing potential capabilities that will support the operating environment into which we field our future Army combat aviation aircraft and systems.

In closing, collectively, we are at a strategic inflection point within Army Aviation. The future of Army Aviation is ours to properly develop incredibly capable and advanced aviation systems now that can be effectively supported on a future battlefield. The AAESS is our guide to integrate all of our efforts, starting today (from Soldier to OEM) as we plan, design, build, maintain, supply and demilitarize our current and future aviation platforms, support equipment and all their associated sustainment solutions. The future challenges of LSCO and MDO requires the collective Army Aviation Enterprise to modernization, but to do so effectively we must integrate all our efforts much more closely and include the cross-platform integration of our OEM partners to drive innovative materiel and sustainment solutions together to achieve effective, supportable aviation overmatch capabilities to our Army and our Nation.



MG K. Todd Royar is the commanding general of the U.S. Army Aviation and Missile Command (AMCOM) at Redstone Arsenal, AL



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PEO Aviation: Balancing the Current and Future Fleets

By Mr. Patrick H. Mason

Program Executive Office Aviation remains focused on ensuring the readiness and relevance of the enduring fleet while simultaneously developing new capabilities supporting Large Scale Combat Operations and the Army's transformation to a Multi-Domain Operations (MDO) ready and capable force. Accomplishing this objective requires alignment across the aviation enterprise as we methodically balance investments between our current portfolio of capabilities and those of the future. Through this effort we will achieve targeted modernization of our enduring systems while delivering enhanced lethality, survivability, and mobility across the battlespace.

Working closely with BG Walter Rugen and the Future Vertical Lift Cross-Functional Team, we have made significant progress on our signature modernization efforts, the Future Attack Reconnaissance Aircraft (FARA), and the Future Long-Range Assault Aircraft (FLRAA). FARA remains the Army's number one aviation modernization priority and will provide significantly increased range, speed, lethality, endurance and survivability with capabilities that will allow Combatant Commanders to effectively penetrate and disintegrate adversary integrated air defense systems. FLRAA will provide power projection from relative sanctuary with

U.S. Army helicopters, assigned to the 25th Combat Aviation Brigade, fly in formation during the 25th Infantry Division Review over Schofield Barracks, Hawaii, Oct. 31, 2019.

significantly improved range, mobility and speed over current Army and Special Operations Command aircraft.

The **FARA** program recently extended two of the five previously awarded Other Transactional Authority (OTA) Prototype contract vehicles. Bell Helicopter Textron Inc. and Sikorsky Aircraft Corp. will build and test prototype aircraft to "fly before we buy" NLT FY23. In parallel, detailed design is planned for the weapons system, including mission equipment integration. Industry can expect multiple requests for information and a combined FARA/FLRAA mission equipment industry day later this year. Continued efficiency, coupled with the expedited approach, will enable the first FARA unit equipped in FY30.

In March, the **FLRAA** Competitive Demonstration & Risk Reduction (CD&RR) OTA project agreements were finalized with Bell Helicopter Textron Inc. and Sikorsky - Boeing. These competitively awarded agreements support risk reduction activities that combine government research with input from industry partners to build a solid foundation for the future

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A U.S. Army CH-47 Chinook and AH-67 Apache helicopters from 3rd Combat Aviation Brigade, 3rd Infantry Division, are staged on Chièvres Air Base, Belgium, Oct. 22, 2019. Chièvres Air Base served as an intermediate staging area for the 3rd Combat Aviation Brigade before deploying to operational locations across Europe in support of Operation Atlantic Resolve.

development and procurement of the FLRAA weapons system. The CD&RR agreements will extend over two years, informing final Army requirements and the program of record planned for competition in 2022. The FLRAA first unit equipped is planned for FY30.

Modular Open System Architecture (MOSA) is a critical element of the FVL Ecosystem. It enables rapid integration of evolving technologies to support MDO, allowing the accelerated integration of computing capabilities, radios,

sensors, and survivability systems into the platform. MOSA provides the Army with a scalable, digital backbone with distributive processing facilitating air-to-air and air-to-ground convergence and rapid adaptation to evolving threats. It benefits the enduring fleet while reducing risk for our future systems. PEO Aviation is addressing MOSA at the system-level, ensuring new methods and technologies work across multiple platforms. The FVL Architecture Collaborative Working Group (ACWG) is

charged with implementing and maintaining a roadmap that guides our enduring and future systems away from proprietary, stove-piped architectures and into a government controlled, open architecture.

Air Launched Effects (ALE) are a key enabler of the FVL Ecosystem. ALE extends the reach and lethality of Army Aviation with the ability to detect, identify, locate, report, and deliver lethal and non-lethal effects across the battlespace. A Scalable Control Interface gives ALE a common control with high levels of system autonomy that does not require a continuous datalink or direct intervention from an operator in the loop. Existing and future Army Aviation platforms will launch ALE to penetrate enemy airspace and loiter at objectives beyond the range limitations of existing aircraft sensors, establishing and maintaining overmatch. Earlier this year, industry submitted 37 enhanced whitepapers in response to an Aviation & Missile Technology Consortium OTA request for ALE technology. We are currently assessing the submissions and plan to integrate air vehicles, payloads, and mission system technologies into the aviation architecture with an initial capability in FY24.

The **Future Tactical Unmanned Aircraft Systems (FTUAS)** will replace the Shadow UAS capability in brigade combat teams (BCTs). It will be runway independent with MOSA allowing for interchangeable payloads and it will have modern datalinks providing improved encryption, teaming, and autonomy. Currently, the program is undergoing a competitive demonstration with four vendors fielding systems to six BCTs. The demonstration will extend into 2021 and the results will be used to inform FTUAS requirements for the program of record. We anticipate an initial operational capability in FY25.

Integrated Capabilities

PEO Aviation is integrating capabilities that span both enduring and future systems, providing targeted modernization for our current fleet while reducing risk and providing capability for the FVL Ecosystem. One example is the **Improved Turbine Engine (ITE)**, designated the T901, a 3,000 SHP engine under development as a replacement for the current T700 engine. It will provide increased lift, range and reduced fuel consumption with a modular design enabling field-level repair with lower op-

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erating and sustainment costs. The Aviation Turbine Engines Project Office recently conducted a successful T901 Fit-Check testing for both the AH-64E and the UH-60M platforms. The ITE is the engine for FARA and will be integrated into aircraft scheduled for first flight in FY23.

The **UH-60V** is the first aircraft to implement a MOSA approach in the enduring fleet. It is a recapitalized UH-60L with a fully digital glass cockpit which increases aircrew situational awareness, enhances navigation, improves safety and prepares the helicopter for MDO. The Army will take delivery of the final UH-60V software build this summer and complete testing with a planned April 2021 initial fielding date. UH-60V is a critical first step, of many, towards implementing MOSA.

In order to realize the full value of MOSA, PEO Aviation is developing the **Aviation Mission Common Server (AMCS)**. The AMCS will serve as the mission system digital backbone that enables rapid onboarding of future mission systems capabilities. Through a current OTA, AMCS prototypes will demonstrate a cyber-secure, Open System Architecture (OSA) for the enduring Army aviation fleet with risk reduction and growth for the future fleet. The AMCS aligns to the FVL Architecture Framework and uses consortium and industry OSA standards. A contract award is anticipated in 3QFY20 with a demonstration in 4QFY21.

Platform Modernization

In addition to the cross-cutting capabilities described above, we have some platform-specific modernization worthy of highlight. The **AH-64E Version 6 (V6)** is the latest modernization upgrade to the Apache platform with multiple new sensor systems to increase target acquisition performance, along with additional weapons and software to increase lethality. Software enhancements increase crew situational awareness while reducing crew workload and improving manned-unmanned teaming. The Link 16 military tactical data link provides aircrews with greater fidelity of engagement target and wingman locations, coordination of fires between flight members and interoperability in a joint environment. We will be fielding the first Army AH-64E V6 aircraft in September 2020.

The Army completes **CH-47 Chinook Block I** fielding in 2021 and **Block II** development continues on schedule. The Block II modifications significantly improve upon current capability while providing room for future growth. Many of the Block II technologies will be integrated into the MH-47G Block II aircraft and will be cut into the production line to further enhance the U.S. Army Special Operations Aviation Command mission.

PEO Aviation's mission is to serve Soldiers and our nation by designing, developing, delivering and supporting advanced aviation capabilities for operational commanders and our allies. Our dedicated, highly skilled, and professional work force is committed to delivering the advanced capabilities our aviators need on today's battlefields and battlefields of the future. It will be hard, it will be challenging; however, the team is focused on delivering results and works every day on behalf of our Army, Army Aviation and the Soldiers we support.



Mr. Patrick H. Mason is the U.S. Army Program Executive Officer, Aviation located at Redstone Arsenal, AL.

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The Joint Multi-Role Technology Demonstrator SB>1 Defiant conducts a flight demonstration during an Army senior leader visit in West Palm Beach, Florida, Feb. 20, 2020.

Future Vertical Lift Cross-Functional Team Update

By BG Walter (Wally) T. Rugen



U.S. ARMY PHOTO

FVL CFT has been relentlessly focused over the last year on our signature modernization efforts to ensure Army Aviation maintains vertical lift dominance over peer and near-peer adversaries in Multi Domain Operations (MDO). In order to meet the operational requirements of the next fight, FVL has developed critical tenets (Lethality, Survivability, Affordability, Reach) and baked those aspects into the development of our signature efforts; Future Attack Reconnaissance Aircraft (FARA), Future Long Range Assault Aircraft (FLRAA), Future Unmanned Aircraft Systems (FUAS), and Modular Open Systems Approach (MOSA).

FARA and FLRAA

Leveraging the highly successful Joint Multi-Role Technology Demonstration program we have developed well informed requirements for our signature efforts and reduced significant risk for both FARA and FLRAA. The two flying technical demonstrators proved that advanced tiltrotor and coaxial rotor systems can increase speeds by nearly dou-

ble the current capabilities and extend range by almost three times. Because of these successes, we will have prototypes for FARA flying in 2023 and FLRAA in 2025 to further test and evaluate what ultimately will be the future fleet of scout, assault, and MEDEVAC aircraft. As the Secretary of the Army said during a recent demonstration, "We are going to fly it before we buy it."

FUAS

In response to several operational need statements from brigade combat team commanders asking for a replacement for the workhorse RQ-7 Shadow with a runway independent, significantly quieter, and organically transportable platform, the FVL CFT and PM UAS embarked on a "Buy, Try, Inform" approach to deliver Future Tactical Unmanned Aircraft Systems (FTUAS) to the field. After a competitive fly-off last year, the Army selected four industry partners to provide FTUAS to five BCT shadow platoons beginning this spring for a yearlong assessment of each system's capabilities. The data collected

from this user assessment will provide invaluable input to the development of final requirements for FTUAS supporting initial fielding in 2024.

As a critical component of the FVL ecosystem, *Air Launched Effects* (ALE) (small unmanned aircraft systems launched from aircraft) will significantly extend Army Aviation's reach. Operating autonomously, ALE conduct the deep, dirty, and dangerous work utilizing a wide array of payloads to include, lethal and non-lethal, electronic warfare and communication to extend mesh networks in a contested environment. ALE will detect, identify, locate, and report (DILR) our pacing threats significantly increasing lethal capabilities of our aviation platforms while boiling down kill chain timelines. To date, we have conducted several experimentations launching multiple ALE from a UH-60 Black hawk at 100' AGL capable of flying up to 90 knots with a range of 200 nautical miles. While additional tactical demonstrations are planned for this year, ALE requirements will soon be published with an initial fielding scheduled for 2024.

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an Automation, Autonomy, Architecture and Interfaces (A3I) enabled Grey Eagle at a western test range. A3I successfully proved out MOSA by incorporating third-party control interfaces for command and control of the aircraft, sensors/payloads, and weapons supporting the MDO environment. Concluding with a capstone demonstration in December



An Air Launch Effect (ALE) launched from a UH-60 Black hawk over Yuma Proving Ground, Arizona during a March 2020 experimentation. The experimentation marks the first ever forward launch capability.

and operator/user cognitive workload reduction. The integration of SCI will greatly increase the number of air and ground UAS control nodes available throughout the depth of the battlefield while reducing reliance on bulky ground control stations. SCI employs permissions-based user logins allowing differing levels of functionality and authorities for the UAS and payloads based upon credentials and mission priorities, thus creating scalability.

MOSA

FVL is working hard to ensure the Modular Open System Approach (MOSA) standard is applied to all future aviation platforms. MOSA will provide revolutionary advances in system architecture to facilitate high reusability of components and enable rapid changes to digitally enabled capabilities. MOSA increases the ability to rapidly, and affordably evolve aircraft avionics and mission equipment through open system architecture designs at the pace of technology while also preventing vendor lock. Last summer FVL in conjunction with the Systems Integration Management Office (SIMO)(USASOAC) demonstrated a first generation MOSA capability with

2020, MOSA is on schedule to deliver a comprehensive architecture strategy to inform an "In-Skin" Aviation Backbone Architecture Digital Model that will allow for rapid system upgrades at the speed of innovation.

Lethality

Lethality is achieved by aggregating the effects of the FVL ecosystem that find, fix and finish our adversaries with appropriate standoff. The ecosystem is comprised of platform weapons system, air launched effects and improved long-range munitions that increase range and provide a persistent capability from the close to deep fight. These characteristics address the current capability gap during the penetration and dis-integration phases of our operating concept.

In 2019, FVL CFT led a **Long-Range Precision Munition** (LRPM) experimentation with Spike Non-Line-of-Sight missile shots at Yuma Proving Ground, Arizona. Firing from an AH-64E Apache attack helicopter for the first time ever, the team hit five out of five targets at distances four times greater than the current Hellfire missile. Long-range precision munitions combined with the FVL ecosystem will

allow commanders at echelon to find, fix and finish pacing threats with stand-off and overmatch while enabling freedom of maneuver during the penetration, disintegration and exploitation phases. By the fall of 2019, FVL CFT led efforts across multiple organizations to develop a Directed Requirement to field Spike NLOS as an interim LRPM solution beginning in 2022.

Survivability

Survivability is a composite approach. Working with our partners we are developing material solutions to defeat infrared, missile, radar and radio frequency threats as well as Degraded Visual Environment (DVE) technologies to compliment long-range precision munitions and the ecosystem. This approach combined with increased platform speed and performance will allow future aircrews to traverse across a wider depth and breadth of contested domains to gain positions of advantage and limit enemy options. This past year, FVL CFT participated in multiple events spanning the survivability spectrum including obstacle avoidance and flight in Degraded Visual Environment pilotage system operational tests,

assessing tactile cueing in simulation at the U.S. Army Aviation Research Lab.

Affordability

FVL has developed a holistic approach to addressing the total cost of ownership throughout a system's life-cycle: affordability considerations, affordability assessments, health & usage monitoring systems, full-time funding, and cost as an independent variable to define the degree to which the life-cycle cost of FVL signature efforts are in consonance with modernization, force structure, and manpower plans for Multi Domain Operations. In 2019, FVL CFT partnered with U.S. Army Aviation and Missile Command to establish an FVL affordability cell to synchronize engineering, sustainment, and requirements communities, shaping long-term affordability and sustainment decisions.

Reach

In order to overcome the tyranny of distance of the future fight our next generation of aircraft must have leap ahead capability in speed, range, endurance distance and communication. Together FLRAA, FARA, ALE and FUAS (eco-

system) enable decisive and disruptive reach into our opponents Integrated Air Defense Systems (IADS) while operating and staging from relative sanctuary. The FVL ecosystem with the aforementioned attributes makes the lower tier of the air domain decisive. FVL platforms can now create the operational seam to facilitate joint fires to enable strategic freedom of maneuver.

Putting the "T" in CFT

As busy as this past year has been with many milestones achieved and goals exceeded, there is still much to be done in the coming months and years to deliver FVL capabilities to the warfighter. All of this is only possible with the continued partnership with our Academia, Industry, and a very powerful and fully aligned Army Aviation Enterprise team.



BG Walter (Wally) T. Rugen is the of the U.S. Army Futures Command Future Vertical Lift Cross Functional Team, located at Redstone Arsenal, AL.



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PHOTO ILLUSTRATIONS COURTESY OF BELL HELICOPTER TEXTRON INC. AND SIKORSKY AIRCRAFT CORP.

The U.S. Army selected Bell Helicopter Textron Inc. and Sikorsky Aircraft Corp. for the design and testing of the Future Attack and Reconnaissance Aircraft Competitive Prototypes to continue into phase two of the program.

The Quest to Fill the Gap – Future Attack Reconnaissance Aircraft (FARA)

By Dan Bailey and David Friedmann



In late March, the Army successfully passed the fourth major decision point in the quest to fill the gap of an armed reconnaissance aircraft in the Aviation fleet. This decision point selected the Bell and Sikorsky teams to continue into final design, build and test of their prototype design.

In future envisioned battlespace, Army Aviation must operate in highly contested/complex airspace and degraded environments against peer/near-peer adversaries capable of advanced integrated air defense systems. The Army currently lacks the ability to conduct armed reconnaissance, light attack and security with improved standoff and lethal and nonlethal capabilities with a platform sized to hide in radar clutter and for the urban canyons of mega cities.

To close this gap, the Army envisions an optionally manned, next-generation rotorcraft with attributes of reduced cognitive workload, increased operational tempo through ultra-reliable designs and extended maintenance-free periods and advanced teaming and autonomous capabilities. Paired with unmanned sys-

tems and various air launched effects, this will be the centerpiece of the integrated air defense system breaching team to provide freedom of maneuver in a multi-domain battle. This medium is the “knife fighter” of future Army Aviation capabilities, a small form factor platform with maximized performance. Critical to this envisioned platform is a resilient digital backbone designed to allow rapid capability advancement in subsystems and software and affordable life cycle management.

An Innovative Approach

In 2017, the Future Vertical Lift Cross Functional Team established the signature lines of effort to materially close this gap. However, given failed attempts in the past, a new innovative approach was established – an approach founded on the successful science and technology Joint Multi-Role Technology Demonstrator sized for the Capability Set 3. This effort is something between JMR-TD and a formal technology maturation and risk reduction program phase with an aggressive schedule. Instead of

technology demonstrators, the result will be prototypes sized correctly for the mission and designed for sustainment, operating environment conditions, survivability, and affordability. Although mostly focused on the air vehicle side, these prototypes have allocations and interfaces for mission systems with an open architecture digital backbone for future integration.

The FARA Competitive Prototype is not a stand-alone effort. It's intended to transition to a full integration and qualification phase after the CP. Key program milestones are built into the schedule to facilitate that transition. One of the most important features is the intellectual property and data rights position taken by the government in accordance with Army Directive 2018-26 (Enabling Modernization through the Management of Intellectual Property) to posture the program to maintain and sustain the fleet.

Schedule

Schedule is a key performance parameter for both the government and

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industry teams. To meet the required FY23 completion of the CP effort, there was no time to waste getting industry to work on a very challenging problem. To facilitate a rapid acquisition approach, multiple FARA CP program artifacts were assembled in parallel to include the requirements document and the solicitation package. The strategy also included the challenge of some parallel development of government-furnished equipment. For this program acceleration to work, the government team and industry must remain flexible to accept that some aspects of the program and requirements may evolve and collaboratively drive toward getting the information needed when it is needed.

Flexibility

Flexibility was built into the program in a variety of ways: staying left of the DoD 5000 processes, use of Other Transaction Authority for prototyping agreements and having few mandatory requirements with guidance on desired attributes and a great deal of latitude (trade space) given to the air vehicle designers. Flexibility is also enabled by using a team collaborative approach to reduce duplication of meetings and the number of formal deliverables to only

those that are necessary. This helps focus minimal available resources on productive work instead of overhead functions. Having multiple industry performers in the initial phase of the program also enhanced flexibility through a healthy competitive environment. This was a needed attribute as the government minimized the number of decision/control points but holds industry accountable for progress.

Phases

In April 2019, five industry partners began phase one, resulting in five very different and capable designs and teams. These performers embraced the above approach thoroughly and provided a solid foundation to overcome the challenges of the past and ensure closure of the gap. Throughout this phase, industry opened their doors to the government and provided unprecedented collaboration and insight into their plans. They worked with the government to establish parallel development and integration efforts for the T901 Improved Turbine Engine, the XM915 20mm cannon, the Integrated Munitions Launcher, and the Modular Open System Approach to the digital backbone of the aircraft. Decision point three in program execution finalized the

plan to integrate the T901 ITE versus a surrogate.

In just nine months, phase one culminated more than 30,000 pages of documents and data, dozens of digital models and hundreds of hours of technical interchange to make the fourth program decision point of the two to proceed into phase two. Funding was only available for two; however, each industry partner raised the competitive bar and made a positive contribution to the program.

Phase two will result in final design efforts, build and flight test of these two solutions. First flight is slated for November 2022 with continued flight thru 2023.

These are truly exciting times. In only two years since the initiation of the FARA CP program, four major decision points have been successfully executed, putting Army Aviation on schedule in the quest to fill the gap.

Dan Bailey is the program manager and David Friedmann is the deputy program manager for the Future Attack Reconnaissance Aircraft Competitive Prototype (FARA CP) program, U.S. Army Combat Capabilities Development Command Aviation & Missile Center, Redstone Arsenal, AL.

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Future Long-Range Assault Aircraft Update



Bell's V-280 Valor



Sikorsky/Lockheed Martin SB>1 Defiant



Major Risk Reduction Award for the Next Generation Tactical Assault Aircraft

By LTC Jennie Conlon and MAJ Wes Ogden

CD&RR Awards

In the February 2020 issue of Army Aviation magazine, U.S. Army COL David Phillips, Project Manager for the Future Long-Range Assault Aircraft (FLRAA), articulated FLRAA's approach to meeting Army Aviation's vision for multi-domain operations through developing and fielding a next generation assault and MEDEVAC aircraft. On March 16, 2020, PM FLRAA delivered on its commitments and awarded Competitive Demonstration and Risk Reduction (CD&RR) project agreements to Bell Textron Incorporated (V-280 Valor demonstrator), and Sikorsky Aircraft Corporation (SB>1 Defiant demonstrator) via the Aviation and Missile Technology Consortium Other Transaction Authority. Ultimately, the CD&RR and industry feedback is vital to understanding the performance, cost, affordability, schedule risks and trades needed to successfully execute the FLRAA program.

Demonstrated Technology and Requirements Transitions

FLRAA's ability to accelerate fielding is dependent on stable requirements. Locking in the *right* requirements and communicating them *clearly* to the vendor who develops the aircraft is critical. As the name implies, CD&RR is an effort that will reduce this risk, as well as other programmatic and technical risks for FLRAA.

Since the Joint Multi-Role-Technology Demonstration (JMR-TD) program's inception in 2013, the Army has refined the FLRAA requirements with a clearer understanding of what the Warfighter needs to truly maintain overmatch against near-peer adversaries. The JMR-TD aircraft, while critical in determining what new vertical lift configurations

and technologies are capable of, were not designed to meet today's requirements or serve as operational weapon systems. The CD&RR will help the Army assess these new technologies in a weapon system design based on the current 2020 requirements, and includes major systems, mission subsystems, and flight control laws in addition to the airframe. The CD&RR, combined with other risk reduction efforts, will ensure a common understanding of how desired capabilities will drive current and future design elements of the aircraft and help the Army lock-in well-informed requirements early in the acquisition lifecycle.

CD&RR Outcomes

The FLRAA design must have an optimal balance between performance and ownership costs. During Phase 1 of the CD&RR, Sikorsky-Boeing and Bell will focus on initial weapon system conceptual designs that meet the Army's draft requirements *with* associated projected procurement and sustainment costs. Specifically, both vendors will complete requirements derivation, trade-off analysis and preliminary conceptual design work to inform FLRAA requirements, acquisition strategy, program processes, and ownership costs prior to the competitive award of the long-term FLRAA weapon system development contract. As planned, Phase 2 includes additional requirements derivation to the allocated baseline level and advancing the design maturity of the weapon system conceptual design.

Our nation's adversaries will not sit idle while we develop and field an aircraft capable of mitigating or bypassing their stand-off weapons and anti-access / area denial technologies.



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Recognizing this, PM FLRAA will also use CD&RR to support future growth through a Modular Open Systems Approach (MOSA) for the FLRAA Mission Systems Architecture. MOSA will enable Army Aviation to rapidly integrate new, cutting edge technologies and mission systems without many of the hurdles of a typical aircraft integration effort. With a keen eye directed toward faster fielding, adaptability, flexibility, capability growth, and obsolescence management, MOSA will enable the Army to retain technical overmatch in a constantly shifting environment while maintaining affordability.

PM FLRAA, one of Program Executive Officer Aviation's ten project management offices, is working closely with the Future Vertical Lift Cross Functional Team, the U.S. Army Aviation Center of Excellence, Aviation Platforms-Requirements Development Directorate, and other key stakeholders to develop an aircraft that has the optimal balance between aircraft performance and affordability. CD&RR is a major effort in understanding that balance. While many of us are eager to begin building and flying prototype aircraft, completing the CD&RR, and other risk reduction efforts, will return massive dividends in the long run – *going slow to go fast*. These investments in time and precious resources will ensure the delivery of an affordable FLRAA that will fly further and faster than existing aircraft and provide air assault and MEDEVAC support to the maneuver force in a contested and ever-changing environment.

LTC Jennie Conlon is the product manager and MAJ Wes Ogden the assistant product manager for the FLRAA project management office at Redstone Arsenal, AL.



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Mr. John R. Scott

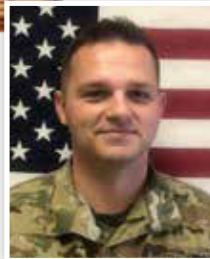
Headquarters and Headquarters
Company,
1st Battalion, 223rd Aviation Regiment
Fort Rucker, Alabama

Department of the Army Civilian John Scott exemplifies the Joseph P. Cribbins Department of the Army Civilian of the Year Award for his influence upon the Aviation Community as a result of his outstanding effort, consummate professionalism, and dedication to improving the effectiveness and efficiency of Army Aviation flight training. Mr. Scott's performance as the chief academic instructor for the Basic Army Aviators Course, undergraduate and graduate classes in the TH-67, UH-72, and CH-47 has been unparalleled. He incorporated the newest technology in the training of our newest Aviators. From virtual reality to advanced desk-top simulation or online access to the courseware for all Army Aviators, he keeps training on the cutting edge. His 32 instructors teach, coach and mentor every student in the classroom, simulator and the air as they learn the art of Army Aviation. He expertly led change and found the resources to facilitate such actions. His performance is unmatched, as he manages a significantly more complex, dynamic, and evolving level of responsibility. In 2019, he directly affected over 1500 students. Mr. Scott is an essential asset to Army Aviation and as such is greatly deserving of the 2019 Joseph P. Cribbins Department of the Army Civilian of the Year Award.



James H. McClellan Aviation Safety Award

Sponsored by GE Aviation



CW3 Frank D. Kirby III

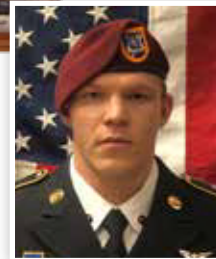
3rd Battalion, 1st Aviation Regiment
Combat Aviation Brigade,
1st Infantry Division
Fort Riley, Kansas

CW3 Frank Kirby's focus on soldier and tactical safety makes him stand out in 2019. His efforts led to the Nightmare Battalion conducting aviation and ground operations across Europe without a single aviation accident. While focused on aviation safety, he ensured the safe transport of over 27 tons of munitions and nearly 200,000 gallons of fuel. His oversight and training focus ensured that the premier forward support company, E Co. 3-1 AHB, was able to answer the call for forward arming and refueling, wherever and whenever they were needed. In 2019, under CW3 Kirby's stewardship the Nightmare Battalion flew more than 4,500 hours while maintaining an Operational Readiness rate above 87%. The Nightmare Battalion also conducted over 54 multi-vehicle convoys across seven countries, some as large as 21 vehicles covering over 28,000 miles. The Nightmare Battalion answered the call without hesitation by executing joint air and ground operations with NATO allies while supporting USAREUR training requirements with air assault operations, air movements, aerial casualty evacuation (CASEVAC), personnel recovery operations and conducting expeditionary deployment operations. CW3 Kirby, with his mission focus and professional drive, is truly deserving of the James H. McClellan Aviation Safety Award.



Army Aviation Soldier of the Year

Sponsored by Bell



SPC Zackery P. Packer

Company D, 3rd Battalion, 160th
Special Operations Aviation Regiment
(Airborne)
Hunter Army Airfield, Georgia

Specialist Packer's sense of duty, leadership and professionalism set him apart in 2019. As an Avionics Mechanic for Delta Company, 3/160th, his efforts earned him distinction as the battalion's soldier of the year. He travelled to Fort Campbell, Kentucky in April 2019 to compete against the other stellar candidates in the 160th. Specialist Packer regularly earned top marks in all areas, including Physical Fitness tests, day and night land navigation, medical lanes, weapon qualification range, radio communication operations, CBRN, M9 and M240 operation, threat engagements, and combatives. These events were completed with little time to prepare, little time to sleep, and many environmental stressors. Time and time again, Specialist Packer proved that he was calm and efficient under high stress situations, earning the title of Regiment Soldier of the Year. Additionally, Specialist Packer has quickly established a reputation for being one of the most knowledgeable and dependable avionics technicians in the unit, able to expertly support the Regiment's highly modified MH-47G helicopters. SPC Packer's performance has been truly exceptional, and his embodiment of the Warrior Ethos and Army values should serve as inspiration to all Soldiers in Army Aviation and makes him the 2019 AAAA Aviation Soldier of the Year.

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AAAA 2019 National Award Winners



Henry Q. Dunn
Crew Chief
of the Year

Sponsored by
Robertson Fuel Systems



SSG Rene A. Romero

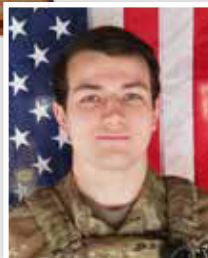
Company C, 1st Battalion,
160th Special Operations Aviation
Regiment (Airborne)
Fort Campbell, Kentucky

Staff Sergeant Rene A. Romero is the 2019 AAAA Crew Chief of the Year due to his exceptional contributions to Charlie Company, 1st Battalion, 160th Special Operations Aviation Regiment (Airborne). SSG Romero has served as the Charlie Company Standardization Instructor and a Fully Mission Qualified crew chief for the Army's only attack and assault helicopter company, consisting of 12 highly modified MH-60M Defensive Armed Penetrator Black Hawk helicopters. Upon assuming the position of Company SI, SSG Romero assessed the company's Non-Rated Crew Member readiness and development. He created attainable goals and a plan of action to increase mission capability and to better support the special operations ground forces. His vision, leadership, and dedication to training directly increased the company's combat crews, a testament to his tenacity and ability to train Soldiers. Staff Sergeant Romero has flown a total of 1,500 flight hours, of which 600 were in combat. Additionally, 300 of those hours were flown in the Mi-17 while serving as the Standardization Instructor with the Afghani Army. He personally oversaw the training of 31 Non-Rated Crew Members in the most specialized of Army Aviation missions. He is undoubtedly the AAAA Henry Q. Dunn Crew Chief of the Year.



Rodney J.T. Yano
Noncommissioned
Officer of the Year

Sponsored by
Lockheed Martin Corporation



SSG Kevin N. Brandt

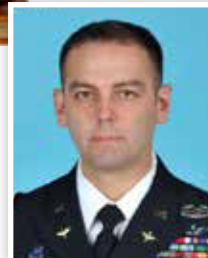
Company B, 2nd Battalion,
160th Special Operations Regiment
(Airborne)
Fort Campbell, KY

SSG Kevin Brandt's accomplishments in 2019 are a model for all Aviation NCOs. He executed 250 Special Operations Aviation tasks consisting of 68 missions and 169 flight hours flown and was recently awarded the Air Medal with "V" Device for valor for his heroic actions in Iraq. SSG Brandt also attended the Advanced Leaders Course and earned the title of Distinguished Honor Graduate as well as the Distinguished Leader award and Iron Squad award. Immediately upon graduation he was promoted to the rank of Staff Sergeant. SSG Brandt provided superior mentorship to his section, evidenced by two soldiers promoted to Sergeant, two progressions to Fully Mission Qualified crewchief and Flight Engineer. His most recent accomplishments came in the form of graduation from the MH-47G Flight Instructor Course and subsequent selection for Company Standardization Instructor. His influence is felt beyond the aircraft and throughout the Battalion as his spouse, A'Briana, won the Family Readiness Group's volunteer of the quarter for 2020. SSG Brandt exemplifies the total Soldier concept and carries himself with superior presence and character. SSG Brandt's character, accomplishments and professionalism make him the only choice for the Rodney T. Yano Noncommissioned Officer of the Year Award.



Michael J. Novosel
Army
Aviator of the Year

Sponsored by Sikorsky, a
Lockheed Martin Company



CW4 Nicholas N. Nenoff

Company B, 1st Battalion,
160th Special Operations Aviation
Regiment (Airborne)
Fort Campbell, Kentucky

CW4 Nenoff is the epitome of an Aviation professional and his tremendous contributions throughout the year have made him stand out in the 160th Special Operations Aviation Regiment and Army Aviation. CW4 Nenoff performed exceptionally as a B/1-160th SOAR Standardization Pilot, a Regimental Flight Lead, Instructor Pilot, and Fully Mission Qualified Pilot. As a Regimental Flight Lead in the AH-6M, he served as a combat multiplier and role model for junior aviators to follow. He deployed three times in 2019, in support of Operation Freedom's Sentinel, participating in some of the most critical fire support missions of the year. For his actions, during a mission that lasted over a 36-hour period, CW4 Nenoff was awarded the Distinguished Flying Cross with "V" for his valorous actions. His impacts in the rotary wing fires realm spanned across multiple elite level ground forces and provided innovative ways to employ the AH-6M in complex scenarios, under the most demanding environmental conditions. He answered the call numerous times throughout the year, on several fronts, tirelessly and without hesitation, regardless of the task. CW4 Nenoff's selfless nature, positive attitude, and unmatched competency identify him as the 2019 Michael J. Novosel Aviator of the Year.



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It is our honor to announce the retirement of LTC Robert "Bob" Catron (ret) after more than 30 years of dedicated service to **DynaLantic** and CATI Training Systems. Mr. Catron is a highly decorated U.S. Army Veteran Aviator with 23 years' active duty, serving two tours in Vietnam.

Following Mr. Catron's service in Vietnam, he was assigned to the development of the 2B24 (UH-1H) Instrument Flight Trainer at PM Trade. These devices elevated the standards in simulation training and have made US Army Aviators second to none.

As an Army Aviator and Officer, he was a major contributor to increasing the US Army's readiness, proficiency, and safety performance through promoting the use of Training Devices and Simulators such as the Link (Blue Box) as well as the more recent Apache Longbow Crew Trainers.

He also pioneered the development of synthetic training systems, which lead to instrument flight, full flight, weapons systems, and combat mission simulators for the UH-1H, CH-47, AH-1, UH-60, and AH-64.

Mr. Catron is a Lifetime Member of Quad-A, currently celebrating his 57th year.

Come by **Booth #2813** and help us thank Bob Catron, for his outstanding service and lifetime of achievements.



AAAA 2019 National Award Winners



Robert M. Leich Award
Sponsored by Airbus



Commander: CPT Robert W. Gartner
Senior NCO: SFC Michael T. Corey

Detachment 1, Company D, 177th Brigade Engineer Battalion

Georgia Army National Guard
Savannah, Georgia

Detachment 1 achieved amazing success during their nine-month rotation to Afghanistan in support of Operation Freedom's Sentinel. Their ability to provide immediate intelligence, surveillance, reconnaissance coverage directly resulted in the withdrawal of enemy forces during multiple engagements, with a zero accident/incident rate due to human factors. Despite mobilizing at less than 100% MOS-Qualified soldiers, and oftentimes 50% Fully Mission Capable equipment due to materiel failures, the Detachment maintained 24 hour UAS coverage, flying over 4,100 flight hours in direct support of the command's air interdiction campaign, counting for almost 30 percent of UAS hours in all theaters. The detachment provided real-time aerial observations of coalition and partner missions, security overwatch of U.S. Troops and missions critical to the U.S./Afghan partnership. Afghan commanders requested the TUAS Platoon by name due to their speed and reliability on the battlefield. This directly resulted in the prevention of attacks to Afghan military and police checkpoints/compounds and the disruption of key avenues of approach and terrain for both the Taliban and ISIS-K Networks. This interruption of indirect fire cell responsible for attacks resulted in the saving of countless coalition lives. For their efforts and success, the detachment is recognized as the 2019 AAAA Robert M. Leich Award winner.



AAAA Army Reserve Aviation Unit of the Year
Sponsored by Honeywell International



Commander: LTC Matthew B. Hill
Senior NCO: CSM Charles A. Booth

5th Battalion, 159th Aviation Regiment

Joint Base Langley-Eustis, Virginia

In 2019 5-159th General Support Aviation Battalion deployed to combat, the first time since the Vietnam War and made quite a mark. TF Dragonmaster answered the call in support of Operation Inherent Resolve, Operation Freedom's Sentinel and Operation Spartan Shield. Across all operations in 2019, TF Dragonmaster flew in excess of 22,000 total hours, transported over 37,000 passengers, hauled over 3,100,000 pounds of cargo, executed over 270 MEDEVAC lifesaving missions, more than 80 aerial attack missions, controlled over 11,500 ATC movements at three airfields and disbursed over 2,900,000 gallons of fuel while maintaining an OR rate of 84%. In CONUS, 5th Battalion executed 117 external missions including search and rescue, firefighting, paradrop and collaboration with SOF elements in addition to many others. This unique and wide variety of missions ensured that 5th Battalion retained the highest level of proficiency across the most complex of operations. When called, TF Dragonmaster continually provided professional aviation support, regardless of the environment or inherent challenges, serving as an example and the standard for other units to emulate. Because of their tireless efforts during combat operations, and continuous support in CONUS, 5-159th/TF Dragonmaster clearly earned the honor to be recognized as the 2019 AAAA Reserve Aviation Unit of the Year.



AAAA John J. Stanko Army National Guard Aviation Unit of the Year
Sponsored by Honeywell International



Commander: LTC Benny F. Collins
Senior NCO: CSM Michael E. Reilly

1st Battalion, 130th Aviation Regiment

Morrisville, NC

1-130th Attack Reconnaissance Battalion (ARB), while assigned to the 101st Combat Aviation Brigade, demonstrated extraordinary accomplishments in 2019. Their year began with gunnery at Fort Campbell, KY, qualifying 24 Combat Apache Crews. They embodied the Army's "Total Force" concept, integrating with 101st CAB in a field environment while maintaining a 78% OR rate on assigned aircraft. They completed two CTC rotations, a joint exercise at Hulbert Field and completed an intense cumulating training exercise and validation at Fort Hood, TX administered by 1st Army. While their task force was comprised of 500 Soldiers from five different states, the 1-130th ARB quickly formed a seamless multi-functional aviation task force. During their deployment the ARB flew more than 16,000 hours, executed 154 Deliberate Operations including 119 complex night Air Assaults - many under heavy enemy fire. The unit shot 152 Hellfire missiles and 754 rockets on missions where 20 Air Medals/ Valor and one Distinguished Flying Cross/Valor were awarded to 1-130th crews. 1-130th ARB is the personification of a well-disciplined, dynamic unit that adheres to Army standards, executing all missions without a Class A accident. The 1-130th Soldiers have earned the AAAA John J. Stanko Army National Guard Aviation Unit of the Year award!

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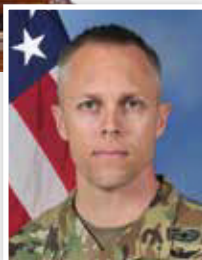


AAAA 2019 National Award Winners



AAAA Active Army Aviation Unit of the Year

Sponsored by
L3 Technologies



Commander:
LTC Robert S. Holcroft



Senior NCO:
CSM Scott W. McGee

1st Battalion, 1st Aviation Regiment

Combat Aviation Brigade, 1st Infantry Division
Fort Riley, Kansas

The Gunfighter Battalion was deployed in support of both Operation Inherent Resolve and Operation Freedom's Sentinel throughout 2019. The Battalion conducted mission command across five countries, 11 separate locations. Across Iraq, Syria, and Kuwait, the Battalion was task force aligned with both United States Army Reserve and Army National Guard organizations, focused on the permanent defeat of ISIS, the deterrence of Russian and Syrian Pro Regime forces, the US response to the Turkish incursion into Syria, and the retrograde/reorganization of US forces within Syria. 1-1st Attack Reconnaissance Battalion was the constant enabler, medically evacuating 139 patients, transporting over 12,000 passengers, moving 3.8 million pounds of cargo, and pumping 1.7 million gallons of fuel to the entire joint/multinational force across five FARPs. The organization's B Company deployed to Afghanistan as part of OFS throughout 2019; the Gray Eagle Company, F/1, also prepared and deployed to OFS throughout 2019. The Soldiers, Warrant Officers, and Officers of 1-1st ARB are some of the best trained, conditioned, and battle tested within our Army. Their actions and accomplishments are to be emulated by all of Army Aviation and clearly identify them as the 2019 AAAA Active Aviation Unit of the Year.



AAAA Outstanding Aviation Unit of the Year

Sponsored by
The Boeing Company



Commander:
COL Scott D. Wilkinson



Command Chief Warrant
Officer:
CW5 Matthew L. Brown



Senior NCO:
CSM Mark B. Baker

160th Special Operations Aviation Regiment (Airborne)

Fort Campbell, Kentucky

In 2019, the 160th SOAR(Abn) supported over 1,125 combat operations in support of Operation FREEDOM SENTINEL, Operation INHERENT RESOLVE, Operation JUNIPER SHIELD and other classified contingency missions. It strengthened relationships with allies and partners by executing training exercises in INDOPACOM (Korea, Malaysia, Thailand, New Zealand), EUCOM (Romania, Israel), and SOUTHCOM (Panama, Brazil, El Salvador) and built a more lethal force by flying over 33,000 hours, firing over 15 million rounds of ammunition and relentlessly focusing on improving equipment, tactics, techniques and procedures to penetrate, dis-integrate and exploit peer integrated air defense networks. Finally, the Regiment reformed by flying 109% of its flying hour program while using 98% of its allocated budget through a combination of innovative logistics and data management initiatives. In 2019, Night Stalkers were awarded 27 valorous awards including 3 Silver Stars, 12 Distinguished Flying Crosses and 12 Air Medals with Valor. Most notably, Night Stalkers supported multiple classified contingency missions that included the repatriation of an American citizen and the removal of the Nation's most sought after enemy. The 160th SOAR(Abn) is leading the Army Aviation Enterprise into the future and its contributions to the nation's defense identify it as the AAAA Outstanding Unit of the Year.

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AAAA 2019 National Award Winners

Top Super Chapter of the Year

Sponsored by AAAA National



Tennessee Valley Chapter **Huntsville, Alabama** **Chapter President: Mr. Gary Nenninger**

The AAAA TN Valley Chapter is passionate in its aviation programs and the steadfast support of its Soldiers and Department of the Army Civilians. A growing and active chapter, it works hard to continue the relationships with industry partners while garnering enthusiastic participation for diversified and frequent Chapter events. It is often the first place turned to by both government and community organizations for support of their events and efforts. In 2019 membership increased 9.6% to over 1,800, and the chapter contributed \$62,000 to the National Quad-A Scholarship Foundation, while giving 46 AAAA Awards and 14 programs & activities. Congratulations to Gary Nenninger and the Tennessee Valley Chapter!

Top Senior Chapter of the Year

Sponsored by AAAA National



Aloha Chapter **Honolulu, Hawaii** **Chapter President: COL (Ret.) Dave P. Brostrom**

The Aloha Chapter represents the Hawaiian Islands and includes all AAAA members and units of US Army Hawaii (USARHAW), all Hawaiian Army National Guard and Army Reserves Service Members as well as retired Hawaiian residents and their families. The Chapter's reach throughout the Pacific is tied directly to the USARHAW Pacific Pathways mission and guarantees the chapter's ability to extend influence and learn from experiences throughout the Pacific Islands, Asia, Australia, and the US. The Chapter's focus is to capitalize on this reach and bring AAAA members together to build on the heritage of Army Aviation in Hawaii. Congrats to COL (Ret.) Dave Brostrom and team for being selected for the second year in a row!

Top Master Chapter of the Year

Sponsored by AAAA National



Central Florida Chapter **Orlando, Florida** **Chapter President: COL (Ret.) Kevin A. Vizzarri**

The Central Florida chapter's center of gravity is the Orlando's PEO-STRI Simulation industry but also has members in Tampa, Miami and Melbourne. Our Aviation Soldiers are Florida National Guard and US Army Reserve near Tampa. All board members are in the Simulation industry working for an industry partner, retired STRI or consultant. CFL has had a monthly social for the past 311 months without interruption. Whether raising \$20,000+ in toys for Toys for Tots, sponsoring ROTC cadets with \$1,000 honorarium, or recognizing Aviation service with OSM inductions, CFL is a thriving part of the government/civilian community. Congratulations to COL (Ret.) Kevin Vizzarri and the Central Florida Chapter for their selection two years in a row.

Top AAAA Chapter of the Year

Sponsored by AAAA National



Black Knights Chapter **West Point, New York** **Chapter President: COL Rich Melnyk**

The Black Knight Chapter is located at the United States Military Academy at West Point. It supports the greater West Point area and is composed of USMA faculty and staff members, cadets, and other local members. The chapter's main purpose is to mentor and professionally develop West Point cadets who are interested in a career in Army Aviation. From Hangar Night in February to Branch-focused social events, to quarterly meetings, chapter members strive to educate, inspire, and develop key relationships with interested cadets that will posture them for success as future aviation leaders. Hearty congratulations to COL Rich Melnyk and the chapter.



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Hall of Fame 2020 Inductees



LTC Ace Alan Cozzalio

LTC Ace Alan Cozzalio embodied the spirit of Army Aviation and Air Cavalry; past, present and future. He was an exemplary leader and visionary who developed aviation policy and tactics based on his combat experience. He was one of the most decorated soldiers of the Vietnam War. In his two tours, he was shot down by enemy gunfire six times and awarded every medal for valor, except the Medal of Honor, some multiple times.

Following flight school in late 1967 he was assigned to Vietnam, serving with D Troop, 3rd of the 5th Air Cavalry. On January 25, 1969, after extending his tour, he displayed extraordinary and selfless courage when he attacked and destroyed a fortified NVA machine gun bunker that had pinned down a 90-man infantry company for over two hours. After other pilots had made several unsuccessful attempts to destroy the bunker, Ace swapped his AH-1 Cobra for one of the troop's OH-6s, and with complete disregard for his personal safety, he attacked the bunker head-on with mini-guns blazing, landing on top of it while his crew chief tossed a grenade into the bunker gun port. For his actions, he was awarded the Distinguished Service Cross.

As the role of the air cavalry evolved in Vietnam, he was instrumental in developing scout tactics and later assisted in the development of a combat aviation handbook for the Army. Following Vietnam, he was assigned to 1st Armored Div., and in 1984 assumed command of the 4th Aviation Training Battalion at Ft. Rucker, AL.

In 1987, he medically retired from the Army after 20 years and returned to the family ranch in Hornbrook, CA where he lived until his death six years later at age 46.

Ace Cozzalio's gallantry and leadership has left a legacy for future generations of Army aviators.



CW5 Douglas M. Englen

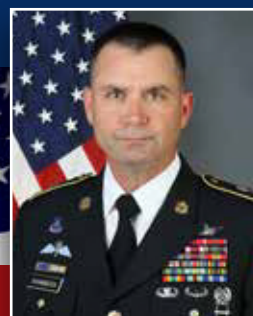
No aviator in the history of the 160th Special Operations Aviation Regiment (Airborne) has been more impactful or achieved a higher level of excellence than CW5 Douglas M. Englen. He has flown over 7,000 hours of fixed and rotary wing flight time with 34 combat tours executing over 2,500 missions in support of the global war on terrorism.

He was assessed into the 160th SOAR(A) at Ft. Campbell, KY in May 1998 where he quickly became a flight lead and standardization officer. On October 19, 2001, he helped lead a 10-ship rotary wing force and 65 ship fixed wing force to respond to the nation's call immediately following the terror attacks on 9/11. He was in the lead aircraft that led the longest helicopter air assault in U.S. military history, logging over 14 hours and covering a distance over 1,400 nm with 4 in-flight air refuel events.

On May 1, 2011 he was awarded his first Silver Star for his actions as a flight lead pilot for a joint task force. He successfully penetrated a fully integrated and highly sophisticated air defense network, arrived at the objective undetected, and delivered the ground forces to the target. He flawlessly reacted to multiple contingencies to include the loss of an aircraft and allowed the ground force to complete its extremely high-risk mission.

He received his second Silver Star for his actions as the flight lead pilot in command responding to a distress call for a high-risk casualty evacuation mission in a known area of dense insurgent activity. He flawlessly reacted to multiple contingencies to include the loss of an aircraft and allowed the ground force to complete its extremely high-risk mission; ultimately eliminating the number one terrorist of modern time.

Today, he continues to serve working directly for the Secretary of the Army as the U.S. Army Senior Warrant Officer Advisor for Talent Management – his impact on Army Aviation cannot be overstated.



SGM Gregory M. Chambers

SGM Gregory M. Chambers has been a force in the Aviation Community for over 30 years. He has set and lived the standard as an Army Noncommissioned Officer, and his real passion has always been to guide younger enlisted Soldiers.

He entered the Army on November 2, 1987 and joined the 160th Special Operations Aviation Regiment (Airborne) in 1996. Quickly identified as a unique leader and mentor, he has served on 10 combat deployments supporting the Global War on Terrorism, all with Army Special Operations Aviation. From his initial experience as Green Platoon NCO in Charge to his selection as the Regimental Command Sergeant Major in 2011, he has always excelled.

From 2011-2014 he was 160th SOAR(A) CSM managing five battalions that supported over five Combatant Commands and numerous missions. While maintaining a high operational tempo, he ensured the success of over 2,250 Soldiers and pulled together senior leaders from across the aviation enterprise to provide the capability for real time mission execution.

As CSM of U.S. Army Special Operations Aviation Command from 2014 to 2016, he developed a strong talent management program and supported realistic training opportunities for his units to participate in worldwide exercises. He was subsequently selected as the U.S. Army Aviation Center of Excellence Command Sergeant Major. Serving from 2016 to 2018, he provided guidance and oversight for three training brigades and two Noncommissioned Officer Academies training over 6,000 Soldiers, warrant officers and commissioned officers annually, and over 500 international students from 18 countries. He helped transform Army Aviation enlisted training, and single-handedly wrote the policy and standing operating procedures to establish the USAACE program that provides up to \$650 toward Civilian Credentialing and Licenses to Enlisted Soldiers and Warrant Officers.

His legacy is today's and tomorrow's world-leading, flexible, innovative and professional Enlisted Army Aviation Soldier.

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All Chapter information is presented in alphabetical state order, followed by overseas locations. Each chapter entry includes the original activation date and current category. Categories are based on membership size as of January 1st of the year – Super (501 and over), Master (175-500), Senior (75-174), and AAAA (74 and below). Chapter officers are reminded that they can update their chapter board information at any time by contacting membership@quad-a.org or send a hard copy to AAAA, 593 Main Street, Monroe, CT 06468-2806; call (203) 268-2450 or fax (203) 268-5870. Membership numbers listed are as of the printing of this issue and are constantly changing.

Bill Harris/Publisher

Alabama Aviation Center Chapter Fort Rucker, AL



Category: Super Chapter;
1106 Members
Activation Date: 11/1/1957
Website: [www.quad-a.org/
AviationCenterChapter](http://www.quad-a.org/AviationCenterChapter)

Description: The Aviation Center Chapter is a highly active Super Chapter located at the 'Home of Army Aviation' in Fort Rucker, Alabama. Its diverse membership is derived from 1st Aviation Brigade, 110th Aviation Brigade, Noncommissioned Officer Academy, and 164th Theater Airfield Operations Group. In addition, our membership is supported by these tenant units and activities: Air Traffic Services Com-

mand, Aviation Center Logistics Command, U.S. Army Aeromedical Research Laboratory, U.S. Army Combat Readiness Center, U.S. Army School of Aviation Medicine, and U.S. Army Warrant Officer Career College. Our demographic consists of flight training students; permanent party Soldiers, DACs, contractors, and retirees. The Chapter meets on a quarterly basis for Professional Development seminars.

Officers:

COL Robert C. Doerer, Ret., President
COL Michael E. Demirjian, Senior VP
MAJ James Pomranky, Ret., Secretary
CW3 Michael F. Monaghan, Ret., Treasurer
Mr. Floyd E. Rodgers, VP Scholarship
COL Ray D. Gentzyel, Ret., VP Awards
Mr. Elvin Keith Gunter, Ret., VP Civilian Affairs
Ms. Ann Nollett, VP Programs
LTC Mark C. Taylor, Ret., VP Member Enrollment
Ms. Lisa Gee Hazelton, VP Publicity
CW4 Robert N. Cooper, Ret.
VP Retired Affairs

Tennessee Valley Chapter Huntsville, AL



Category: Super Chapter;
1906 Members
Activation Date: 2/1/1976
Website: [www.quad-a.org/
TennesseeValleyChapter](http://www.quad-a.org/TennesseeValleyChapter)

Description: The Tennessee Valley Chapter of the Army Aviation Association of America is passionate in its aviation programs and the steadfast support of our Soldiers and Department of the Army Civilians resulting in the defense of the Army and our Nation. The Tennessee Valley Chapter (TVC) leadership continues an excellent relationship with the Huntsville/Redstone community, and our chapter is often the first place turned to by both platform commands and community organizations for support of their events and efforts: and we are the first

stop for industry looking for the visibility of community support. Our chapter continues a proud tradition of bringing both the commercial and government aspects of Army Aviation together, supporting not only individual Soldiers, but our community and the enterprise as a whole. We are a growing and active chapter that works hard to continue the relationships with our industry partners while garnering enthusiastic participation during our diversified and frequent Chapter events. We have built a most supportive membership that takes to heart our charter and works for the benefit of Army Aviation, AAAA National and our Chapter mission. The chapter frequently and generously supports community efforts with both financial grants and manpower.

Officers:

Mr. Gary S. Nenninger, President
COL Talmadge C. Sheppard, Senior VP
Ms. Shannon Kirkpatrick, Secretary
COL Gerald R. Davis, Jr. Ret., Treasurer
COL David N. Gereski, Ret., VP
National Guard & Reserves



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2020 AAAA Chapter Directory

COL Mathew J. Hannah, Ret., VP Operations
LTC Tom T. Huff, Ret., VP Scholarship
CW4 Steven L. Sanders, Sr. Ret. VP Awards
Ms. Kathryn S. Huff, VP Communications
COL Theodore T. Sendak, Ret., VP Industry Affairs
LTC Greg Oelberg, Ret., VP Programs
COL John M. Vannoy, VP Cribbins APS
CSM Leon Hite, Jr. Ret., VP Enlisted Affairs
Mr. Ray K. Sellers, VP Government Affairs
Mr. Brian M. Sabourin, VP Member Enrollment
MAJ(P) Mike Rigney, VP Military Affairs
Mrs. Janice L. Sanders, VP Publicity
COL Steve Bolton, Ret., VP Retired Affairs
CSM Tod L. Glidewell, Ret., VP Veterans Affairs

Yellowhammer Chapter Hope Hull, AL



Category: AAAA Chapter; 46 Members
Activation Date: 8/1/2016
Website: www.quad-a.org/YellowhammerChapter

Description: The Yellowhammer Chapter is based in Montgomery, AL to provide a platform for Alabama Army National Guard Aviation and Industries of Central Alabama that promote the Army Aviation Enterprise in which to express their concerns, foster professional networks, and enhance the exchange of ideas.

Officers:

COL Johnny R. Bass, President
CW4 James R. Pote, Secretary
MAJ Bradley M. Williams, VP Programs
CPT Zachary L. Burton, VP Member Enrollment

Alaska

Northern Lights Chapter Fort Wainwright/Fairbanks, AK



Category: Senior Chapter; 101 Members
Activation Date: 10/1/1971
Website: www.quad-a.org/NorthernLightsChapter

Description: Northern Lights Chapter, is based out of Fairbanks, Alaska though it supports the Army Aviation community through the State of Alaska. We're composed of active, national guard, DA civilians and retirees. Supporting 1-52 GSAB 16th CAB; 1-25 ARB 25th CAB, Alaska National Guard, and USARAK.

Officers:

LTC Jorge A. Rosario, President
CW4 Eric W. Collier, Senior VP
MAJ Benjamin W. Saad, Secretary
Mr. Robert D. Marcinkowski, Treasurer
CSM Ronnie B. Littler, VP Enlisted Affairs
1SG Ralph T. Woods, Jr., VP Member Enrollment
CW4 Jason Ingraham, VP Member Enrollment

Arizona Arizona Chapter Mesa, AZ



Category: Master Chapter; 320 Members
Activation Date: 12/1/1985
Website: www.quad-a.org/ArizonaChapter

Description: The Arizona Chapter provides a forum for aviation professionals to share experiences and gain knowledge. We support local high school and college ROTC students and promote Army Aviation in the Phoenix and Maricopa County areas. We annually help fund an ROTC student to attend the annual AAAA Conference and routinely recognize both military and civilian personnel who have had positive impacts on Army Aviation. We conduct fundraising events to support local charities and to fund annual AAAA scholarship awards.

Officers:

COL Jessie O. Farrington, Ret., President
LTC Adam C. Berlew, Senior VP
Mrs. Katie Yursky, Secretary
COL Shane T. Openshaw, Ret., VP Scholarship
LTC B.J. Wiley, Ret., VP Programs
Mr. Aaron Fortune, VP Programs
COL David F. Sale, Ret., VP Member Enrollment
COL James Barker, Ret., VP Member Enrollment
CW3 Michael Anderson, VP Military Affairs
LTC Daniel M. Roberts, VP Military Affairs

Old Tucson Chapter Cortaro, AZ



Category: Senior Chapter; 128 Members
Activation Date: 5/1/1987
Website: www.quad-a.org/OldTucsonChapter

Description: The Old Tucson Chapter maintains its focus on AAAA goals, objectives, and programs. While based in Tucson, Arizona, it supports the Western

ARNG Aviation Training Site (WAATS), surrounding Army National Guard Aviation units, and the Military retired community living in southwest Arizona.

Officers:

CW4 Latny L. Salt, President
Ms. Jacqueline Gordon, Senior VP
SGT John A. Maez, Secretary
CSM Tamera L. Eldredge, Treasurer
1SG Robyn L. Fowler, Ret., VP Scholarship
SFC Paul D. Eckles, VP Member Enrollment

Thunder Mountain Chapter Fort Huachuca, AZ



Category: AAAA Chapter; 69 Members
Activation Date: 10/1/2006
Website: www.quad-a.org/ThunderMountainChapter

Description: The Thunder Mountain Chapter supports primarily the 2/13th Avn Reg.

Officers:

CW5 Luis Zamudio, Ret., President
Mr. Mark Farrar, Senior VP
Ms. Sheri York, Secretary
1SG Jesse W. Martin, Treasurer

California

Grizzly Chapter Fresno, CA



Category: Senior Chapter; 85 Members
Activation Date: 8/1/2017
Website: www.quad-a.org/GrizzlyChapter

Description: The Grizzly Chapter of the Army Aviation Association of America is dedicated to supporting the Soldiers and Families of the Army Aviation Community in California. We plan to provide a wide array of support to the Aviation Community through scholarships, community service and networking. We will recognize the excellence of those in the Aviation Community in the Northern California region and recognize their contributions and sacrifices in supporting the people of the State of California.

Officers:

COL David L. Hall, President
LTC Shiloh Briggs, Senior VP
MAJ David Lovett, Secretary
MAJ Marco Acevedo, Treasurer
CPT Joseph Burke, VP Scholarship
SSG Lindsey Denece Dillman
VP Awards
MSG Robert H. Wood
VP Enlisted Affairs

MSG Janet Graves
VP Enlisted Affairs

High Desert Chapter Fort Irwin, CA



Category: AAAA Chapter; 64 Members
Activation Date: 3/1/1991
Website: www.quad-a.org/HighDesertChapter

Description: High Desert Chapter is out of Fort Irwin, CA and supports the NTC Operations Group-Eagle Team and 2916th AVN BN. A chapter consisting of mostly Eagle Team OC/Ts, and 2916th AV personnel.

Officers:

LTC Timothy R. Jaeger, President
CPT Kendal Tillemans, Secretary
CW3 Ariel Rodriguez-Alvarez, VP Awards

Southern California Chapter Huntington Beach, CA



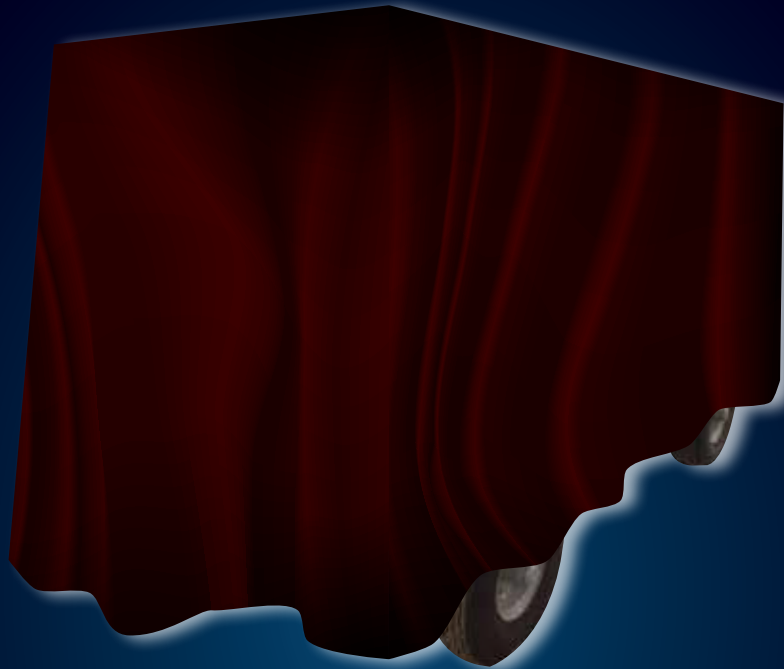
Category: Master Chapter; 330 Members
Activation Date: 4/1/1959
Website: www.quad-a.org/SouthernCaliforniaChapter

Description: Southern California Chapter encompasses the Southern half of the state approximately from Vandenberg AFB on the West to Bakersfield on the East and all points South, to and including San Diego. Over 40% of the membership are industry members, another 40% active, guard and reserve personnel, with the remaining 20% individual. 10% of the membership are Life Members. The chapter's center-of-mass and focus on the Army Aviation Soldier, is the Los Alamitos JFTB and Army Airfield located in Los Alamitos, CA, Orange County, located 35 miles south of Los Angeles. The primary units supported include company size elements of the 6-52 Aviation Regiment, U S Army Reserve, and those of the 40th Infantry Division, CAARNG. Two battalions of the 40th ID's CAB, the 1-140th Assault Helicopter Bn and the 640th Aviation Support Bn are located at the Los Alamitos Army Airfield.

Officers:

LTC John F. Hendrickson, Ret., President
LTC Thomas E. Lasser, Ret., Senior VP
COL Russell W. Chung, Ret., Secretary
CSM Ron D. Cabrera, VP Awards
Mr. Michael N. Letson, VP Member Enrollment

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Colorado

Pikes Peak Chapter Fort Carson, CO



Category: Master Chapter;
314 Members
Activation Date: 6/1/1959
Website: [www.quad-a.org/
PikesPeakChapter](http://www.quad-a.org/PikesPeakChapter)

Description: The Pike's Peak Chapter AAAA is comprised of Army Aviation Units from Fort Carson and the surrounding areas to include Colorado Army National Guard and Army Reserves. We represent AAAA to our local communities through annual events and partnerships with local businesses, leaders and members of the local community, and our military members. Our chapter's history stretches back to the beginning of Army Aviation in the Pikes Peak region of CO, and includes Aviation elements of the 4th Infantry Division, 3rd Armored Cavalry Regiment, 10th Mountain Division, and 7th Infantry Division.

President:

COL Scott A. Myers, President
LTC Jamie R. LaValley, Senior VP
CW4 Bradley J. Nelson, Secretary
CSM Ronald E. Stimpert, Treasurer
MAJ Courtney J. Hayes, VP
Scholarship
CW5 Joshua S. Kinnee, VP Awards
CW2 Jerid Hitchens, VP Member Enrollment

Connecticut

Connecticut Chapter Stratford, CT



Category: Master Chapter; 320 Members
Activation Date: 3/1/1973

Website: [www.quad-a.org/
ConnecticutChapter](http://www.quad-a.org/ConnecticutChapter)

Description: The AAAA Connecticut Chapter is home to Sikorsky Aircraft and the H-60M BLACK HAWK. Employees, industry partners, veterans, reserve, active duty, family and friends make up the 260+ members of the Chapter. It is through the tremendous commitment of our members and our board that the CT chapter achieves its many successes.

Officers:

Mr. John H. Palumbo, President
CW4 Charles H. Brady, Ret., Senior VP
Mr. Ronald B. Kwalek, Secretary
Mr. Matthew Lisk, Treasurer
LTC Paul B. Hoar, Ret., VP Scholarship
Mr. Domingos Fernandes, VP Programs

Florida

Central Florida Chapter Oviedo, FL



Category: Super Chapter; 564 Members
Activation Date: 3/1/1989
Website: [www.quad-a.org/
CentralFloridaChapter](http://www.quad-a.org/CentralFloridaChapter)

Description: The Central Florida chapter's center of gravity is the Orlando's PEO-STRI Simulation industry but accounts for members in Tampa, Miami and Melbourne. Our Aviation Soldiers are Florida National Guard and US Army Reserve near Tampa. All board members are in the Simulation industry working for an industry partner, retired STRI or consultant. CFL has had consistently a monthly social for the past 311 months, always the second Friday of the month at the same location.

Officers:

COL Kevin A. Vizzari, Ret., President
Mr. Chris C. Wanitschka, Senior VP
Mr. Michael G. Younce, Secretary
MAJ Michael A. Garretson, Ret., Treasurer
LTC Jan S. Drabczuk, Ret., Past President
MAJ Daniel E. Gallagher, Ret., VP Scholarship
Mr. Robert Abascal, VP Member Enrollment
LTC John R. Bartholomew, VP ROTC Affairs
MSGT Sean Osmond, VP Publicity

Embry Riddle Eagle Chapter Daytona Beach, FL



Category: AAAA Chapter; 32 Members
Activation Date: 1/1/1978
Website: [www.quad-a.org/
EmbryRiddleChapter](http://www.quad-a.org/EmbryRiddleChapter)

Description: Our Embry-Riddle Eagle Chapter is a unique, entirely Army ROTC cadet-led chapter that aims to help build camaraderie between all levels of cadets and create mentors and a support system for cadets trying to branch active duty, National Guard, or Army Reserve aviation. The chapter meets once a month to discuss general chapter operations and to continue to connect cadets with one another. We also usually do one event each month whether it is a fundraiser or a fun trip or activity for all of our chapter members to enjoy and take on leadership experiences. As cadets and students at an aeronautical university, some of our chapter members are private pilots already which allows some of our chapter members to discuss their

own experiences in civilian aviation with other cadets and students.

Officers:

CDT Nicholas Farese, President
CDT Zachary Adams, Senior VP
CDT Jacob Struhs, Secretary
CDT Gilbert Price, Treasurer

Flying Gator Chapter St. Augustine, FL



Category: Senior Chapter; 103 Members
Activation Date: 2/1/1990
Website: [www.quad-a.org/
FlyingGatorChapter](http://www.quad-a.org/FlyingGatorChapter)

Description: The Flying Gator Chapter's mission is to build camaraderie within the membership and U.S. Army Aviation in Florida, develop partnerships with local charitable organizations, and establish a scholarship program to provide college opportunities to talented young adults in our area. This chapter wants to be involved in our community. Units Supported: 1-111th GSAB; HHC/1-111th; Det 1/B Co./1-111th; C Co./1-111th; D Co./1-111th; E Co./1-111th; B Co./2nd-151st S&S; B Co./1st-185th BN; Det 4/B Co./351st ASB; Det 1/B Co./2nd-245th TAB

Officers:

LTC Alexander V. Harlamor, President
CW5 Christopher R. Tenaro, Senior VP
CPT Kevin L. King, Secretary
CPT Joshua D. Peek, Treasurer
CW4 Timothy Paul Dehner, VP Awards
CW2 Mark Miner, VP Programs
SFC Mark D. Rickel, VP Enlisted Affairs
SGT Michael Steven Pelegrin, VP Member Enrollment

Georgia

Follow Me Chapter Columbus, GA



Category: AAAA Chapter; 72 Members
Activation Date: 4/25/2018
Website: [www.quad-a.org/
FollowMeChapter](http://www.quad-a.org/FollowMeChapter)

Description: The Follow Me chapter is dedicated to the AAAA pillars of Voice, Support, Recognition, and Network. We work to support the Aviation Soldier and Family, past and present, our brothers and sisters in arms, and the Greater Columbus / Fort Benning Community. We are committed to helping the community through service, academic scholarship, and recognizing those that provide exceptional contributions to the Army Aviation Community.

Officers:

CPT Jacob A. Wood, Senior VP
CW3 Norbert Hart, Treasurer
SSG Douglas McDonald, VP Membership

Greater Atlanta Chapter Marietta, GA



Category: Master Chapter; 257 Members
Activation Date: 1/1/1968
Website: [www.quad-a.org/
GreaterAtlantaChapter](http://www.quad-a.org/GreaterAtlantaChapter)

Description: The Greater Atlanta Chapter of Army Aviation Association of America is a not-for-profit organization whose purpose is to support the U.S. Army AVN Soldier.

Officers:

COL Jason Fryman, President
LTC Christopher Buck, Vice President
MAJ Will Cox Jr., VP Awards
CPT Abe Owen, Treasurer

Savannah Chapter Hunter AAF, GA



Category: Master Chapter; 234 Members
Activation Date: 11/1/1966
Website: [www.quad-a.org/
SavannahChapter](http://www.quad-a.org/SavannahChapter)

Description: The Savannah AAAA Chapter supports soldiers and families from 3d Combat Aviation Brigade, 224th Military Intelligence Battalion, and 3-160th Special Operations Aviation Battalion. Our goal is to provide a resource of stewardship, camaraderie, and support for the local Army Aviation community. We have approximately 200 current members.

Officers:

COL Michael McFadden, President
LTC Clay Livingston, Senior VP
1LT Elliot Williams, Secretary
1LT Justin L. Hall, Treasurer
CPT Christopher Van Aken, VP Programs
WO1 Chris Sullivan, VP Membership

Hawaii

Aloha Chapter Wahiawa, HI



Category: Master Chapter;
233 Members

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Activation Date: 2/1/1958
Website: www.quad-a.org/
AlohaChapter

Description: The Aloha Chapter represents the Hawaiian Islands and includes all AAAA members and units of US Army Hawaii (USARHAW) as well as retired Hawaiian residents and their families. Additionally, all Hawaiian Army National Guard and Army Reserves Service Members within the state fall under the Aloha Chapter. This blanket ensures the Aloha Chapter demographic is diverse with Soldiers constantly moving on and off the Islands and state resident members founded in rich Hawaiian culture and progressive Island atmosphere. The Aloha Chapter's reach to the Pacific is tied directly to the USARHAW Pacific Pathways mission and guarantees the chapter's ability to extend influence and learn from experiences throughout the Pacific Islands, Asia, Australia, and all of the US. The Chapter's focus is to capitalize on this reach and bring AAAA members together to stay connected and build strength on the heritage of Army Aviation in Hawaii.

Officers:

COL Dave P. Brostrom, Ret., President
COL Dave Zimmerman, Jr., Senior VP
CPT Adam Scott, Treasurer
CPT Matthew W. Perry, Secretary
MAJ Matthew McNeal, VP Scholarship
CPT Amy Briggs, VP Awards
MAJ Azizi V. Wesmiller, VP Programs
MAJ Lukas B. Berg, VP Member Enrollment

Idaho

Idaho Snake River Chapter
Boise, ID



Category: Senior Chapter; 132 Members
Activation Date: 5/1/2008
Website: www.quad-a.org/
IdahoSnakeRiverChapter

Description: Chapter is located in Boise, Idaho at Gowen Field. An organization which supports Idaho soldiers and their families by participating in events that foster camaraderie and fellowship throughout the military community - both past & present, provide scholarship programs to aid youth in their education, and to participate in activities that strengthen family unity. Feeder units are 1-183 AHB, Det 2/168 GSAB (MEDEVAC), DET 1/CO D/ 1-112th AVN S&S BN (LUH), and DET 35 (C-12). The Idaho Aviation Group consists of approximately 400 Soldiers.

Officers:

2LT Fernando Soto, President
CPT Jordan M. Dosch, Senior VP
MAJ Cameron J. Ryffel, Secretary
CPT William F. Miller, Treasurer

CW2 Kyle R. Sam, VP Scholarship
CW3 George G. Laubhan, VP Member Enrollment
SFC Tammi K. Crnkovich, VP Awards

Illinois

Land of Lincoln Chapter
Peoria, IL



Category: AAAA Chapter; 28 Members
Activation Date: 4/1/1996
Website: www.quad-a.org/
LandofLincolnChapter

Description: None Provided

Officers:

COL Leonard H. Jansen, Ret., President
CW5 David W. Hammon, Treasurer

Iowa

Cedar Rapids Chapter
Cedar Rapids, IA



Category: AAAA Chapter; 81 Members
Activation Date: 6/1/1981
Website: www.quad-a.org/
CedarRapidsChapter

Description: The Cedar Rapids Chapter is headquartered in Cedar Rapids, Iowa, but includes members from across Iowa and western Illinois. Its growing membership includes defense contractors, National Guard, and retirees.

Officers:

Mr. Douglas Lloyd, President
LTC Eric Nelson, Vice President
Ms. Erin Clemen, Secretary
Ms. Kelley Kirtz, Treasurer
Mr. Aaron Runge, VP Member Enrollment

Kansas

Flint Hills Chapter
Manhattan, KS



Category: Senior Chapter; 124 Members
Activation Date: 4/1/1959
Website: www.quad-a.org/
FlintHillsChapter

Description: The Army Aviation Association of America Flint Hills Regional Chapter is a network of aviation professionals who recognize excellence and give voice and support to Soldiers and

their Families, and promote new ideas for the future.

Officers:

COL Brian Chivers, President
LTC Jake Whiteside, Vice President
1SG Christopher Stewart, Secretary
Cory R. Barnes, Treasurer
CW5 Matthew Fitter, VP Awards
LTC Ray Santiago, VP Member Enrollment

Frontier Army Chapter
Fort Leavenworth, KS



Category: Senior Chapter; 135 Members
Activation Date: 8/1/1969
Website: www.quad-a.org/
FrontierArmyChapter

Description: The Frontier Army Chapter supports AAAA members at Combined Arms Center (CAC), Army University, the Command and General Staff College at Fort Leavenworth, KS and the greater Kansas City area.

Officers:

COL Ken Hawley, President
LTC William D. Kuchinski, Ret., Secretary
LTC Edward D. Jennings, Ret., Treasurer
LTC Willis F. Jackson, Jr. Ret., VP Member Enrollment

Kentucky

Air Assault Chapter
Fort Campbell, KY



Category: Super Chapter; 1009 Members
Activation Date: 12/1/1959
Website: www.quad-a.org/
www.facebook.com/AirAssaultChapterAAAA

Description: The AAAA Air Assault Chapter includes Active Duty Soldiers from the 101st Combat Aviation Brigade and the 160th Army Special Operations Aviation Regiment, retired Aviation Soldiers and Civilians. The Air Assault Chapter welcomes current, former, and retired aviation Soldiers, aviation support personnel, and all others interested in Army Aviation to become members of the organization. Our Chapter actively supports and sustains our Soldiers, their families and their assigned unit activities. The Air Assault Chapter provides reduced cost for younger soldiers to attend organizational events with their families. We also provide scholar-

ship funds to soldiers, senior NCOs, officers and their families. Our chapter provides recognition Awards for Aviation Soldiers, aviation support personnel and spouses.

Officers:

COL Henry Ruth, III Ret., President
COL Stephen C. Smith, Ret., SeniorVP
CW5 George C. Arzente, Ret., Secretary
CW5 Robert L. Huffman, Ret., Treasurer
CW5 John Clements, Ret., VP Industry Affairs
Mr. Andrew J. McClure, VP Enlisted Affairs

Bluegrass Chapter
Frankfort, KY



Category: AAAA Chapter; 50 Members
Activation Date: 3/1/2007
Website: www.quad-a.org/
BluegrassChapter

Description: The Bluegrass Chapter was established in March 2007 in Frankfort and is dedicated to providing support to KY ARNG Aviation Soldiers and their families throughout the Commonwealth. Units Supported: All KYARNG Aviation Units. 63rd TAB, 751st AV BN, B Co 2-147th AASLT, C 1-376th S&S, B 351st, Det 1/C/2-238th MED, Det 4/C/3-135th AV REGT

Officers:

MAJ Gabriel D. Spicer, President
LTC Michael Armstrong, Vice President
SSG Amanda Marlow, Secretary
1SG Michael Ball, VP Scholarship
CPT Christopher Englen, VP Awards

Gold Standard Chapter
Fort Knox, KY



Category: Senior Chapter; 179 Members
Activation Date: 8/1/1959
Website: www.quad-a.org/
GoldStandardChapter

Description: The Gold Standard Chapter services Fort Knox, KY and the surrounding tri-state area (Kentucky, Southern Indiana, Southwest Ohio). The chapter specifically supports the Army Reserve Aviation Command HQs, 8-229th Aviation Regiment; C Co & G Co, 5-159th Aviation Regiment; C Co 2-52nd Aviation Regiment, US Army Human Resources Command Aviation Branch Office, US Army Recruiting Command HQs, US Army Cadet Command HQs. The majority of members are US Army Reserve and retirees who reside in the Fort Knox area.



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Officers:

COL Andrew Doehring, Ret., President
CW5 Chris James, Ret., Senior VP
CW3 Michael Argus, Treasurer
CW3 Timothy A. Dailey, VP Scholarship
MAJ Steven Kramer, VP Programs
CW5 Troy DeGoyler, VP Member Enrollment

Louisiana

Bayou Chapter

Camp Beauregard Pineville, LA



Category: AAAA Chapter; 60 Members
Activation Date: 2/15/2017
Website: www.quad-a.org/BayouChapter

Description: AAAA Bayou Chapter enables Service Members to provide support for our brother and sister Soldiers, Families, and AAAA members through AAAA activities. Having a local chapter increases esprit de corps. It brings a sense of cohesion and support. Having the means to conduct activities, such as socials, meetings, events together provides an excellent vehicle for building good team relationships. There are multiple deployments on our horizon, spread out far and near. Being part of this association means that no matter where you go in the world, you will still have a place in Bayou Chapter. Sometimes that sense of belonging can turn a bad day into a good one. This sense of unity is the primary reason we want to start our own Chapter. Our goal is to build a strong and successful chapter that will provide members access to these wonderful benefits for many years to come.

Officers:

Christopher W. Kegerreis, President
MAJ Chad Allen Hines, Senior VP
CPT Bobby K. Woods, Secretary
CW5 James Brad Smith, Treasurer
CPT Clarence K. Stiles III, VP Social Events

Ragin' Cajun Chapter

Fort Polk, LA



Category: AAAA Chapter; 42 Members
Activation Date: 4/1/1973
Website: www.quad-a.org/RaginCajunChapter

Description: We are the Ragin' Cajun Chapter! We are located here at Fort Polk with 42 members ranging from active duty to retired. We are comprised of units here on the installation being sourced mainly from 1st Battalion, 5th Aviation Regiment. Our goal is to come up with

new ways to get service members interested in joining and get current members more active in the chapter.

Officers:

LTC Edward A. Williams, Ret., President
LTC Connie M. Lane, Senior VP
1LT Jordan Richard Baginski, Secretary
CPT Erik A. Hoempler, Treasurer
CPT Dallas W. Critchfield, VP Awards

Voodoo Chapter

Hammond, LA



Category: MasterChapter; 241 Members
Activation Date: 6/1/2002
Website: www.quad-a.org/VoodooChapter

Description: The Voodoo Chapter is a 200+ member strong chapter located in southeast Louisiana consisting of mainly, but not exclusively, Louisiana Army National Guard members. Voodoo is a very generous and community-oriented chapter openly welcoming new members and growing year after year. We consistently provide \$10,000.00 a year in scholarship to either our members or members of AAAA world-wide.

Officers:

MAJ Brian P. Guilbeau, President
COL John P. Plunkett, Senior VP
SGT Nicole Morgan, Secretary
SGM Rudolph M. Cambre, Treasurer
SSG Stephen L. Gifford Jr., VP Member Enrollment

Massachusetts

Minuteman Chapter

Hanscom AFB, MA



Category: SeniorChapter; 169 Members
Activation Date: 12/1/1991
Website: www.quad-a.org/MinutemanChapter

Description: Minuteman Chapter of AAAA is made up of Aviation soldiers from Massachusetts and the New England area as well as industry and retired members. Our past 4 years have been deployment intensive; we look forward to our members returning and reviving our events!

Officers:

COL Matthew J. Kennedy, President
LTC Robert W. O'Connell, Senior VP
MAJ James Robert Paulette Jr., Treasurer
LTC Jonas Patrino, VP Scholarship
CW4 Timmy L. Tompkins, VP Programs

Maryland

Mid-Atlantic Chapter

Aberdeen, MD



Category: MasterChapter; 378 Members
Activation Date: 9/1/1966
Website: www.quad-a.org/Mid-AtlanticChapter

Description: The Mid-Atlantic Chapter is regionally organized with its territory covering: New Jersey: US Army Reserve: 244th Expeditionary Combat Aviation Brigade and 2-228th Aviation Battalion; New Jersey National Guard: 1-150th Aviation Battalion; Communications-Electronics Research, Development and Engineering Center: (CERDEC) Flight Test Activity; Pennsylvania: Tobyhanna Army Depot, PA; and Maryland: Maryland National Guard: 29th Combat Aviation Brigade, 1100th Theater Aviation Sustainment Maintenance Group (TASMG), 1-224th Aviation Battalion; Program Executive Office Intelligence, Electronic Warfare & Sensors (PEO IEW&S); US Army Research, Development and Engineering Command (REDCOM).

Officers:

COL John J. Gallagher, Ret., President
COL Charles Schulze, Senior VP
CW2 Heather E. Gallagher, Secretary
MSG Alexander Philip Barge, Treasurer
CW5 Albert B. Isenock, Ret., VP Scholarship
LTC Michael G. Olmstead, Ret., VP Communications
COL David W. Carey, Sr. Ret., VP Industry Affairs
SGM Joyce M. Wilson, Ret., VP 244th Programs
LTC Glenn A. Monrad, Ret., VP Member Enrollment

Michigan

Great Lakes Chapter

Grand Lake, MI



Category: SeniorChapter; 196 Members
Activation Date: 4/1/2000
Website: www.quad-a.org/GreatLakesChapter

Description: The Great Lakes Chapter seeks to facilitate a professional military organization for Michigan Army National Guard Aviation. AAAA Great Lakes Chapter's impetus is to provide support to the Soldier and their family, while providing esprit de corps by hosting annual events open to our Aviation Community and Corporate Sponsors.

Officers:

MAJ Kathryn A. Prater, President
CW3 Ronald F. Ziehmer, Senior VP
CW3 Lee Fuller, Treasurer
SSG Alejandro Villareal, VP Member Enrollment
SPC Manuel Vasquez, VP Member Enrollment

Minnesota

North Star Chapter

St. Paul, MN



Category: SeniorChapter; 181 Members
Activation Date: 3/1/1991
Website: www.quad-a.org/NorthStarChapter

Description: The North Star Chapter combines efforts of the two facilities in Minnesota in order to provide scholarships for deserving students. The facilities are located in St. Paul and St. Cloud and are comprised of UH-60 A/L BLACK HAWKS and CH-47F Chinooks. Supporting: HHC 34th ECAB HQ - St. Paul, MN (STP); 2-147th ASLT BN, STP; 834th ASB, STP; Det B 2-211 St. Cloud, MN (STC); Det C 2-211, STC; Det 5 (C-12) STP; F Co 1-189 ATS, Camp Ripley.

Officers:

COL Gregory D. Fix, President
MAJ Jeremy D. DeGier, Senior VP
MAJ Jonathan P. Andrews, Treasurer
CPT Vincent Gonsior, VP Scholarship
CW5 Steven M. Shoemaker, Ret., VP Member Enrollment

Mississippi

Magnolia Chapter

Jackson, MS



Category: SeniorChapter; 123 Members
Activation Date: 5/1/2001
Website: www.quad-a.org/MagnoliaChapter

Description: Magnolia Chapter is a chapter comprised primarily of MS National Guard personnel. Additionally, the chapter is made up of civilians, defense industry, active duty and reserve Soldiers, and Families (current and retired).

Officers:

LTC Mark W. Johnson, President
LTC Len A. Fortenberry, Senior VP
CPT Brandon L. Dixon, Treasurer
1LT Matthew C. Sullivan, VP Scholarship
CW3 Anthony J. Impastato, VP Membership
CW4 Robert S. Herrington, Secretary

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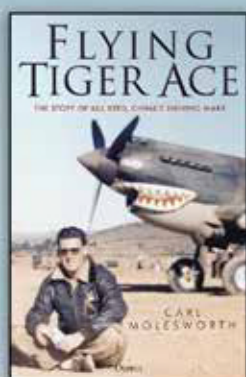
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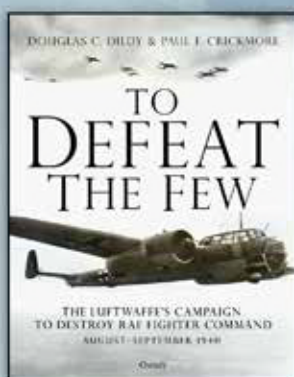
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2020 AAAA Chapter Directory

Missouri

Lindbergh Chapter Defiance, MO



Category: Master Chapter; 213 Members
Activation Date: 8/1/1960
Website: www.quad-a.org/LindberghChapter

Description: The Lindbergh Chapter is located in the greater metropolitan St. Louis, Missouri area which includes members from Missouri and Illinois. Our membership encompasses both military and DoD civilians active and retired, as well as solid industrial membership led by the Boeing Corporation. Industry members besides Boeing include AvionAvTask, Arnold Defense, Donaldson, Georgian Aerospace, Air-Evac, Eclipse, KLX, Flight Safety International, DRS, AVMATs, and Icloud. The Lindbergh Chapter has established a relationship with the Gateway Chapter of the Army Aviation Heritage Foundation to provide our membership with additional opportunities for participation in events. Lastly, the chapter is beginning to work with the St. Louis Chapter of the Association of the United States Army to further expand opportunities for our members.

Officers:

Mr. David J. Weller, President
Mr. Timothy Hughes, Senior VP
Ms. Vicki L. Schmitz, Secretary
Mrs. Dottie Rogers, Treasurer
Mr. Robert Stenberg, VP Scholarship
Ms. Jan J. Garmon, VP Member Enrollment

ShowMe Chapter Sedalia, MO



Category: AAAA Chapter; 51 Members
Activation Date: 5/1/1998
Website: www.quad-a.org/ShowMeChapter

Description: ShowMe Chapter represents the Aviation community of the Missouri Army National Guard. ShowMe represents 35th CAB, 1-135th AHB, 935th ASB, 1107th Aviation Group, B-Co, 1-376th S&S

Officers:

LTC Derrick S. Jennings, President
MAJ Adam David Mankey, Senior VP
CW5 Greg McManus, Ret., Vice President
LTC John P. Martin, Secretary
CPT Benjamin A. Hansen, Treasurer

Montana

Big Sky Chapter Helena, MT



Category: Senior Chapter; 84 Members
Activation Date: 3/1/2018
Website: www.quad-a.org/BigSkyChapter

Description: The Big Sky Chapter is located in Helena, Montana. Currently, the primary units supported are HHC 1-189th, A CO 1-189th, CO C 1-189th (MEDEVAC), CO B 1-189th, CO D 1-189th, CO E 1-189th, Det 1 640th ASB, 1-112th S&S, and JFHQ DCS AVN. There are members of the Big Sky Chapter who served elsewhere and either made their way home to Montana or decided to make Montana their home and they come from all areas of Aviation. We have a variety of ranks and ages currently serving as members and will continue to strive for improved membership numbers by holding more AAAA activities and membership drives. Getting the information out to those non-members and the benefits of being an AAAA member are significant.

Officers:

COL James Wilkins, President
LTC Robert Oleson, Senior VP
1LT Tom Meredith, Secretary
CPT Sean Hay, Treasurer
CW4 Mike Walsh, VP Member Enrollment

Nebraska

Prairie Soldier Chapter Grand Island, NE



Category: Senior Chapter; 86 Members
Activation Date: 7/14/2009
Website: www.quad-a.org/PrairieSoldierChapter

Description: The Prairie Soldier Chapter is the Nebraska Chapter of the Army Aviation Association of America. This Chapter is here to support Army Aviation Soldiers (Active, Reserve, National Guard, and Retired) and their families across Nebraska. Two primary locations we have unit presence are at AASF1 in Lincoln and AASF2 in Grand Island. We support unit functions such as send-offs and welcome homes, National Airborne Day and the Aviation Ball. We also assist and encourage member participation in the Scholarship program when applicable. We host social functions in the form of races, sporting events, and enhance FRG activities when able.

Officers:

MAJ Dustin A. Wilkie, President
CW4 Matthew D. Greathouse, Senior VP
CW4 Joseph M. Dolton, Secretary
CW3 Courtney L. Miller, Treasurer
CW3 Zachary Hartmann, VP Activities
1SG Gus R. Swanson, VP Enlisted Affairs
CW4 Jeffery J. Caniglia, VP Member Enrollment

Nevada

Battle Born Chapter Reno, NV



Category: Senior Chapter; 114 Members
Activation Date: 3/1/2018
Website: www.quad-a.org/BattleBornChapter

Description: Just as our State was once born into battle, many of us in the Battle Born chapter of Army Aviation Association of America have been born into the great organization of Army Aviation at a time when our country was sending the Army into battle, many of us to the Middle East. But just like our great State's Motto: "All for Our Country", we have all devoted ourselves to this great nation of ours through our dedicated service in US Army Aviation. This Chapter of AAAA was founded to celebrate our service, remember those that came before us, and to help shape the future of Army Aviation. We invite all current, former, and future members of Army Aviation to join us along with their friends, family, and members of the community that are interested in supporting Nevada Army Aviation. The history of Army Aviation in Nevada is distinguished and spans generations of members who have served their State and Country. Nevada Army Aviation has served the communities of Nevada and many States around the country by performing missions of MEDEVAC, WildFire Airdrops, Search and Rescues, Humanitarian Aid, and Combat Deployments. Units from Nevada have served in locations around the world such as Panama, Kosovo, Haiti, Canada, and Afghanistan.

Officers:

MAJ Andrew S. Wagner, President
CW2 Brandon Dewhurst, Senior VP
CW2 Jacob Houser, Secretary
Matthew Jonkey, Treasurer

New Jersey

Jersey Chapter Neptune, NJ



Category: AAAA Chapter; 34 Members
Activation Date: 3/1/1959
Website: www.quad-a.org/JerseyChapter

Description: The Jersey Chapter, formerly part of the Mid-Atlantic Chapter and originally of the Monmouth Chapter is organized geographically by the State of New Jersey with its territory covering: New Jersey National Guard: 1-150th Aviation Battalion Lakehurst, JBMDL and New Jersey AASF#1 West Trenton New Jersey AASF #2 Picatinny Arsenal C5ISR Flight Activity Division: C5ISR Center, Intelligence and Information Warfare Directorate U.S. Army Combat Capabilities Development Command (DEVCOM) US Army Reserve: 244th Expeditionary Combat Aviation Brigade and 2-228th Aviation Battalion

Officers:

Mr. John G. Klubnick, Sr., Senior VP
MAJ Eric J. Tolska, Secretary
Mr. Edward M. Lee, Treasurer
Mrs. Catherine C. Roache, VP Member Enrollment

New Mexico

Zia Chapter Santa Fe, NM



Category: Senior Chapter; 93 Members
Activation Date: 7/1/2007
Website: www.quad-a.org/ZiaChapter

Description: The Zia Chapter draws its members primarily from Albuquerque and Santa Fe, New Mexico. And we have a few members in other parts of New Mexico, such as Las Cruces and Roswell. Membership is currently at about 97 members. Our members primarily include: (i) National Guard personnel (currently serving and retired); (ii) active Army retirees who have retired in New Mexico; and (iii) employees of New Mexico-based defense contractors. The chapter was founded about 13 years ago by members of the New Mexico Army National Guard. Our focus over the past year has been to establish chapter structure, increase outreach to senior US Army aviation leadership in NM, increase membership, improve activities and networking opportunities, and support aviation warfighters and their Families.

Officers:

Matthew R. Lewis, President
Ryan Haworth, Senior VP
Brian Philipbar, VP Membership North
Heriberto Ibarra, VP Membership South
Christopher Otero, Secretary
Ashley Azzalina, Awards
Wayne Sowell, Treasurer



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New York

Black Knights Chapter Warwick, NY



Category: AAAA Chapter; 67 Members

Activation Date: 2/1/1988

Website: www.quad-a.org/BlackKnightsChapter

Description: The Black Knight Chapter's main purpose is to mentor and professionally develop West Point cadets on Army Aviation at the United States Military Academy. The members strive to educate, inspire and develop key relationships with cadets who are interested in Army Aviation that will posture them for success as a future aviation leader.

Officers:

COL Richard Melnyk, President
LTC Christopher Fuhrman, Senior VP
CPT Kathleen Alfin, Secretary
LTC Andy Bellochio, Treasurer
COL Mark Weathers, VP Events & Marketing
MAJ Steven Hoak, VP Member Enrollment
MAJ Jill M. Rahon and CPT Jeremy D. Paquin, VP Public Affairs

Empire Chapter Rochester, NY



Category: AAAA Chapter; 31 Members

Activation Date: 8/1/1992

Website: www.quad-a.org/EmpireChapter

Description: Represent National Guard Aviation in upstate and western New York. Supporting: 642nd ASB, C 171 (MEDEVAC), B 3-126th (CH-47s), 27th BSB (UAS)

Officers:

MAJ Eric R. Fritz, President
LTC Scott C. Norcutt, Ret., Senior VP

MacArthur Chapter New York / Long Island Area, NY



Category: Senior Chapter; 145 Members

Activation Date: 2/1/1992

Website: www.quad-a.org/MacArthurChapter

Description: The MacArthur Chapter was formed in 1985 by the soldiers assigned to the 42nd Aviation Bn,

NYARNG located at MacArthur Apt, Islip NY. Initially, the chapter was comprised of about 20 Officers and Enlisted Soldiers. Since then our membership has increased to over 100 and includes many Corporate members. Supported units include NY Army Aviation Support Facility #1 Ronkonkoma NY, 3rd BN 142 Aviation, HHC(-) 3rd BN 142 Aviation, B CO 3rd BN 142 Aviation, B Co.(I) 642 Support Battalion (ASB).

Officers:

CW5 James G. Freeman, Ret., President
COL Jack A. James, Senior VP
MAJ Christopher R. Spencer, Secretary
LTC Neal C. Lennstrom, Ret., Treasurer
1LT Richard Siracusano, III, VP Membership
Mrs. Louise Loyst, VP Scholarship
CW4 Thomas P. McGurn, Ret., VP Awards
LTC James P. Coan, Ret., VP Communications
COL Raymond S. Doyle, Ret., VP Protocol
CW4 Timothy Scott Dahlen, Sr. Ret., VP Special Projects

Mohawk Chapter Latham, NY



Category: AAAA Chapter; 67 Members

Activation Date: 1/1/2016

Website: www.quad-a.org/MohawkChapter

Description: The AAAA Mohawk Chapter is located in Latham, New York and supports current and former Army Aviation members from the Greater Capital District. Supported units include NYARNG's Joint Force Headquarters, Latham, NY; 42nd Infantry Division, Troy, NY; 42nd Combat Aviation Brigade, Latham, NY; 3-142 Assault Helicopter Battalion, Latham & Ronkonkoma, NY; Det. 2, Co. A, 1-224 Search and Security Battalion, Latham, NY; and Det. 5, Co. C, 2-245 Aviation (C-12), Latham, NY. The purpose of the Mohawk Chapter is to execute and implement the objectives of the National Association within the Chapter's territory. This includes the Capital District of New York State, plus such nearby interested parties not otherwise affiliated with other organized efforts of AAAA in their Regional or National segments. The major emphasis of the Mohawk Chapter will be to support the Army Aviation Soldier, the Army Aviation community, the National Army Aviation Scholarship Foundation, and activities that further the interest of Army Aviation.

Officers:

LTC Kevin J. Ferreira, President
LTC Paul Michael Bailie, Senior VP
MAJ Henry T. Chandler, Secretary
SSG Jacob Robert Weitzel, Treasurer
1LT Forest J. Thrush, VP Operations
CPT Charles S. Ackley Jr., VP Scholarship

CW5 Michael W. Johnson, VP Awards
MAJ Michael R. Audette, Ret. VP of Industry Affairs
CW3 Thomas J. Brunschmid, Jr., VP Programs
CW3 Matthias J. Quackenbush, VP Member Enrollment
CPT Paul M. Engel, VP Military Affairs
LTC Jason C. Lefton, VP Public Affairs
CW5 Mark E. Shumway, VP Retired Affairs

North Country Chapter Fort Drum, NY



Category: Senior Chapter;

116 Members

Activation Date: 3/1/1989

Website: www.quad-a.org/NorthCountryChapter

Description: The AAAA North Country Chapter is located at FT Drum, New York, home of the 10th Mountain Division Light Infantry. The Chapter welcomes current 10th Combat Aviation Brigade (CAB) Soldiers and crew members stationed at FT Drum, along with former and retired aircrew members as well as aviation support personnel residing in the North Country. We encourage anyone interested in Army Aviation and supporting our 10th CAB Soldiers to become a member of our North Country Chapter.

Officers:

CSM Zach H. Hurst, Ret., President
CPT Joseph R. Lanham, Secretary
CPT Kevin S. Joyce, Treasurer
CW5 Charles C. Jaszczak, VP Programs

North Carolina

Iron Mike Chapter Fort Bragg, NC



Category: Master Chapter; 220 Members

Activation Date: 3/1/1959

Website: www.quad-a.org/IronMikeChapter

Description: Located at Fort Bragg, North Carolina, home of the Airborne and Special Operations Forces, the Iron Mike Chapter supports a large and diverse Aviation community consisting of the 82nd Combat Aviation Brigade, the United States Army Special Operations Aviation Command, and aviators conducting operations in support of FORSCOM, the XVIII Airborne Corps, and the 82nd Airborne Division.

Officers:

COL E.J. Irvin, II, President

LTC Ryan I. Moore, Senior VP
MAJ Nick C. Currie, Secretary
CW5 Charles W. Roberts, Ret., Treasurer
MAJ William H. Gratz, VP Scholarship
CPT Craig Jonathan Coyle, VP Awards
COL David O. Jernigan, Ret., VP Programs
CW5 Mark A. Meyer, VP Member Enrollment

Tarheel Chapter Raleigh, NC



Category: Senior Chapter; 150 Members

Activation Date: 12/1/1977

Website: www.quad-a.org/TarheelChapter

Description: The Tarheel Chapter supports the Army Aviation Soldiers and Family members of the North Carolina National Guard consisting of the 449th Theater Aviation Brigade (TAB), located at the RDU airport and with over 3800 officers and soldiers and over 130 aircraft. The 449 TAB supports the AH-64D (Apache) Battalion, the UH-60 (Black Hawk) Company, the UH-72 (Lakota) Detachment, a C-26 Detachment, and an Airfield Operation Battalion.

Officers:

CW2 John S. Feutz, President
SFC Scott Ringenbach, Secretary
MAJ Christopher E. Peterman, Treasurer
MAJ Patrick J. Szvetitz, VP Scholarship
LTC Lisa M. Whitley, VP Programs
CSM Derwood L. Norris, VP Member Enrollment

Ohio

Wright Brothers Chapter Columbus, OH



Category: Master Chapter;

242 Members

Activation Date: 2/1/1991

Website: www.quad-a.org/WrightBrothersChapter

Description: The Wright Brothers Chapter of the Army Aviation Association of America was established in 1991 to commemorate and document the contributions of Army Air Crews from Ohio in the defense of their country, and to recruit and support future generations of Aviators. Mission: Promote Army Aviation in Ohio. Motivate Army Aviation Personnel to increase knowledge, techniques, and skills. Recognize outstanding contributions to Army Aviation. Exchange ideas and disseminate information promoting Army Aviation to the media/community.



2020 AAAA Chapter Directory

Provide special group programs of benefit to the individual members. Stimulate good fellowship between Army Aviation related personnel. Foster a public understanding of Army Aviation and inspire public interest and support in Ohio. Cement relationships between all Aviation Units, Army Aviation Support Facilities, Local Industry, and Wright Brothers Chapter members in Ohio. Conduct quarterly meetings and events in support of Army Aviation interests.

Officers:

LTC Wayne A. Thomas, President
MAJ James D. McDarmont, Senior VP
MAJ William Chadwick, Secretary
SSG Daniel Hingston, Treasurer
CPT Jeffrey S. Gyurcsik, Ret., VP Scholarship
SFC Bernard J. Miesse, Ret. VP of Social Events
Joseph Korecz, VP Enlisted Membership.

Oklahoma

Thunderbird Chapter Tulsa, OK



Category: Master Chapter;
306 Members
Activation Date: 1/26/2012
Website: www.quad-a.org/ThunderbirdChapter

Description: The Thunderbird Chapter seeks to serve the aviation soldier and family members of the Oklahoma Army National Guard. We fluctuate between 250-300 members and have a variety of units we support to include UAS, Assault, Medevac, Heavy Lift, ATS, Fixed Wing and Maintenance. The chapter is located in Oklahoma with units being spread between Tulsa, OK, Lexington, OK and Oklahoma City, OK.

Officers:

LTC Bradley Carl Dean, President
MAJ John R. Pollard, Senior VP
WO1 Kaci Sheninger, Secretary
1LT Tyler M. Sharpe, Treasurer
MAJ Christopher K. Lackey, VP Scholarship
2LT Jeremie E. Pennington, VP Awards
CW3 Brian Gage, VP Programs
SFC Donald Eldridge, VP Enlisted Affairs
1LT Vinnie Bracaglia, VP Social Media

Oregon

Oregon Trail Chapter Salem, OR



Category: Senior Chapter;
175 Members
Activation Date: 5/1/1995

Website: www.quad-a.org/OregonTrailChapter

Description: Oregon is one of two States without an Active Duty post, but that has not stopped us from building a large and active Aviation support group. We shifted our focus to supporting our families (Movie Night, Christmas parties, scholarships, school visits), Aviators/Soldiers (social events, coffee, OSM, MOB parties, State Conference hospitality suite, membership drives, Lifetime membership knife presentation, disabled aviation vet events), while taking an active role in preserving our aviation history (OV-1 Mohawk project, AAAA articles). We have also been supporting AAAA at the National level by volunteering to test the new AAAA website, manning booths during the conference, and submitting articles and pictures to the AAAA magazine. Partnerships: OTC4A has partnered with Yellow Ribbon for mobilization events, FRG and Serving Our Soldiers On The Homefront for the Christmas party and Movie Night event, Oregon Officers Association for the State Conference hospitality suite, Forward Assist for our disabled Aviation Veteran support events, and Gary Clark and the Elk Lodge #336 for the OV-1 Mohawk restoration.

Officers:

LTC Pete Derouin, Ret., President
CW5 Paul E. Zenchenko, Senior VP
CSM Jim R. Brown, Secretary
CSM Jim R. Brown, Treasurer
Adam Lulay, VP Scholarship
Lt. Col. Keith Townsend, VP Air Force Representative,
Mr. Raymond F. Rees, VP DC Operations
CPT Timothy Heater, VP Programs
CW2 Michael Newgard, VP Member Enrollment
CPT Taylor Frye, VP Pendleton
Jeremy Andrews, VP Salem Area

Pennsylvania

Delaware Valley Chapter Philadelphia, PA



Category: Master Chapter;
314 Members
Activation Date: 4/1/1969
Website: www.quad-a.org/DelawareValleyChapter

Description: The Delaware Valley Chapter is located outside of Philadelphia where the Boeing Vertical Lift facility produces the CH-47 Chinook for the U.S. Army and various International customers, and the V-22 Osprey for the USMC, USAF, and US Navy. Additionally, in the region, the Delaware Army National Guard are nearby along with several aerospace industry leaders and partners. The chapter holds an annual

golf event to raise financial assistance which provides scholarships to college-level members of AAAA.

Officers:

COL Randolph R. Rotte Jr. Ret., President
Mr. Patrick Donnelly, Senior VP
Mr. Ed C. Hassiepen III, Secretary
1SG John R. Keim, Jr. Ret., Treasurer
Ms. Cathy Anthony, VP Scholarship
Mr. Dave R. Eck, VP Programs
Mr. Chris Downey, VP Member Enrollment

Keystone Chapter Indiantown Gap, PA



Category: Master Chapter; 225 Members
Activation Date: 10/1/1981
Website: www.quad-a.org/KeystoneChapter

Description: The Keystone Chapter represents aviation soldiers and families that reside primarily in the Commonwealth of Pennsylvania and centered on Army Aviation units associated with the 28th Infantry Division, "America's Oldest Division", and the Eastern Army National Guard Aviation Training Site (EAATS). Members have performed "above the best" in supporting the mission of Army Aviation activities both at home and abroad.

Officers:

COL Gregg T. Clark, President
MAJ Trevor K. Patrick, Senior VP
CPT Zachary Krise, Secretary
CPT James A. Kistler, Treasurer
MAJ Nathan D. Smith, VP Scholarship
CPT Kandy Heekin, VP Awards
CPT Nathan Bevans, VP Communications
MAJ Michael S. Bertsch, VP Member Enrollment
COL Dennis J. Sorensen, Ret., VP Retired Affairs

Rhode Island

Narragansett Bay Chapter North Kingstown, RI



Category: Master Chapter; 293 Members
Activation Date: 8/1/1992
Website: www.quad-a.org/NarragansettBayChapter

Description: The Narragansett Bay Chapter of the Army Aviation Association of America is committed to supporting the Soldiers and families of Rhode Island Army Aviation. The Chapter is centered around the 1st Battalion 126th

Aviation Regiment. The Battalion participated in both OIF and OEF, continues to support contingency operations such as Operation Spartan Shield and Operation Inherent Resolve and has a history that traces back to World War II.

Officers:

COL Andrew J. Chevalier, President
Richard H. McMahon III, Senior VP
CW3 Thomas R. Marchetti, Secretary
SGT Stephanie Cyr-Engro, Treasurer
MAJ Jarred Rickey, VP Scholarship
CW2 Sarah Beyer, VP Awards
CPT Tessa L. Baptista, VP Programs
1SG Richard A. Winkelman, VP Enlisted Affairs
MAJ Eric Beauregard, VP Member Enrollment
CW4 Mark De Souza, VP Retired Affairs
CW2 David E. Powers, VP WO Affairs

South Carolina

Jimmy Doolittle Chapter Columbia, SC



Category: Senior Chapter; 193 Members
Activation Date: 3/1/1997
Website: www.quad-a.org/JimmyDoolittleChapter

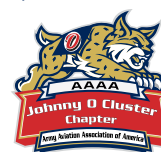
Description: The Jimmy Doolittle Chapter serves the entire state of South Carolina consisting of Active Duty Soldiers, South Carolina Army National Guard and our Industry and Community partners. The majority of the units supported by the chapter are those in the South Carolina Army National Guard assigned to 59th Aviation Troop Command and its subordinate units, 1-151st Attack Reconnaissance Battalion, 2-151st Security/Support Aviation Battalion, and 351st Aviation Support Battalion. The Chapter also supports the Army Aviation Flight Facilities in the state located in Columbia and Greenville respectively.

Officers:

MAJ Peter C. Wright III, President
CW5 H. Eric Seymore, Ret., Senior VP
SFC Stephen T. Snodgrass, Secretary
1LT Michael Perry Snyder, Treasurer
CW2 James M. Honour, VP Scholarship
2LT Victoria Inman, VP Awards
MAJ Matthew L. Summey, VP Member Enrollment

Tennessee

Johnny O Cluster Chapter Nashville, TN



Category: AAAA Chapter; 18 Members
Activation Date: 4/1/2018



2020 AAAA Chapter Directory

Website: www.quad-a.org/JohnnyOClusterChapter

Description: The mission of the Johnny O Cluster Chapter is to support Johnny O Cluster Chapter students and their families, the Army Aviation community, and activities that further member's interest in Army Aviation.

Officers:

Mr. Dodrick Smith, President
CW4 Darwin C. Oberlander, RET, Senior VP
Mrs. Deirdre Demana, Secretary
Mrs. Rachael Smith, Treasurer
Mr. Thomas W. Moore, VP Scholarship
Mr. Chris Brautigam, VP Communications
Miss Anastasia Smith, VP Member Enrollment
MAJ Alpheus Davis, VP Military Affairs

McGavock Raiders Chapter Nashville, TN



Category: AAAA Chapter; 20 Members
Activation Date: 4/1/2018
Website: <https://www.quad-a.org/McGavockChapter>

Description: The McGavock Chapter is made up of both Students and ROTC Cadets with the goal of advancing our knowledge in the aviation community and networking throughout it. We are open to anyone with an interest in Aviation Technology as well as past and present Aviators.

Officers:

Miss Addison T. McLean, President
Mr. Ronnie A. Hill, Senior VP
Mr. Tony E. Youssef, Secretary
Mr. Derek J. Rowe, Treasurer
Mr. Marcus Webster, Treasurer
Mr. Peter Mikulak, VP Scholarship
Mr. David Asamoah, VP Programs
Ms. Kathi Sue Johnson, VP Member Enrollment

Volunteer Chapter Smyrna, TN



Category: Master Chapter; 348 Members
Activation Date: 10/1/2005
Website: www.quad-a.org/VolunteerChapter

Description: Volunteer Chapter is primarily composed of active and retired members of the Tennessee Army National Guard, and more specifically 1-230th Assault Helicopter Battalion (formerly 1-230th Air Cavalry Squadron)

and subordinate units. The chapter has operations in three primary locations in the state, Jackson, Nashville, and Louisville (Knoxville airport). Units supported include A, B, D, E, Companies of 1-230th AHB, Company C(-) 2-151st AVN REGT S&S, an Air Ambulance detachment from 1-171st AVN REGT MED, an Air Ambulance detachment from 1-111th AVN REGT, an Air Ambulance detachment from 2-135th AVN REGT, a maintenance company detachment from Co B 777th AVN BN, and a maintenance company detachment from 248th SP BN.

Officers:

MAJ Jesse E. Belk, President
CPT Jayson Cooper, Secretary
CW3 Richard L. Rogers, Treasurer
CW5 John S. McConnell, VP Membership
COL Jeffery A. Roach, VP National Guard & Reserves
CPT Hulon M. Holmes, VP East
CPT Joshua E. Robertson, VP Middle
CPT Jeremiah Graupman, VP West

Texas

Corpus Christi Chapter Corpus Christi, TX



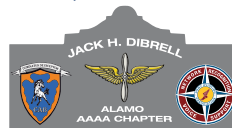
Category: Senior Chapter; 180 Members
Activation Date: 1/1/1964
Website: www.quad-a.org/CorpusChristiChapter

Description: The Corpus Christi Chapter is located on the Texas Gulf Coast in Corpus Christi, Texas. The primary military organization it supports is the Corpus Christi Army Depot, CCAD. The membership is primarily civilian government employees/retirees and contractors. A majority being prior military/veterans. Corpus Christi Chapter's purpose is to support the Army and CCAD Aviation family through various programs and events. A few of the ways we support are through financial support to family readiness programs, employee appreciation events, & scholarships. AAAA facilitates growth and enhancement of the Army Aviation program by bringing industry partners, service members, & Department of the Army civilians together to create better and safer ways to meet the Army Aviation mission. Membership in the organization is open to anyone and all are welcome.

Officers:

Mr. Tyler Glen Yeathermon, President
Mr. Marc Garza, Senior VP
Ms. Jahna Fulton, Treasurer
Ms. Yessica Hernandez-Mendoza, VP Activities
Mr. Zeke Rivas, VP Marketing
Mr. Jorge Aguilar, VP Benefits
Mr. David Florez, VP Membership
Mr. Samuel Viallobos, VP Publicity

Jack H. Dibrell/Alamo Chapter San Antonio, TX



Category: Senior Chapter; 161 Members
Activation Date: 4/1/1960
Website: <https://www.quad-a.org/JackHDibrellAlamoChapter>

Description: The AAAA Jack H. Dibrell/Alamo Chapter includes past and present members of 36th Combat Aviation Brigade and surrounding former crew member's throughout central and south Texas. The Chapter welcomes current, former, and retired crew members, aviation support personnel, and all others interested in Army Aviation to become members of the organization.

Officers:

COL Joanne MacGregor, President
CW4 Pedro J. Vargas, Senior VP
CW5 Paul W. Jenschke, Treasurer
CSM Robert Hartzog, VP Scholarship
CW2 Jacob Keaton Jones, VP Awards
CW4 Rick E. Dillenbeck, VP Member Enrollment

Lonestar Chapter Conroe, TX



Category: Senior Chapter; 129 Members
Activation Date: 6/1/2017
Website: www.quad-a.org/LonestarChapter

Description: The Lonestar Chapter of AAAA exists to serve Army Aviation Soldiers, and their families around Conroe, The Woodlands and Houston metropolitan area in South East Texas. Our purpose is to be the Aviation Branch professional association for local Aviation units thereby bringing together Active Service members, Retirees, as well as the Aviation Industry in the area.

Officers:

LTC Derrick Hart, President
CPT William T. Grantham, Senior VP
CPT Brady Boyd, Treasurer
MAJ Christopher A. White, VP Scholarship

North Texas Chapter Fort Worth, TX



Category: Master Chapter; 432 Members
Activation Date: 10/1/1964
Website: www.quad-a.org/NorthTexasChapter

Description: The North Texas Chapter is located in the Dallas-Fort Worth Metroplex area. It is comprised primarily of defense contractors working at Bell Helicopter, Airbus Helicopter, Elbit, Howell Instruments, SKF Aerospace, DynCorp International, GE, and L-3 Communications. The membership also includes military retirees, members of the Army Reserves (2-149th GSAB) located at JRB Fort Worth and Texas Guard located in Grand Prairie, Texas (old Navy Dallas facility). The chapter actively supports the Army Aviation Scholarship Foundation with six perpetual scholarships and eight matching funds scholarships.

Officers:

COL Steven D. Mathias, Ret., President
LTC Terrance L. Reininger, Ret., Senior VP
COL Steven W. Kihara, Ret., Secretary
LTC Noma C. Martini, Treasurer
COL Allan Evans, Ret., VP Programs
COL Michael E. Moody, Ret., VP Membership Enrollment
CW4 Michael D. Crowley, VP Military Affairs
COL Garner Pogue, Ret., VP of Industrial Relations
LTC Chris Speers, Ret., VP of Community Affairs

Phantom Corps Chapter Fort Hood, TX



Category: Master Chapter; 297 Members
Activation Date: 11/1/1958
Website: www.quad-a.org/PhantomCorpsChapter

Description: The Phantom Corps Chapter of AAAA, located in central Texas, is part of the Greater Fort Hood Community. Our membership is diverse consisting of both active duty, reserve, national guard and retired aviation patriots. Our Chapter stays involved with the local community by maintaining contact with the leadership of the towns located nearby. Supporting: 166 BDE/TSBN, Fort Hood, Texas 2/291 AVN Battalion and 1/351 AVN Battalion; 1st Cav BDE, Fort Hood, Texas 2/227th Air Cav Battalion and 1/227th Air Cav Battalion; 15 Military Intelligence Battalion, Grey Army Airfield which includes Fixed-wing aircraft and a UAS program; 7th Battalion, 158th Aviation Regiment Fort Hood, Texas HHC 7th/158 and A Company 7/158.

Officers:

CSM Douglas K. Greene, Ret., President
CW2 Andrew Larsen, Senior VP
CW2 Joann L. Courtland, Treasurer
CW5 Immanuel Delacruz, VP Awards
Cristobal Quiroz, Membership VP



2020 AAAA Chapter Directory

Rio Grande Chapter El Paso, TX



Category: Master Chapter; 374 Members
Activation Date: 9/1/1972
Website: www.quad-a.org/RioGrandeChapter

Description: The Rio Grande Chapter of AAAA services active duty, retired, and civilian friends of Army Aviation in El Paso and the surrounding area. A significant representation in the Rio Grande Chapter comes from the aviation service members of the 1AD Combat Aviation Brigade stationed at Fort Bliss, TX.

Officers:

LTC Nathaniel J. Patton, President
CW3 Michael Beck, Secretary
LTC George W. Benter IV Ret., Senior VP
SFC Edwin Marquez-Rosado, Treasurer
1LT Eric J. Wasek, VP Awards
CSM George T. Ackerman, VP Membership
1LT Natalie Schorr, VP Operations
CPT Carolyn B. Fiore, VP Scholarship
LTC Christopher Cook, President
1LT Camden Kebert, Secretary
MAJ Billy D. Blue, III, Senior VP
CPT Kevin T. Filip, Treasurer
CPT Collin McDermott, VP Awards
1LT Ryan R. Fiore, VP Membership
1LT Jordan D. Carbol, VP Operations

Utah

Utah Chapter West Jordan, UT



Category: Senior Chapter; 119 Members
Activation Date: 2/1/2008
Website: www.quad-a.org/UtahChapter

Description: The chapter is located at the Utah AASF, West Jordan, UT. Units Supported: 97th Aviation Troop Command, 1-211th (ARB), 2-211th (GSAB), Det 4 B/1-112th (LUH-72), and Det 4/50 641st AVN REG (C-12) We currently have 904 Aviation Soldiers.

Officers:

COL Ricky N. Smith, President
LTC Jeremy D. Tannehill, Senior VP
CSM Bob Thomsbury, Treasurer

Virginia

Colonial Virginia Chapter Fort Eustis, VA



Category: Master Chapter; 333 Members

Activation Date: 7/1/1958
Website: www.quad-a.org/ColonialVirginiaChapter

Description: The Colonial Virginia Chapter is located in Tidewater Virginia centrally located between Virginia Beach, Hampton, Newport News, and Yorktown. Predominant units supported are U.S. Army Training and Doctrine Command (TRADOC); U.S. Army Capability Integration Center (ARCIC); 128th Aviation Training Brigade, Aviation Applied Technology Directorate (AATD), recently reflagged as Aviation Development Directorate-Eustis, ADD-E. The diverse functions of the units served by the Colonial Virginia Chapter includes a MACOM, capabilities integration and futures planning, science and technology, research and developmental testing, maintenance training, and a United States Army Reserve unit.

Officers:

SGM Joseph W. Shabbott, Ret., President
CSM Randall L. Wise, Senior VP
Ms. Michelle M. Proulx, Secretary
Mr. Rushton D. White, Treasurer

Stonewall Jackson Chapter Sandston, VA



Category: AAAA Chapter; 47 Members
Activation Date: 4/1/1996
Website: www.quad-a.org/StonewallJacksonChapter

Description: The AAAA Stonewall Jackson Chapter serves the Richmond and Central Virginia region, serves the Virginia Army National Guard aviation units, Soldiers, civilian employees, and family members. Located at the Army Aviation Support Facility in Sandston, VA. Supporting: 2-224 AVN, 1/A/1-169 AVN, 1/A/2-151 AVN, 1/C/2-245

Officers:

LTC Kevin L. Warfield, Senior VP
CW4 Kevin R. Edwards Jr., Secretary
MAJ James G. Sheldon, Treasurer
CW4 Geoffrey W. Mann, VP Membership

Washington-Potomac Chapter Arlington, VA



Category: Super Chapter; 1007 Members
Activation Date: 8/1/1958
Website: www.quad-a.org/Washington-PotomacChapter

Description: This "Super Chapter" of 900+ members was formed by combining two National Capitol Region chapters. We are best known for supporting AAAA Scholarships and our unique and diverse membership of Active and ARNG units, Soldiers, Army Civilians, Industry members, Contractors, and Retirees. Emphasis is placed on supporting local Aviation units and their activities. The WPC encourages, supports and promotes the exemplary performance of Army Aviation Soldiers, community leaders, and its AAAA members.

Officers:

MG Rudolph Ostovich III Ret., President
COL Robert E. Godwin, Ret., Senior VP
MAJ Frank A. Tedeschi, Secretary
LTC Donald L. Wellen, Ret., Treasurer
LTC Matthew Jordan, VP Membership
COL Ronald G. Lukow, Ret, VP Scholarships
CW5 Daniel Curry, Ret, VP Awards
LTC David Crocker, VP Programs
COL Stephen Burns, Ret VP Chapter Affairs
MAJ Clay Bagwell, VP Public Affairs
CSM Bernard Brooks, VP Enlisted Affairs

Washington

Mount Rainier Chapter Fort Lewis, WA



Category: Master Chapter; 427 Members
Activation Date: 6/1/1965
Website: www.quad-a.org/MountRainierChapter

Description: The Mount Rainier Chapter is the U.S. Pacific Northwest-based Master Chapter that serves its Army Aviation Community especially its members. This Chapter is a mix of currently serving or retired Active Duty, Wash. Army National Guard, Army Reserve, DAC, Civilian Contractors who many of which work and or live in-around Gray Army Airfield at Joint Base Lewis-McChord (JBLM; formerly Fort Lewis and McChord AFB). Our Chapter has a storied history since Fort Lewis was a power projection platform for Army Aviation since the Vietnam era and our membership includes the esteemed COL (R) Bruce 'Snake-6' Crandall and COL (R) William Reeder, author of 'Through the Valley: My Captivity in Vietnam.' Units supported include the 16th CAB and subordinate units, 4th BN /160th SOAR, 96th Aviation Troop Command, 168th GSAB, and subordinate units.

Officers:

COL Anthony P. Bolante, Ret., President
CPT Alexander S. Vichinsky, Secretary and Primary 160th SOAR liaison
COL Michael A. Fleetwood, Ret., Treasurer
SSG David Michael Goodhue, Ret., VP Enlisted Affairs
CW5 Teresa M. Burgess, Ret., VP Member Enrollment and Awards
CW5 Thomas Oroho, 16th CAB Liaison
CW5 Paul Duffer, 160th SOAR liaison, Alternate
SGM Dana Trakel, WAARNG Liaison

Wisconsin

Badger Chapter Madison, WI



Category: Senior Chapter; 158 Members
Activation Date: 5/24/2012
Website: www.quad-a.org/BadgerChapter

Description: The Badger Chapter performs a variety of activities integral to its mission of supporting Army Aviation members and their families. The Badger Chapter contributes to two scholarships annually. The chapter acknowledges life-changing events in a personal manner with handwritten notes on Chapter stationery from one of the executive board's members and, thanks to a generous memorial contribution, has established the Matthew A. Berndt Memorial Fund as a means to support Soldiers during such life-changing events. Proceeds from events and fundraisers are used to sustain these efforts. Further, the chapter maintains a Soldier of the Quarter Awards program, and actively recognizes the efforts of those supporting Army Aviation through the Order of Saint Michael and Our Lady of Loreto awards. Supporting aviation organizations including the 1-147th Assault Helicopter Battalion, and elements of C Co. 1-168th GSAB, G Co. 2-104th AV, D Co. 1-112th AV (LUH), the 248th Aviation Support Battalion, and the 32nd Infantry Brigade Combat Teams Tactical UAS "Shadow" Platoon.

Officers:

COL Matthew J. Strub, President
MAJ Joshua Allan Felber, Senior VP
MAJ Daniel Allen, Secretary
MAJ Jeremy J. Duffy, Treasurer
CW2 Craig Hatfield, VP of Scholarships
SGT Timothy Robert Hass, VP Membership
CPT Lucas J. Sivertson, VP Awards
Dan Johansen, Historian
Bill Ryan, VP Communications
Micah Zirbel, VP Enlisted Affairs
Nils Henderson, VP Legislative Affairs



2020 AAAA Chapter Directory

Wyoming

Cowboy Chapter Burns, WY



Category: AAAA Chapter; 65 Members
Activation Date: 4/1/2008
Website: www.quad-a.org/CowboyChapter

Description: Cowboy Chapter is located in Cheyenne, Wyoming. Currently at 62 members and growing. Current chapter members consist of current drilling members of the Wyoming Army National Guard and retired aviators from around the country. We support three primary aviation units, Golf Company 2/211th AVN, Alpha Company 2/149th AVN and DET 6. We are currently in the process of sending a portion of G/2-211th AVN and DET 6 on deployments in the next six months. We provide support for the state of Wyoming and surrounding states with missions such as Firefighting, Search and Rescue, Flood Support and CASEVAC Standby for wildfire operations.

Officers:

CW3 Steve Atencio, President
CW4 Derek Fisbeck, Senior VP
SGT Matthew Connary, VP of Secretary
CPT Eric Becker, VP of Treasurer
SPC Sierra Tryon, VP of Scholarship
SSG Morgan Graham, VP of Scholarship
MSG Jason Cox, VP of Recruiting

OCONUS

Bavarian Chapter Hohenfels, Germany



Category: AAAA Chapter; 51 Members
Activation Date: 8/1/1994
Website: www.quad-a.org/BavarianChapter

Description: The Bavarian Chapter is located in Hohenfels Training Area in Oberpfalz, Germany and supports the Falcon Team which is the Army Aviation Observer, Coach, Trainer team organized under the Joint Multinational Readiness Center. The team consists predominantly of senior Non-Commissioned Officers, senior Warrant Officers, and senior company-grade to field grade Officers whose primary duties are overseeing Aviation units on named rotations at Hohenfels, Grafenwohr, and throughout the NATO area of responsibility. OCs on Falcon Team monitor daily rotational training unit operations on the ground, in the air via ride-along, or in the air via UH-72A Lakota helicopters (as well as "red

air" replication with UH-72As). Falcon Team is comprised of 65 Soldiers of various aviation-centric MOSSs.

Officers:

LTC Phillip Lamb, President
CSM Albert Rodriguez, Senior VP
CPT Caroline Myers, Secretary
CW4 Kevin Linken, Treasurer
CW4 Bruce Myrick, VP Membership
CPT Justin Purser, VP Scholarship
SSG Alex Snyder, VP Programs
CPT Sean Boniface, VP Fund Raisers
CW3 Ryan Otto, VP Fund Raisers, Alt.

Desert Oasis Chapter Saudi Arabia



Category: AAAA Chapter; 52 Members
Activation Date: 7/1/2016
Website: www.quad-a.org/DesertOasisChapter

Description: The Desert Oasis Chapter, headquartered at Eskan Village, Riyadh, Kingdom of Saudi Arabia, supports aviators assigned to the Office of the Program Manager - Saudi Arabian National Guard Modernization Program (OPM-SANG) and those retirees living in the greater Riyadh area and working with the Ministry of the National Guard Aviation Division.

Officers:

COL David C Snow, President
CW4 James J Robinson, Secretary
SFC Eli Hayes, Treasurer
MAJ Donald R. Mobley, Ret., VP Operations

Griffin Chapter Katterbach, Germany



Category: Senior Chapter; 150 Members
Activation Date: 1/1/1976
Website: www.quad-a.org/GriffinChapter

Description: The Griffin Chapter is headquartered in Katterbach, Germany and co-located with the 12th Combat Aviation Brigade Headquarters. Currently, the chapter includes an active duty membership that extends across six separate Army installations and retirees that have chosen Germany as their home.

Officers:

COL John B. Broam, President
MAJ Jonathan M. Romaneski, Secretary
MAJ Matt Cole, Senior VP
Mr. Heath Morecraft, Treasurer
CW4 David Paul Thoresen, VP Awards

MSG Daniel M. Evans, VP Member Enrollment

Morning Calm Chapter Seoul, Korea



Category: Senior Chapter; 143 Members
Activation Date: 5/1/1958
Website: www.quad-a.org/MorningCalmChapter

Description: The Morning Calm Chapter is dedicated to serving and supporting the Army Aviation Soldiers, the Army Aviation community, the National Army Aviation Scholarship Foundation, and activities that further the interest of Army Aviation on the Korean Peninsula. Our chapter supports the 2nd Combat Aviation Brigade and 3rd Military Intelligence Battalion of 501st Military Intelligence Brigade primarily based out of USAG-Humphreys, ROK.

Officers:

COL Brian Watkins, President
LTC Ryan I. Moore, Senior VP
1LT James Rood, Treasurer
CPT Edmund Lee, VP Awards/Secretary
CW3 Chong Kwan Yim, Ret., Host Nation Coordinator
CW5 Michael R. Zanders, VP WO Affairs

Rising Sun Chapter Camp Zama, Japan



Category: AAAA Chapter; 34 Members
Activation Date: 12/1/1995
Website: www.quad-a.org/RisingSunChapter

Description: The Rising Sun Chapter is the only AAAA organization in Japan. Our organization has a special responsibility in that we are able to promote Army Aviation to members of all four US military services and our Japanese partners. Our membership demographic includes current and retired aviation Soldiers, local civilians, and family members. The main Army Aviation unit in Japan is US Army Aviation BN Japan. The unit consists of 45 Soldiers and 40 Civilians providing support to US Forces Japan and US Army Pacific. The unit is located in the greater Tokyo metropolitan area and the associated population of approximately 40 Million. This region hosts bases of all four military services and provides our chapter with unique outreach opportunities.

Officers:

LTC John Franz, President
MAJ Brian Smith, Senior VP
1SG Christian Ryan, Secretary
CW3 Ray Smith, Treasurer

Sinai Chapter Sinai, Egypt



Category: AAAA Chapter; 23 Members
Activation Date: 1/2/2018
Website: www.quad-a.org/SinaiChapter

Description: AAAA Sinai Chapter, located in the southern Sinai Peninsula, near the town of Sharm El Sheikh, Egypt. Our Chapter directly reflects the efforts of AVCO (Aviation Company), part of Task Force Sinai. Task Force Sinai supports the Multi-National Force and Observers.

Officers:

COL Mark Ott, President
MAJ Amoreena York, Secretary
CW3 Bryan Lee, VP Fund Raisers

Winged Warriors Chapter Soto Cano Airbase, Honduras



Category: AAAA Chapter; 100 Members
Activation Date: 3/1/2008
Website: www.quad-a.org/WingedWarriorsChapter

Description: The Winged Warrior AAAA Chapter consists primarily of Soldiers from 1-228th AVN Regiment, currently stationed at Soto Cano Airbase in Honduras. 1-228th is a small General Support Aviation Battalion, with only 158 Soldiers and 63 Contractors. Soldiers stationed here are on a one year PCS assignment and generally move their membership to this chapter while assigned here from their other duty stations.

Officers:

LTC Aaron Elliot, President
MAJ Billy Blue, Senior VP
1LT Richard Dobson, Secretary
CPT Kevin Filip, Treasurer
CPT Collin McDermott, VP Awards
1LT Jordan Carbol, VP Operations
1LT Zachary Mitchell, VP Member Enrollment



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is a provider of a broad range of engineering, technical, and programmatic services and a manufacturer of complex parts, assemblies, and entire systems, including aircraft critical safety items and flight safety parts. Certified to AS9100D and ISO 9001:2015 and appraised at CMMI Level 3, KIHOMAC maintains a reputation of performance excellence with U.S. DoD customers. Military products include the A-10C Rudder; F-16 Carbon Fiber Vertical/Horizontal Stabilizer Skins; Mission Planning System for the AT-6; E-2 Hawkeye Flap Wedges; B-1 High Speed Turbine Rotor; LCAC Rudder Assembly; and the MH-60S Gunner/Crew-Chief Seat. KIHOMAC's expertise includes the manufacture and repair of complex aircraft parts/assemblies of honeycomb-bonded aluminum, other traditional metals, and specialty composites. KIHOMAC is a small business with large company capabilities.

King Aerospace, Inc.



www.kingaerospace.com

KING AEROSPACE, Inc. (KAI) has a never-ending passion of service to God, Country and Family. Serving as a government contractor to the United States Armed Forces has allowed KAI to serve its passion in providing military agencies with the most responsive and committed aviation support services. At KAI, serving as a government contractor is truly a blessing and an honor. Only those who share in the passion of service and commitment are allowed to join the KING AEROSPACE team.

L

Liberty University



www.liberty.edu

Located in Central Virginia, Liberty is a liberal arts institution with 17 colleges and schools and offers programs in fields such as education, counseling, religion, law, aviation, cinematic arts, business, and more. Part of the Big South conference, Liberty fields 20 NCAA Division I athletic teams and 41 Club Sports teams, offering you an exceptional college sports experience.

Liquid Measurement Systems



www.liquidmeasurement.com

About Liquid Measurement Systems (LMS) - with over 25 years of experience, LMS is dedicated to the design and manufacture of fuel measurement systems for primary and auxiliary fuel tanks, in rotary and fixed wing applications, and for the commercial and military aircraft markets. We have developed specific expertise in carbon composite fuel probes, analog/digital signal conditioning, and certification using various standards such as TSO-C55a, AC25.981, DO-160, DO-178, and MIL-STD-461.

M

Marvin Test Solutions/The Marvin Group



www.marvintest.com

Marvin Test Solutions is a vertically integrated aerospace test and measurement company with a solution-centric focus that has delivered innovative test solutions for factory, flightline, intermediate-level, and depot-level applications since 1988. A member of the Marvin Group, with a storied 55-year history in the Defense and Commercial Aerospace industries, Marvin Test Solutions has test systems in support of most of the major defense aircraft and munitions in use around the world.

MD Helicopters, Inc. (MDHI)



www.mdhelicopters.com

MD Helicopters, Inc. (MDHI) is a leading rotorcraft manufacturer of American Made commercial, military, law enforcement & air-rescue helicopters. The MDHI family of rotorcraft is world renowned for its value, versatility and performance. Commercial offerings include the MD 500E, MD 530F, MD 520N, MD 600N and twin-engine MD 902 Explorer. The MD 530F Cayuse Warrior, MD 530G Attack Helicopter, and MD 969 Twin Attack Helicopter comprise the company's high-performance military offerings. A key feature of the MD 902, MD 969 Twin Attack Helicopter, MD 600N and MD 520N is the innovative NOTAR® system for anti-torque control with no tail rotor - exclusively by MDHI to provide safer, quieter performance and confined-area access capability.

Metro Aviation Inc.



www.outerlink.com

Data is valuable. Real-time data is priceless. Receiving information live as it happens, and being able to simply Push-To-Talk anywhere to communicate with the pilot about what's going on is invaluable. The Outerlink IRIS system provides accurate, timely and effective asset communications, as well as tracking, field, and fleet management solutions and extensive computer-aided dispatch integration to meet the current and emerging needs of the frontline.

Outerlink has provided aircraft tracking and satellite communications to the general aviation community for more than 20 years. IRIS is a turnkey solution for maintaining operational control and oversight from a single corporate operator to fleet operations. Find out more at outerlink.com

Millennium International



www.avionics411.com

Millennium International Avionics provide MRO and OEM operators with a NEW ERA OF SUPPORT for aircraft avionics and those seeking extended support for obsolete LCDs. From next gen upgrades, to legacy system repair options, we provide PROVEN solutions for OEMs, commercial, military and corporate applications worldwide. Our unparalleled commitment to engineering, repair and industry-leading turn times make Millennium the preferred choice for your avionics repair, upgrade or obsolete parts support.

MOOG Space and Defense Group

MOOG

www.moog.com/defense

Moog is a world leader in primary flight control actuation and a premier supplier of mission critical systems and products for military aircraft, including weapon stores management systems. Our sustainment services are available across air, land and sea platforms and comprise: technical support, repair/overhaul, spares/rotables, modifications/upgrades, reliability enhancements, obsolescence management, and reverse engineering.

N

North Atlantic Industries, Inc.



www.naii.com

At North Atlantic Industries, we combine the broadest range of modular, ruggedized embedded computing products with unique levels of expertise in critical I/O intensive applications. Customers leverage our field-tested solutions & Configurable Open Systems Architecture (COSA®) to meet today's DoD mandated MOSA requirements. NAI's rugged COTS products include; SBC's, I/O Boards, 70+ Smart I/O Modules, Power Supplies & System Solutions in alignment with FACE & SOSA Technical Standards.

O

Osprey Publishing



www.ospreypublishing.com

Osprey Publishing is the leading publisher of illustrated military history. Now in operation for over 50 years, Osprey has published more than 3,000 titles on a wide range of military history subjects from ancient times to the present day, covering battles, campaigns, uniforms, weapons, equipment, tactics and organization.

P

Parker Aerospace



www.parker.com

Parker Aerospace is a global leader in the research, design, integration, manufacture, certification, and lifetime service of flight control, hydraulic, fuel and inerting, fluid conveyance, thermal management, lubrication, and pneumatic systems and components for aerospace and other high-technology markets. The company supports the world's aircraft manufacturers, providing a century of experience and innovation for commercial and military aircraft.

PCX Aerosystems



www.pcxaero.com

PCX Aerosystems is a leading supplier of highly engineered, precision, flight critical aerospace components and complex assemblies for rotorcraft and fixed wing aerospace platforms. Services include the machining of hard alloy parts, including titanium, Inconel & steel where tight tolerances and quality are imperative. Our capabilities include rotorhead assemblies, tail and main rotor components and world-wide Apache rotorhead overhaul and repair. Visit pcxaero.com.

PeopleTec, Inc.



www.peopletec.com

PeopleTec is an employee-owned small business dedicated to providing exceptional customer support by employing and retaining a highly skilled workforce, meeting our customers' expectations through disciplined program execution, and applying innovative processes to enhance cost efficiency. We specialize in systems engineering/integration, HW/SW engineering, cybersecurity, data analytics, and innovative business intelligence & visualization solutions for DoD customers.

Phantom Products Inc.



www.phantomlights.com

We build the OFFICIAL flashlight of Army Aviation: The Phantom Warrior TLS™ is a multi-tooled light for a myriad of applications and situations. It gives you covert light, overt light, a colored light...as well as flash patterns and a full lens for signalling for assistance. Since you already know our flashlight, we invite you to try lots of our other lights...we make everything from Vehicular to Equipment to Movement lighting...so we can light up your tent, your aircraft, your DOG, your drop zone...and we can do it in any color from UV to blue, green, amber, red and IR. Our family lighting roots stretch back to WWII when our Grandfather Julian A. McDermott helped the US Navy avoid floating water mines when sailing in the Sea of Japan. From that first generation, our family is still ready to help your family come safely home from a deployment. We know

America is safe because of you...and we are honored to make our lights here in Florida for you every day! #teamphantom.

R

Robertson Fuel Systems



www.robbitanks.com

For over 40 years Robertson Fuel Systems, L.L.C. a HEICO Company, continues to be the world leader in the design, development, and manufacturing of crashworthy, self-sealing, and ballistically tolerant auxiliary and primary fuel systems. The Company's fuel containment technology, experience, and capability in fuel systems integration make it a combat multiplier for combatant commanders and critical for civil use customers. Robertson is proud to support the men and women of Army Aviation.

Rolls-Royce



www.rolls-royce.com/

Rolls-Royce Defense is the second largest provider of military aero-engine products and services globally, and a major provider of maritime systems in the naval sector. Rolls-Royce has over 150 defense and naval customers in 100 countries, and 16,000 engines in service around the world.

S

S.A.F.E Structure Designs, LLC



www.SAFEStructureDesigns.com

S.A.F.E Structure Designs, a global leader in the design, engineering and manufacturing of ergonomic safety-first aircraft maintenance stands, fall protection platforms, phase maintenance platforms, hangar equipment, and specialty tooling.

Science and Engineering Services, LLC (SEC)



www.ses-i.com

SES is a recognized leader in system modification, integration, training, and total fielding support of rotary wing, fixed wing,

and unmanned aircraft. We are a business which brings OEM-level capabilities, without the associated cost. Services range from prototype and fabrication through complex modification and integration. We are strategically located, have trained personnel, rapid contracting vehicles, and over 1.4M sq. ft. of world class manufacturing and integration facilities.

Sierra Nevada Corporation



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Sierra Nevada Corporation delivers customer-focused technologies and best-of-breed systems integrations in the aerospace and defense sectors. Applications span navigation/guidance, communications, electronic warfare and threat detection, cybersecurity, infrastructure protection and commercial space.

SKEDCO



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Skedco® manufactures and markets State of the art Confined Space Rescue equipment including the original Sked® stretcher--the perfect solution for confined space, high angle and technical rescue. The revolutionary design provides outstanding patient protection and security during helicopter hoisting. It is currently being used for confined space, water, military, vertical rope, low angle, wilderness and many other kinds of rescue.

Spirit AeroSystems, Inc.



www.spiritaero.com

Spirit AeroSystems, headquartered in Wichita, Kansas, USA, is one of the world's largest non-OEM designers & manufacturers of aerostructures for commercial and defense aircraft. Spirit also has locations in Tulsa and McAlester, Oklahoma; Kinston, North Carolina; Prestwick, Scotland; Subang, Malaysia; and Saint-Nazaire, France. Spirit's core products include fuselages, pylons, nacelles and wing components. Additionally, Spirit provides maintenance, repair and overhaul services.

Stevens Aerospace and Defense Systems



www.stevensaerospace.com

The Stevens Government and Special Operations Group delivers avionics and structural aircraft solutions for government and special operations aircraft both domestically and internationally. This dedicated team brings proven experience to the market and expands a specialty for which Stevens is well-known and respected. The Government and special operations group at Stevens focuses on solving unique problems for the intelligence, surveillance and reconnaissance market including complete avionics/ISR upgrades. Headquartered at Donaldson Center Airport (KGYH) in Greenville, SC the Stevens team of professionals has proven experience on Mission-Critical Aircraft. Founded in 1950, today Stevens employs over 200 aircraft avionics and structural technicians with 185 holding A&P or IA licenses. With decades of experience in aircraft avionics and structural modifications, Stevens serves Government agencies, DOD and special operation programs throughout the world.

Strata-G Solutions, LLC



www.stratag-llc.com

STRATA-G is a Small Business Administration (SBA) 8(a) Certified Alaska Native Corp. (ANC) Small Disadvantaged Business (SDB) with Corporate HQ and engineering, prototype and manufacturing operations in Huntsville, AL. STRATA-G is hardware & platform modernization focused. Core Capabilities: Project Management, Engineering Solutions, Rapid Prototyping, Manufacturing & Assembly, Integrated Hardware Solutions, Warehousing, Kitting, Maintenance & Overhaul and System Documentation and Control.

Streamlight, Inc.



www.streamlight.com

Streamlight Inc. manufactures a variety of portable lighting products including rechargeable and standard battery, precision-engineered flashlights, tactical lights, lanterns and accessories for use in

military, police, fire & rescue and security applications. Streamlight specialty lighting products are the lights of choice for military and law enforcement market segments. Streamlight products are sold throughout the United States and in more than 70 countries around the world.

T

Technisonic



www.til.ca/military

Technisonic is proud to be the supplier of the U.S Army National Guard Aviation, Civil Support radio solution now AWR'd in both the CH-47F and all models of the H-60 fleet. Technisonic welcomes all members of the armed forces to visit us to learn more on the capability, operations and fielding of the newly fielded TDFM-9000 into the ARNG fleets.

Testek Solutions



www.testek.com

Aircraft component OEMs, MRO facilities, and the defense industry depend on Testek Solutions for highly reliable aerospace test equipment to certify hydraulics, power generation, avionics, fuel, lube, actuator, and pneumatic components. With a 50-year track record of success, Testek uniquely holds long-term OEM partnerships, provides the industry's leading equipment warranty, and support from a dedicated worldwide team.

Trakka Systems



www.trakkasystems.com

Trakka Systems provides a Total Solutions Package to meet all your critical mission needs. Comprising advanced multi-mission searchlights, class-leading gyro-stabilized cameras, and innovative mapping/video management systems, to deliver cost-effective mission management, low-risk and seamlessly integrated. Trakka's leading-edge active and passive sensors allow you to see, to save and protect. Whatever your mission. ALE, SAR, EMS, border security, fire-fighting, and paramilitary operations.

Tyonek Native Corporation



www.tyonek.com

Tyonek Native Corporation and its subsidiaries provide complex technology integration solutions and support to the US Department of Defense (DOD) and other government agencies and OEMs. We maintain a robust, certified Quality Management System (QMS) that includes (ISO) 9001:2015, (AS) AS9100 Rev D and AS9110 Rev C. We have manufacturing facilities that total over 220,000 sq. ft., and over 150,000 sq. ft. of Aircraft Maintenance and Integration facilities specializing in DOD MDS aircraft.

U

United Rotorcraft, An Air Methods Division



www.unitedrotorcraft.com

United Rotorcraft, an Air Methods Division, provides innovative aircraft completions, refurbishments, paint, and accessories to meet our customer's unique mission requirements. Our vertically integrated range of services include engineering/design, manufacturing, aircraft modifications, testing, certification, and support for commercial and military customers worldwide, including Helicopter Emergency Medical Services (HEMS), VIP, Law Enforcement, Firefighting, and Search & Rescue operations.

V

Vertex Aerospace



www.vtxaero.com/

Vertex Aerospace offers a global capability and complete solution for aftermarket aerospace services for government and commercial customers. The Company's international presence and vast range of services has distinguished it from competitors for over 44 years. The Mississippi-based Company operates in over 100 locations worldwide and is proud to have a 50 percent veteran employee rate. Information about Vertex can be found at vtxaero.com.

ViaSat, Inc.



www.viasat.com

Viasat is on a mission to connect every warfighter, platform, and node across the battlespace. As a global communications company, we power millions of fast, resilient connections for military forces around the world – connections that have the capacity to transform the mission – in the air, on the ground, and at sea. Our customers depend on us for connectivity that brings greater operational capabilities, whether we're securing the U.S. Government's networks, delivering satellite and wireless communications to the remote edges of the battlespace, or providing senior leaders with the ability to perform mission-critical communications while in flight. We're a team of fearless innovators, driven to redefine what's possible. And we're not done – we're just beginning.

Vinnell Arabia, LLC.



www.vinnellarabia.com

Vinnell Arabia is a military knowledge transfer company which delivers a full range of products and services for air and land forces, as well as customized doctrine-based ground and aviation training, full-scope maintenance, logistics support services and military translation solutions in the Kingdom of Saudi Arabia. For employment opportunities visit our careers tab at www.vinnellarabia.com to apply.

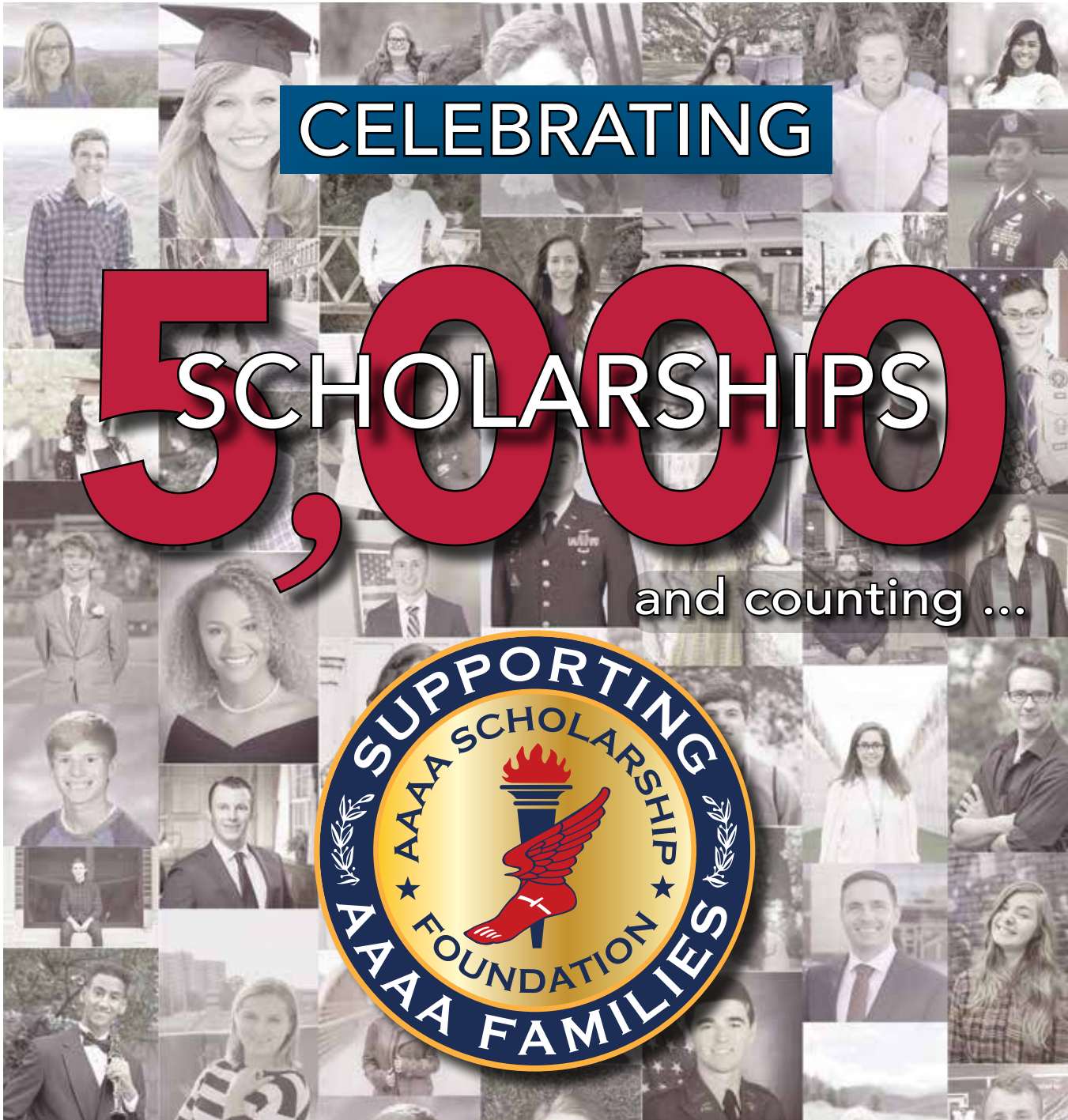
Y

Yulista



www.yulista.com

Yulista is committed to being the best-equipped Alaska Native Corporation (ANC) in the world, performing rapid response aerospace and defense solutions for foreign and domestic customers. Our responsive developers, integrators, project managers, technicians, and analysts overcome complex challenges delivering mission critical solutions. Yulista offers innovative expertise that makes a difference every day.



CELEBRATING 5,000 SCHOLARSHIPS

and counting ...



Since 1963, the AAAA Scholarship Foundation has Supported the education of Army Aviation Soldiers and their families. To date the Foundation has awarded over \$8,000,000 in scholarships. This would not have been possible without constant and generous support from the Army Aviation Industry and Private Donors.

The 2020 Scholarship Program is Now Open.

The Deadline to Submit an Application is May 1!

quad-a.org/scholarship



First Place



Second Place



ARMY AVIATION

Photography Contest Winners

ARMY AVIATION Magazine is proud to present the winners of our annual photography contest. 33 qualified AAAA members, submitting 93 Army Aviation related photographs taken during CY 2019, competed for the top 12 places. We congratulate the winners and thank all of the contestants for their efforts and service. We invite all AAAA members to participate in our 2020 contest. Visit the AAAA website, quad-a.org for details and submission requirements.

Bill Harris, Publisher

FIRST PLACE

“Ramp Life” by 1LT Rebecca E. Cardwell, River Falls, Wisconsin

SPC Timothy J. Wariner, in F/2-135th GSAB out of JBLM, WA, conducts crew chief duties on the ramp of a CH-47F, callsign of Sumo 74 (Chalk 1) during a 244th CAB mission, in support of OIR. SPC Wariner is giving distance and direction of the UH-60L (Chalk 2) and AH-64E (Chalk 3), calling out possible threats.

November 7, 2019; Camp Taji, Iraq

SECOND PLACE

“Golden Sunset” by Mr. Alcone J. Levier, Clarksville, Tennessee

A 160th SOAR(A) MH-47G makes its way past CAAF Tower on a golden evening at Campbell Army Airfield.

September 5, 2019; Campbell Army Airfield

THIRD PLACE

“Cold Weather Flying” by CW5 Jon D. Campbell, Hermon, Maine

UH-72 Crew performing an instrument approach to an icy runway.

January 5, 2019; Bangor, Maine

FOURTH PLACE

“Hurricane Dorian Relief” by SPC Nathan D. Hammack, Fort Mead, Maryland

U.S. Army UH-60 Black Hawks await to depart to the Bahamas as part of the Hurricane Dorian relief effort on Homestead Air Reserve Base, Fla., Sept. 9, 2019

September 9, 2019; Homestead Air Reserve Base, Florida





HONORABLE MENTION “Chinook Air Assault”

By SSG Austin Berner, Senioa, Georgia,

Two U.S. Army CH-47 Chinook helicopters, assigned to Bravo Company, 2nd Battalion, 1st Combat Aviation Brigade, 1st Infantry Division, conduct an air assault mission with sling loaded equipment along with paratroopers assigned to Alpha Company, 1st Battalion, 503rd Infantry Regiment, 173rd Airborne Brigade, loaded on board during Exercise Immediate Response at Vojarna Josip Jovic Airbase, Udbina, Croatia.

May 17, 2019; Vojarna Josip Jovic Airbase, Udbina, Croatia



HONORABLE MENTION “Mountain Training Mission”

By CW5 Jon D. Campbell, Hermon, Maine

Crews providing winter service mission to a remote ranger camp in Northern Maine.

February 12, 2019; Baxter State Park, Maine



HONORABLE MENTION “TH-55A”

By SP4 Walter Garlock, Waukesha, Wisconsin

Completion of a ten-year restoration of US Army TH-55A; 66-183274.

Oconomowoc, Wisconsin, August 28, 2019;



HONORABLE MENTION “RC-12X Lightpainting”

By CW2 Chase E. Geiger, Fort Rucker, Alabama

RC-12X Guardrail after mission.

October 22, 2019; Camp Humphreys, Republic of Korea



HONORABLE MENTION

“Pennsylvania Counterdrug Task Force”

By MAJ Ernie G. Carlson, Hanover, Pennsylvania

Pennsylvania Special Operations Group, Joint Counter Drug Training.

October 7, 2019; Fort Indiantown Gap, Pennsylvania



HONORABLE MENTION

“The Sky Is Home”

By 1LT Rebecca E. Cardwell, River Falls, Wisconsin

Charlie Company of 5-159th General Support Aviation Battalion, conducting exercise MEDEVAC operations during pre-deployment training at Ft. Hood, Texas.

March 16, 2019; Fort Hood, Texas



HONORABLE MENTION

“It’s a Beautiful Day for Flying”

By SGT Patrick Jubrey, Fort Riley, Kansas

1st CAB AH-64 takes off during Saber Junction 2019

September 11, 2019; Vilseck, Germany



HONORABLE MENTION

“Long Day for Army FW Flight Engineer”

By CPT Donald M. MacWillie, Fort Bragg, North Carolina

C-27J Flight Engineer, SGT/P Nick Dennis, ensures jumpmasters are prepared to land while conducting static-line airborne exits in support of 3rd Special Forces Group (Airborne) over Luzon Drop Zone, North Carolina.

June 5, 2019; Luzon Drop Zone, North Carolina

Question: Can a Redeyed Cobra knock down an enemy high performance jet?

"Radar control."

"Tallyho."

"Bogey at 10 o'clock."

"Roger. Start your attack."

With these words Army Aviation history was written in the sky above the rugged 175,000-acre Hunter Liggett Military Reservation near King City, Calif.

Chessboard in the sky

Hunter Liggett Military Reservation is often called Combat Developments Command's (CDC) "*Chessboard in the field*" because here theory becomes reality when scientific-military experiments conducted by CDC's Experimentation Command (CDCEC) validate future combat developments. Now a new experiment, *Attack Helicopter-Air to Air*, has expanded this "chessboard" into the sky.

Attack Helicopter-Air to Air is part of a series of attack helicopter experiments designed to determine the vulnerability of the attack helicopter to enemy high-performance aircraft (jet fighters) and other enemy attack helicopter systems.

Another phase will include the effect of friendly anti-aircraft artillery support, weather, human factors, operating procedures, and topography on the durability of the attack heli-

copter in a hostile environment. Each part of this series of experiments is related but played separately to provide an exploratory base for a successful, scientifically valid experiment.

This revolutionary concept of air-to-air duels between attack helicopter (*Cobra* AH-1Gs) and U.S. Navy jet fighters (F8s) was designed as part of a representative "enemy" threat. The threat scenario was placed in a typical combat situation and each phase was treated as a tiny piece of a larger mid-intensity conflict until all available data was milked from the experiment. The data derived will ultimately contribute to arguments advancing or refuting the concept that the modern attack helicopter can survive in an environment such as anticipated for the timeframe concerned.

Soldier-scientist team

The key word is data. The importance of data was emphasized by Major William E. Calvert, operations officer for the experiment. "*The heart and soul of experimentation*," he said, "*is instrumentation*." Major Calvert is an Army Aviator assigned to the Office of the Deputy Chief of Staff for Experimentation at CDCEC and a member of Team IV, which is responsible for the overall conduct of the *Attack Helicopter-Air to Air* experiment.

An experiment of this magnitude receives support from CDCEC's total resources. This includes \$23 million in instrumentation on

site at Hunter Liggett. Instrumentation in its broadest sense includes all the electronics, telemetry systems, wire, radio, and radar used in various combinations to produce data for each experiment.

One of the first steps in any kind of experiment is planning for the instrumentation. At CDCEC this is done by a soldier-scientist team consisting of mathematicians, engineers, human behavioral specialists, and military professionals. They provide the insight and skills necessary for systematic research that will lead to a final result. Nothing is accepted as fact until it is proven. They decide what form of usable data is required and the instrumentation design necessary to produce that data.

Once the experiment starts, additional "seat of the pants" engineering is furnished by the Engineering Laboratory of the Deputy Chief of Staff for Instrumentation. They make repairs of adjustments to the designed instrumentation system and, when required, laboratory personnel manufacture equipment to meet new requirements. Once instrumentation has been procured or manufactured, the next step is the marriage of man and machine.

Man, in this instance, is represented by the team. The team is anyone and everyone. The private first class situated on top of a hill, keeping the radar warmed up around the clock for tomorrow's mission, is on the team. The Lieutenant Commander from Squadron VX4, U.S. Navy, who flies his jet fighter from Point Magu, Calif., to the airspace over Hunter Liggett is part of the team. Instrumentation can only work when a human tells it what to do and when.

Pilot selection is critical

Since this experiment concerns the vulnerability of the attack helicopter and the man-machine relationship (*Cobra*-pilot), selection of the pilot was a critical consideration. Selection was based on combat experience in Vietnam and 1,000 hours flying time in the *Cobra*. The pilots are from the 3rd Aviation Company (Attack Helicopter), Yuma Proving Grounds, Yuma, Ariz.

John O. Duffy, a human behavioral expert from Litton Scientific Support Laboratory, debriefs these pilots after each mission and

receives the personal account of what happened in the air. Duffy has a degree in physics and a Master's Degree in experimental psychology. He is also a pilot with 2,600 hours in fixed and rotary wing aircraft. He can communicate with them and understands the human emotion of simulated combat.

Competitive spirit

Simulated air-to-air combat is not boring, according to CW2 Randall L. Duncan, a veteran helicopter pilot: "*Each trial is a new experience for us and we enjoy the competitive spirit between the Navy jets and other attack helicopters.*"

Warrant Officer Randall and his co-pilot, CW2 Wesley E. Bean, pioneered the study of air tactics in the early stages of this experiment. The Redeye Air Missile System (RAM) is the principal weapon used on the *Cobra* AH-1G and it is a heat-seeking missile. During the trial or test, gunnery results are recorded on film that is later screened to determine the validity of claims by the combatants.

In addition to gun cameras installed on the aircraft, radar pilots and time-tagged events are recorded during the action.

Computer decides outcome

Back-up support comes from another team of four pilots who monitor all radio transmissions and push predetermined coded buttons as different events occur. All coded signals, radar tracings, and voice communications are fed into a *Data Acquisition and Recording System* (DARS). DARS is used to collect analog, digital, and even information from up to six remote locations, transmit this data to a central control and recording facility, where the information is system time-tagged and organized in a selected sequence and recorded on magnetic tape.

After the last mission is flown and the data collected, it is organized into machine language, and then fed into the computer which will respond to the questions programmed by man to determine if another man and his machine can survive in a hostile environment of a mid-intensity conflict during the 1975 time-frame. Final answers are always human decisions based on valid scientific experiments designed to provide "Vision to Victory."



AAAA Scholarship Foundation

Still Setting Records By COL (Ret.) Louis A. Bonham

The 2019 Scholarship award program was the largest in the Foundation's history with 304 awards totaling \$516,500.

More importantly, the 5,000th award was made since the inception of the program totaling more than \$8 million dollars. There is even more good news to share as the Foundation continues to grow its investments with more than \$6.3 million reported at the end of last quarter's report period. The Foundation's Executive Committee is carefully monitoring and adjusting this portfolio as market conditions change from time to time. None of these accomplishments could have been realized without the support of our donors including individuals, corporate supporters and AAAA Chapters. We simply could not have achieved these milestones without your steadfast support. Many thanks to all of you for the responsiveness and dedicated support! The greatest challenge for us during the next year is to add additional donors to our list of honored supporters. Our formal records show that AAAA members now total more than 20,000. During the last AAAA Summit, more than 300 members of industry were present as exhibitors. There are now 79 AAAA Chapters encompassing AAAA's membership and we are working closely with them to improve their respective scholarship programs.

The Foundation's goal to be presented for adoption at the next Board of Governors meeting this year is to increase our investments from current levels to \$10 million dollars by 2025. Our plan of action is to significantly increase supporters in each of our donor groups beginning with our 2020 Scholarship



Attendees and donors visit the AAAA Scholarship Foundation booth during last year's AAAA Army Aviation Mission Solutions Summit on April 15, 2019 at the Opryland Hotel, Nashville, TN.

Program. The size of AAAA's membership alone represents an excellent source to pursue as we move rapidly to achieve this goal. Just imagine an average \$20 donation per year from each member; the result would be nearly \$400,000. We would also work to increase the number of annual donations to at least \$500-\$1,000 annually for industry members and others who actively support Army Aviation but have not contributed to our scholarship program in past years. The result of this effort would be approximately \$225,000. Finally, although we have a total of 79 AAAA Chapters, only 45% (36 Chapters) participate in the annual scholarship award program. If we can encourage and gain a moderate increase in chapter participation added to the increased support from our membership and industry members, we will succeed. The plan for this year is already in progress to increase donor participation levels in each of these groups. Now, how do we execute this approach, and will it work?

The Scholarship Foundation's Fund-Raising Committee led by Colonel

(Ret.) Greg Gass has developed an engagement plan to contact each of the targeted donor groups and encourage participation. Emails and letters are being circulated to individual AAAA members, industry affiliates and AAAA Chapters to encourage participation. It is never too early or too late to provide a donation to the Foundation. Please visit the website at www.quad-a.org/scholarship to make your contribution today. You can also contact Sue Stokes at 203-268-2450 or by email at sue@quad-a.org.

If you are already a participating AAAA Scholarship donor, we would again like to extend our thanks and appreciation for your outstanding support. For our perspective new donors, we invite you to join us in our fundraising efforts and initiatives. Our AAAA members, soldiers and families are truly counting on us to support their educational pursuits. Super job to date by all and please help us to keep it going!

COL (Ret.) Louis A. Bonham
President

AAAA Scholarship Foundation, Inc.



Thank You to Our Scholarship Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation from July 2019 through March 2020. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Donors marked with an * are partially or totally donating to the newly established Families of the Fallen Scholarship. Every penny donated to the Scholarship Foundation goes directly to a grant or loan as a result of the Army Aviation Association of America subsidizing ALL administrative costs!

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Johnson & Johnson
COL Larry M. Jonas, Ret.
K-Con, Inc.
Diane M. Kennedy
MG Richard D. Kenyon, Ret.
Theresa Kinney
Walter J. Kohls
James Krueger
Scott Kubica
Ronald V. & Carol J. Kurowsky
Jessica Bailey Lallier
Joe Lawver
Alyssa Lemanski
AAAA Lindbergh Chapter
Lockheed Martin
The Luminescence Foundation, Inc.
Timothy Lunger
Robert H (Chip) and Angela Lunn
AAAA Luther Jones Speakers
Jodi Lynch
AAAA Mid-Atlantic Chapter
Donald Munsch, Munsch & Co.
Aeromechanics
Bonnie & Gary Nenninger
Northrop Grumman
Patriot Taxiway Industries Inc.
Lawrence P. Peduzzi, Peduzzi
Associates LTD
Phantom Products Inc.
William Phillips

Potomac Knight Chapter, 114th Cav
PM Team Apache Office
Jay C Rickmeyer
Marilyn Rickmeyer
Terry & Bonnie Reininger
Roberson Giving Fund, Keith
Roberson
Robertson Fuel Systems
Safran El. & Def., Avionics USA
Shashy Family Charitable
Malinda & Edward Schmidt
Edwin W. Schmierer III
Nancy Shaffer-End
John Sheard
Kenneth Shields
Sikorsky Aircraft Corporation
CPT (Ret.) Barry Speare
StandardAero
MAJ Benjamin Stork
Walter C. Studdard
Masaki Sudo
Jacob D. Swafford
AAAA Tarheel Chapter
Boeing - Team Apache
John Vannoy
Vertex Aerospace
Vietnam Helicopter Pilots Association
Vietnam Veterans of the 227th Assault
Helicopter Battalion
Chrysta Wilson - CREA
Wreaths Across America Sponsors
Michelle Yarborough
John & Mary York
YPO Fairchester Gold
The Zieff Family Fund

For more information about the Foundation or to make a contribution, go online to www.quad-a.org; contributions can also be mailed to AAAA Scholarship Foundation, Inc., 593 Main Street, Monroe, CT 06468-2806.



AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk

2019 AAAA Chapter Achievements

Our Chapters are the backbone of AAAA. With the recent addition of the West Virginia, Country Roads Chapter, we presently have 80 Active Worldwide AAAA Chapters.



Our activities continue to grow with 422 events submitted to AAAA National in 2019. Events have been grouped into six categories: Quarterly, Sporting, Social, Fundraising, Organization Days and Community Action. AAAA was able to support our Chapters with \$75,238 through our quarterly Chapter refunds. Additionally, through the out of cycle funding request program, the National Executive Group directly funded an additional \$129,425 to support 66 events for 38 Chapters. Events have been the driving force for growth with over 70 percent of our Chapters maintaining or increasing membership in 2019. Last year 51 Chapters submitted 960 OSM/Knight/LOL recommendations for awards. Scholarships still are a big push at the Chapter level, 38 Chapters helped keep our scholarship program remain alive and well, helping AAAA achieve a record year, awarding \$516,500 to a total of 304 scholarships.

Top Chapters Recognized

Four of our Chapters have been recognized as 2019 Chapter of the

Year Winners. Chapters achieving Top Chapter of the Year status for 2019 were the Tennessee Valley Chapter as the Top Super Chapter (over 500 members), the Central Florida Chapter as the Top Master Chapter (200-499 members), the Aloha Chapter as the Top Senior Chapter (75-199 members) and the Black Knights Chapter as the Top AAAA Chapter (75 members and below). Competition was tight with more Chapter metrics evaluated. Chapters continue to improve year over year, plan early and make your 2020 Top Chapter Winner!

Chapter Support Program

This year we worked to put a Chapter support program in place which ensures that as AAAA continues to grow, our Chapters are supported and provided with resources to give the best experience possible to members. To keep our officers informed, a monthly Chapter officer newsletter was implemented which highlights polices to be aware of, focus on best

practices of some of our top Chapters, and provides resources for Chapter officers to use within their operations. We also held several telecons that allowed Chapters to call in and connect with one another, hear about updates from AAAA National and get any questions they had answered.

Due to our 2019 annual summit being cancelled, we were not able to conduct our annual workshop. This has been a heavily attended event, focused on how to improve the quality of programs and National Support that our Chapters bring to our membership. The sessions normally included highlights on Chapter Metrics, National Office Support, Chapter Fiscal Operations, Local and National Award Procedures, Scholarship Procedures and Membership Engagements. We are presently looking at plans on how we can virtually conduct part of this workshop later in the year to get more information and ideas to our Chapter leadership. More will follow in our monthly newsletters.



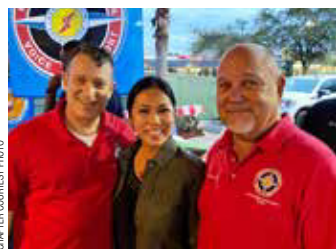
AAAA Chapter News

Central Florida Chapter Supports Toys for Tots



CHAPTER COURTESY PHOTO

The Central Florida Chapter hosted their annual Toys for Tots drive and had a record turn-out in December. They filled multiple trucks, including a fun U-Haul, with more toys than ever and were only two bikes off our record. The Marine Reserve joined them in force as it is one of the biggest donations they get each year and were congratulated and thanked for their efforts by Florida State Representative Dave Smith(center). Also joining the effort this year was Congresswoman



CHAPTER COURTESY PHOTO

Stephanie Murphy, pictured with (l to r) chapter president, COL (Ret.) Kevin Vizzari and chapter past president and current National Vice President for Chapter Affairs, LTC (Ret.) Jan Drabczuk. AAAA Executive Director Bill Harris (not pictured) was also on-hand.

North Country Chapter Picks SOQ



CHAPTER COURTESY PHOTO

SGT Maksym Ivashko, 6th Squadron, 6th Cavalry Regiment, 10th Combat Aviation Brigade, CAB) was selected as the North Country Chapter's Soldier of the Quarter. An AH-64 Attack Helicopter Repairer (15R) with Task Force Shooter forward deployed to Jalalabad, Afghanistan recently won the Task Force Soldier of the Deployment competition which validated trooper readiness and fostered esprit de corps, in the austere environment. Congratulations to SGT Ivashko.

Southern California Chapter Supporting HAI



CHAPTER COURTESY PHOTO

Two AAAA Life Members of the Southern California Chapter, CW5 (Retired) John Harris and CW5 (Retired) Mirko Duvnjak, flew an Army Aviation Historical Foundation (AAHF) restored Cobra (Cobra 589) to the Anaheim Convention Center in Anaheim, California for the Helicopter Association International (HAI) HELI-EXPO, held January 28 - 30, 2020.

Looking Forward to Next Year

The remainder of 2020 will be a challenging year for both our country and AAAA. We are resilient and will continue to grow and find ways to support our membership. Check out the AAAA website for new benefits available to our membership. Our Chapters are growing in numbers and improving in quality, our Association is strong. None of this happens without great National and Local Chapter leadership. We should all be proud that we all support Army Aviation, the Soldier, military families and the local community. We are back in Nashville, 21-23 April 2021!

Chapter Support

Feel free to contact me if you need help for your Chapter, Executive Board support, would like your Chapter featured in the AAAA magazine or to obtain clarification of National procedures. Also, I would like to hear from any members who feel they need their Chapter revitalized or who would like to start a new Chapter. I look forward to working with you and supporting AAAA.

LTC (Ret) Jan S. Drabczuk
AAAA VP for Chapter Affairs
jan.drabczuk@quad-a.org

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AAAA Membership Update

By CW4 Becki Chambers

The Membership Corner

Networking is one of the four pillars of Quad A: Networking, Recognition, Support, & Voice. Most of us only think of networking in a professional sense, and not what it can do for us on a personal level.

A few years ago, while attending Summit in Atlanta, I was “networking” after a breakout session and met a fellow female warrant officer. Little did I know that CW4 Latny Salt would become a very good friend of mine.

Meet the Salt Family. Jonathan, “Jon,” is from Fort Collins, Colorado and Latny is from Smyrna, Georgia. Army Aviation brought this Military Police Soldier and helicopter pilot together, and eventually to Tucson, Arizona, which they now call home. They have three daughters; Luciana Cielo at six years old and growing “parent teeth,” Eliana Bell (named for the helicopter) as the family clown at age four, and Aviana Mila, their rambunctious 21-month-old.

After the attacks of September 11th, 2001, while Jon was in college, he felt a calling to serve in the Colorado Army National Guard. He promptly enlisted as a Military Police Soldier. He served in Germany, in New Orleans after Hurricane Katrina, as a gunner in Iraq, and after a military specialty reclassification as a Chinook crew chief in Afghanistan. After the 2011 crew loss of the Chinook “Extortion 17” in his unit, he wrapped up almost 10 years of service upon his stateside return.

Latny’s Cuban immigrant parents made her join the Army JROTC program her freshman year in high school. Retired Major Larry Moyers, AJROTC instructor, happened to be an Army Aviator who instilled in her the confidence to pursue an Army Aviation path. At the tender age of seventeen she went off to basic training the summer of her junior year. After an interstate transfer from Georgia to Florida, and graduating high school, she attended the Flight Operations Specialist AIT, quickly deploying to Kuwait in 2000. In 2003 she applied for and was accepted into flight school, flying OH-58A/Cs. Her unit, to her dismay, was converted into a general support aviation battalion that lost its Apaches. She then found herself in the Chinook qualification course in 2004. After Iraq in 2006 she tracked maintenance and then instructor pilot in the CH-47. In 2010 however, the family moved to Arizona to the Western Army National Guard



Latny and Jon Salt with (from left) Eliana, Aviana, and Luciana.

Aviation Training Site (WAATS). The family did this for stability during Jon’s deployment with the Colorado National Guard. Latny was scheduled to instruct in the OH-58A/C, but plans changed, and she was sent a transition course for the Black Hawk helicopter. She recently worked a few years as the quality assurance officer of the schoolhouse but now happily “burns holes in the skies with racetracks while flying students.”

Jon would have you believing, he has little to do with Latny and her passion for Army Aviation, but we all know better than to dismiss the support of a spouse or the efforts behind wrangling the kiddos! It’s a serious commitment and his dedication to always be present and her number one volunteer can’t go without praise. Latny is on her third year as president of the Old Tucson Chapter where she champions the normalization of a working mother while promoting anything related to Army Aviation.

Heavily relying on the “it takes a village to raise a child” mentality, they have surrounded themselves with dear friends. Quad-A helped bridge the gap between what were once professional contacts made through networking, to friends that they now hold dear. “Professional organizations are a way to stay connected, involved, and most importantly- make a difference...” said Latny when asked about the “Why” behind her involvement with Quad-A.

CW4 Becki Chambers
AAAA Vice President for Membership



New AAAA Life Members

Air Assault Chapter

Dr. Thomas Jones

Aloha Chapter

CPT James Westmoreland

Arizona Chapter

LTC George Adam Hodges

Aviation Center Chapter

CW4 Dennis McNamara

Great Lakes Chapter

CW2 Glen C. Veno, Ret.

Idaho Snake River Chapter

SPC Rodrigo Cortes

Morning Calm Chapter

LTC Richard P. Tucker

Mount Rainier Chapter

LTC Warren E. Griffith II Ret.

North Star Chapter

CW5 Ron Peterson

Pikes Peak Chapter

CW4 Keith Kraus

Southern California Chapter

CW3 Timothy Fodor

Tennessee Valley Chapter

Ms. Linda D. Feres

Volunteer Chapter

MAJ Michael Welch, Ret.

Washington-Potomac Chapter

LTC Don Hursey

Bevin Cherot

2LT Jonathan Linden

W01 Reece Ludwig

W01 Ronald Marconi

LTC Julian Marsh

2LT Adam McCollum

W01 Dustin McDowell

Kelly P. Morris

2LT Craig Nikkel

W01 William Parker

W01 Jack D. Pence

2LT Franklin Pugh

2LT Devin Richter

2LT John Rieske

2LT Adam Robinson

2LT Norman Samuel

2LT Johnathon Schultz

2LT Eric Shelton

2LT Holden Shelton

2LT Brandon Shively

2LT Noah Skaar

2LT Hatem Smadi

W01 Jennifer Smith

2LT Connor Smythe

W01 Matthew Soulant

2LT Jeff Stark

W01 Elliot Stockton

W01 Zachary Teel

2LT Nicholas Turner

2LT Kylee Vogue

W01 Thomas Vollmar

W01 Shane Walter

W01 Edward Wilkerson

2LT Grant Williams

2LT Erich Zweifel

Battle Born Chapter

CW3 Josh Groth

Central Florida Chapter

W01 Kira Sund

Connecticut Chapter

PFC Kaitlin G. Cavanaugh

CAPT Michael Cerneck

Olav Leite

Richard Leite

Tom Leite

Marcelo Lemcoff

Art Roti

PFC Jacob Adrian Tyler

Cowboy Chapter

Tom Phillips

Delaware Valley Chapter

Michael Bucari

Andrew Builta

Martin Cameron

Enrico Canal

Mike Cooper

Mike Hotze

Bill Hunt

Ross Kelly

Margaret Rogalski

Chris Slack

William Sunick

Alessandro Volonte

Flying Gator Chapter

W01 Jared J. Tanner

Gold Standard Chapter

Mark Angeloff

Robert Singler

Great Lakes Chapter

John Bunn

SGT Kevin Chan

PV2 Elizabeth M. Elizabeth

Max Ellison

Ryan James

Anand Kelkar

Ashwini Kelkar

Dave Lax

Art Nichols

Jeff Parker

Greater Atlanta Chapter

Henry Cooke

April Howard

Griffin Chapter

1LT Cameron J. Hargis

CPT Christopher B. Hooker

CPT Daniel Vigeant

High Desert Chapter

PFC Adam Dunagan Harp

Idaho Snake River Chapter

BG Tim J. Donnellan

PV2 Julia M. Vialpando

Jimmy Doolittle Chapter

PV2 Seth Josian Mcelroy

PFC Dillon Julian Mersereau

Lonestar Chapter

2LT Brandon Skornia

Mid-Atlantic Chapter

Roberto Garavaglia

Stefano Villanti

Minuteman Chapter

PFC William Michel Sullivan

Mount Rainier Chapter

PV2 Keith Josef Cole

W01 Colin E. Rawlings

North Country Chapter

1LT Antonnea Bolden

CW3 Joshua Die

CW2 Lee George

SGT Maksym Ivashko

SPC Anthony Leonguerro III

Richard Sattro, IV

North Texas Chapter

Joelynn Castro

2LT Connor B. Garrison

Rimas Guzulaitis

Matthew Hasik

Todd Lovell

Mark Sims

Northern Lights Chapter

W01 Scott Herman

Old Tucson Chapter

Frank Antenori

John Lynch

Phantom Corps Chapter

CW3 Zachary S. Pyburn

Pikes Peak Chapter

Geoff B. Conklin

Josh Enloe

Nick Jordan

PVT Adrian Patrick Vigi

Ragin' Cajun Chapter

SPC Michael D. Donald

SGT Kelsie L. Pierce

Rio Grande Chapter

CPT Matthew Giersdorf

Southern California Chapter

Brad Carraway

Tarheel Chapter

PV2 Leonardo Beristain

PVT Nolan Ellis

Tennessee Valley Chapter

Earl Barrett

Susan Crisler

Debbie Daniel

Patricia Jackson

Nathan Kennedy

Wyndon I. Tysor

Thunderbird Chapter

W01 Harry Stege

Volunteer Chapter

2LT Andrew Rines

Washington-Potomac Chapter

COL Craig Baker

Joseph D. Clem

Kurt Engel

Jonathan Foster

Enzo Gali

Andrew Gappy

PFC Christian A. Mutschler

CW2 Jonathan Olson

Ken Rozelsky

Mena Wendling

Wright Brothers Chapter

PFC Cade A. Vanest

1LT Kaeleigh Warfield

No Chapter Affiliation

W01 Branden L. Barnes

2LT Parker Buchanan

Jim Fisher

Luis Gazitua

Alex Heckler

PV2 Riley A. Holmes

PV2 Roberta A. Knick

PFC Calvin George Kowalski

PV2 Riley Spencer Mcaffrey

Mike Patterson

W01 Cody Penland

Cissy Proctor

PFC Corner Philip Ramos

PV2 Jonathan Ramsey

Olga Sirbu

SPC Vladyslav Skuibida

Mark Thompson

PFC Brad Villa

W01 Jacob A. Wills

PFC Samuel G. Zimmerman

New AAAA Members

Arizona Chapter

SPC Laura A. Bauer

Kurt Flosky

Aviation Center Chapter

W01 Brett Badura

W01 David Barreto

2LT John Bordeaux

W01 Pierre Cader

2LT Zachary Chebat

2LT Casey Clark

W01 Bryan Clifford

W01 Kahlia Creel

COL Brett Criqui

W01 Harry Dixon

W01 Steven Do

2LT Jake Downs

W01 Brady Eggiman

2LT Joshua Elliott

2LT Jared Ellis

2LT Tyler Farney

W01 Mitchell Flowers

W01 Ryan Foster

W01 Kevin Franklin

CPT Christopher M. Grace

W01 Madison Hamblen

W01 Travis Holt

W01 Adam Hunter

W01 Andrew Kifer

W01 Jordan Koppes

W01 Jonathon Latona

Upcoming AAAA Events!



Luther Jones

Army Aviation

Depot Forum

August 25-26, 2020

Corpus Christi, TX

ASE

Aircraft Survivability

Equipment Symposium

December 7-8, 2020

Kissimmee, FL

Cribbins

Joseph P. Cribbins Training,

Acquisition & Sustainment Symposium

November 16-18, 2020

Huntsville, AL

Summit

2021 Army Aviation

Mission Solutions Summit

April 21-23, 2021

Nashville, TN



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AAAA Family Forum By Judy Konitzer

Our entire AAAA community congratulates LTG Mike and Paula Lundy on their retirement after 32 years of dedication to our Soldiers and their families. And a special thank you to Paula for sharing her perspective on volunteering which is paramount to our life in the military. Judy

Volunteering Through the Seasons

By Paula Lundy

As a newly retired military spouse, I've recently had time to reflect on both my own experiences with volunteering and what I've learned from other spouses throughout our 33 ½ year Army adventure.

As a newly retired military spouse, I've recently had time to reflect on both my own experiences with volunteering and what I've learned from other spouses throughout our 33 ½ year Army adventure. Volunteering much like being a military spouse in general, is full of ups, downs, and surprises. Mostly, however, volunteering was how I felt I made a positive impact on the units and organizations my husband and I were a part of. By cultivating inclusion, fostering support, and encouraging team pride, I made amazing friends that I consider to be my greatest mentors and peers. I learned so much about myself and how to be a part of a team.

I want everyone to have the positive experience with volunteering that I was able to have, but I know that deciding how to best volunteer for your unit or organization can be challenging and looks different for all. I've heard from many spouses that they hold back from volunteering because they feel like they won't be able to give enough time or that the expectations exceed their capabilities. As you're thinking through how you want to volunteer, there are some things I learned over the years.

1. Volunteer because you want to. It helps when you can volunteer in an area you're passionate about or an area you have always been interested in. If numbers are your thing, you may be interested in being a Treasurer for your Spouse club or your Soldier and Family Readiness Groups (SFRG). If you're asked to volunteer in an area that isn't for you, then say no without guilt! You can even ask someone else or recommend a person you know that has the passion for that specific area. It's always acceptable to ask about other areas to volunteer in or to let them know your interests or strengths to help you find the right fit for you.

2. Remember that your volunteerism can help while you're awaiting a new employment opportunity. Volunteer hours look great on a resume. They can certainly fill gaps, and your volunteer role may even be something you can continue to do once you have that new job. This is a win for you in gaining more experience or learning something new and a win for the organization you're helping by giving your time.



PHOTO BY ANGELA WINTERS, ELSC PRESIDENT

Fort Leavenworth Spouse's Club volunteered for the "Cav Bar" at a 2 day downtown "Camp Leavenworth" Street Festival celebrating its rich history with the military, September 2019. Pictured are: (L-R) Heather Cipperly, Carolyn Crissman, author Paula Lundy, Kim Formica, Anne Kilgore, and Lauren Bolen.

3. A team of volunteers makes volunteering doable for all. Working outside the home full time or working at home with little ones can make it challenging to volunteer. There were times I had lots of time to give and seasons where I didn't have much time at all. During the stages I didn't have the time, I depended on other volunteers. There are a lot of other spouses with passions and strengths that can help too—you are not on your own. Seeking out other spouses and celebrating their passions will help create a holistic team that can bring inclusion and support to the organization. Especially when you're at a new duty station, grab a new friend and volunteer together.

Lots of things have changed since I started my journey as a military spouse. But the goal of creating an inclusive community and building comradery amongst Soldiers and families within a unit or organizations are the same. Volunteering, whatever time you can in whatever manner works best for you, will make a positive impact. As a military spouse, you don't have to volunteer in any capacity, but I encourage you to do so. It's small acts of kindness, not necessarily the grand gestures, from volunteers that will change someone's outlook on wanting to be an active part of the team. It is truly a blessing to be a part of such a wonderful group of intelligent, talented, and diverse spouses.

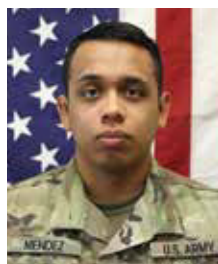
Judy Konitzer is the family forum editor for ARMY AVIATION; questions and suggestions can be directed to her at judy@quad-a.org. Paula Lundy has been a dedicated advocate for Army spouses for 32 years. She and spouse LTG Michael Lundy, a former U.S. Army Aviation Center of Excellence CG officially retired Feb 2020 and live in Blanco, TX. The Lundys have two daughters.

FALLEN HERO

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

OCONUS

The Department of Defense announced the death of an aviation Soldier who was supporting Operation Inherent Resolve.



SPC Mendez

SPC Juan Mendez Covarrubias, 27, of Hanford, CA was one of three U.S. military killed March 11, 2020, during a rocket attack on Camp Taji, Iraq.

He was a signal support systems specialist assigned to the 1st Battalion, 227th Aviation Regiment, 1st Air Cavalry Brigade, serving under the 34th Expeditionary Combat Aviation Brigade during his unit's 2019-2020 deployment in support of Operation Inherent Resolve.

The 34th ECAB held a memorial ceremony for SPC Mendez on March 16, 2020; and the incident is presently under investigation.

May he rest in peace.

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

IN MEMORIAM

Lieutenant General
Ellis Donald Parker, U.S. Army
Retired



U.S. ARMY PHOTO

AAAA is saddened to announce the passing of Lieutenant General (Ret.) Ellis D. "Don" Parker from natural causes on March 26, 2020 at his home in Enterprise, AL. He was 87.

One of the most influential initial Army Aviation

Branch Chiefs, he became an Army Aviator early in his career and commanded Army Aviation units at every level from platoon to aviation brigade. He served two tours in Vietnam and, as a general officer, brought his Aviation expertise to bear, first as the Department of the Army Aviation Officer and subsequently as the Assistant Division Commander of the 101st Airborne Division, the world's only Air Assault Division, at Ft. Campbell, KY.

A year after Army Aviation became a branch, he became the deputy commanding general of the Aviation Center and, six months later, in January 1985 the commanding general. The Army left then-MG Parker in this position as Aviation Branch Chief and School Commandant for the exceptionally long period of five years. As such, he not only set a tenure record, but had the time to carefully and skillfully lead the fledgling Aviation Branch into its important and rightful place in the Army. He was subsequently promoted and became Director of the Army Staff retiring in January 1992. The following year, the Chief of Staff of the Army approved the Lt. Gen. Ellis D. Parker Award to honor the Army's top Aviation battalions.

He continued his support of Army Aviation in retirement, to include serving as the AAAA National President. He was one of the first Honorable Order of St. Michael Gold recipients and was inducted into the Army Aviation Hall of Fame in 1995.

Don Parker knew Army Aviation inside and out, and left his lasting, indelible imprint on this branch he loved and served so well.

A local memorial service, followed by interment with full honors at Arlington National Cemetery, will be at a date to be determined.

May he rest in peace.



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AAAA Legislative Report

By LTC Kevin Cochie, Retired
AAAA Representative to the Military Coalition (TMC)
kevin.cochie@quad-a.org

Welcome to the Summit Edition.... Not

As we prepared for this issue in conjunction with our annual symposium, no one could have guessed how fast our environment would change. Not only are we going to miss out on all the productive engagement at this year's April summit, but the new social isolation norm is dramatically impacting our personal and professional lives. When we look at how the political environment impacts our Army Aviation community, we have to understand that while everyone here wants growth and stability for all stakeholders in the Army Aviation community, often there are conflicting agendas within industry and within the Army itself. The summit is a powerful tool that facilitates everyone's opportunity to engage, coordinate, and collaborate under one roof which in turn helps us to address many conflicts for which individual stakeholders seek political assistance. Many see the AAAA summit as an opportunity to generate business, and some see it as a time to drink a lot of beer and reconnect with our brother and sisterhood. All of that is true, but I also see it as a time for our community to come together and align in ways that mitigate the elevation of issues into the political arena. So, without the summit this year, we will need to find other ways to collaborate and other ways to productively engage with our lawmakers. AAAA is exploring options in the coming weeks to support expanded networking opportunities later this year at our other longstanding annual events.

Status of the FY21 Defense Budget Request

For many people it is difficult to compliment the productivity of Congress as a whole, but it's hard to criticize the dedication and focus of the staffers and Members of the four defense oversight committees. Like most of us, they are faced with the challenge of working from home and they remain hard at work to meet deadlines for this year's congressional mark-up cycle. Fortunately, their work includes phone conferences, electronic communication,

and writing of legislation which all can be done remotely. As of late March, there has been no indication that they plan to delay the milestones set for passing House and Senate versions of the Defense Authorization Act (NDAA) or the Defense Appropriations Acts. There is so much more in play than the COVID pandemic to include an election year and a litany of non-related political impasses, but fortunately for the defense political space there has always been a solid level of bi-partisan support for our Army Aviation Community by the Members on these four committees.

FY21 Tactical Air Land Hearing

As we've discussed in the past, congressional hearings are an important event in the early part of the mark-up process. Once the budget request moves from OMB over to the Congress, a series of hearings are conducted by which principals from the Pentagon testify in open forum to answer questions about the budget request. Various sub-committees on the four defense committees chair the hearings and only Members on those subcommittees question the witnesses. The questions come from two different sources. First, the committee professional staffers generate questions for the Members based on their understanding of the various programs, readiness levels, and historical data in past year's budget requests. We call those non-parochial questions. The other source of questions come from a parochial perspective whereby an outside source, such as industry lobbyists, directly engage with Members' offices and request the inclusion of certain questions. When you watch these hearings, you can generally identify which questions are "committee" driven questions that tend to be more oversight in nature as compared to "parochial" questions that tend to reflect a specific interest and a narrower concern. Often times, by identifying which operations/industries are located in a Member's district, you can easily discern which industry stakeholder pushed that the question be asked in this public forum.



BG Walter Rugen testifies before the Tactical and Land Forces (TAL) subcommittee of the House Armed Services Committee (HASC) in Washington, DC March 10, 2020.

While many Congressional hearings are more boring than watching paint dry, some are very informative and help reveal which programs are likely to be supported and which ones are not. On Tuesday, March 10th, the Tactical and Land Forces (TAL) subcommittee of the House Armed Services Committee (HASC) held a hearing on Tactical and Rotary Aircraft programs. Witnesses from all the services testified to include our own BG Walter Rugen. As the Director, Future Vertical Lift Cross-Functional Team in Army Futures Command, he is central to all our modernizations needs from requirements through development and fielding. I would recommend that our reader base watch this hearing to see how this process works and how important it is that we have senior leaders like BG Rugen who represent us at the highest levels. He did a great job fielding questions on Army programs which will go a long way to protect our programs throughout this process. The hearing can be found at <https://youtu.be/ZvD5fHDst8M>.

Next Edition

Hopefully we will be returning to some level of normalcy in July, but time will tell. The summer months are very busy for our community from production lines to training and operational flying around the world and all political process that support those ends.



Industry News

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.

Bell and Sikorsky to Move Forward with FLRAA and FARA Projects



The Army announced on March 16, 2020 the selection of Bell's V-280 Valor and Sikorsky's SB-1 Defiant to move into a competitive demonstration and risk reduction effort for the Future Long-Range Assault Aircraft (FLRAA) project. The CDRR will consist of two phases that will last approximately one year each.

And on March 25th the Army also announced that Bell and Sikorsky, a Lockheed Martin company, have been selected to build Future Attack Reconnaissance Aircraft (FARA) prototypes. The prototype program falls under the Army Combat Capabilities Development Command Aviation and Missile Center's Aviation Development Directorate.

See the article by the FLRAA Product Manager on page 60, and the FARA Competitive Prototype Program Director's article on page 56, as well as other articles throughout this issue for more details on both projects.

Lockheed Martin Names Taiclet New CEO



Lockheed Martin announced on March 16, that James Taiclet, 59, has been selected president and CEO of the company effective this June. He succeeds Marilyn Hewson who took over in 2013 and

was the first woman in those roles. Although a member of Lockheed's board since 2018, he has not worked directly inside the company. Taiclet is a retired U.S. Air Force Officer with more than 5,000 flying hours, including time in the first Gulf War; he has served as chairman, president and CEO of American Tower Corporation, a wireless and broadcast communications infrastructure company, and as president of Honeywell Aerospace Services and vice president of engine services at Pratt & Whitney.

Raytheon-UTC Merger Complete



On April 3, 2020, Raytheon Technologies Corporation announced the successful completion

of the all-stock merger of equals transaction between Raytheon Company and United Technologies Corporation. Headquartered in Waltham, Mass., Raytheon Technologies has four business segments: Collins Aerospace Systems, Pratt & Whitney, Raytheon Intelligence and Space, and Raytheon Missiles & Defense with a global team of 195,000 employees, including 60,000 engineers and scientists. Raytheon Technologies' executive leadership team consists of Tom Kennedy, Executive Chairman, Greg Hayes, Chief Executive Officer, and Toby O'Brien, Chief Financial Officer.

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

Airbus Helicopters Inc., Grand Prairie, TX, was awarded a \$122,655,293 modification to contract W58RGZ-18-C-0007 for procurement of 15 UH-72 Aircraft; work will be performed in Columbus, MS, with an estimated completion date of Aug. 31, 2022.

Dyncorp International LLC, Fort Worth, TX, was awarded a \$46,897,900 modification to contract W58RGZ-19-C-0025 for aviation maintenance services; work will be performed in Iraq and Afghanistan with an estimated completion date of July 15, 2020.

General Atomics Aeronautical Systems Inc., Poway, California, was awarded a \$14,916,728 modification to contract W58RGZ-19-C-0027 for instructor operators for the Gray Eagle performance based logistics contract; work will be performed in Poway with an estimated completion date of April 23, 2024.

Leidos Inc., Gaithersburg, MD, was awarded a \$33,330,855 modification to contract W58RGZ-17-C-0058 for contractor logistics support services in Afghanistan in support of the Afghanistan Air Force and Special Mission Wing; work will be performed in Kabul, Afghanistan, and Gaithersburg, with an estimated completion date of May 31, 2020.

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AAAA

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AAAA Awards



Order of St. Michael Inductees

Bronze

SFC Kenyaxia R. Adams
SFC Jaydon J. Alvarado
1SG Scott L. Armstrong
Kurt A. Barefoot
CPT Logan H. Barnhill
CW4 Brian L. Beltz
LTC (R) Michael A. Boies
CW3 Kevin E. Bowers
MAJ Deborah L. Chen
SFC Angel Colom
CW3 Timothy D. Delp
CW2 James R. Duff
1SG David C. Fisher
CPT Jared M. Gantt
Marc A. Gonzalez
CW3 Brent W. Gregory
CPT Jared M. Grubbs
MAJ Jonathan R. Haller

SSG Zachary Haxton
CPT Mark A. Holt
1SG Ross B. Houck
CPT Matthew M. Huff
CW4 Eric G. Huff
CW3 Erin M. Ingraham
MAJ Justin N. Izzo
CW4 Daren N. Johnson
MAJ Trevor P. Joseph
CPT Nickolas T. Kopacka
CPT Tyler A. Lewis
CW4 Robert W. Loving
CPT Curtis A. Lowe
CPT Kevin R. Lown
CPT Frank Marsh
Keith L. Martin
CPT Ryan C. Martin
Joseph M. Mitchell
CPT Michael D. Permenter
SFC Jamie Pryor
CW3 Jeremiah W. Pyrdol
Ricardo Rincon Jr.
CPT Clinton J. Roberts
CW3 David Robinson
CPT Timothy M. Romack
SFC Henry R. R. Aguilar
SGT Joseph S. Smith
SFC Ryan M. Stroup
CSM Israel Talamantez
Mark A. Velazquez
MSG Jared Voller
CW3 Frank Webb
CPT Caitlin M. Withenbury



Knight Inductees

LTC Freeman T. Bonnette
CPT Thomas B. Christiansen IV
1SG Robert Cronquist
CPT Young Kim
CPT Ryan Reimer
MAJ Jose A. RodriguezGuzman

Our Lady of Loreto Inductees



Sarah Bastian
Jennifer L. Boardman
Terez K. Gabrhel
Allie Hansen
Cathy Howell
Melissa Jaeger
Katrina Kiouressis
Angelia Kim Knight
Courteny Mirlrio
Allison Resmondo
Brooke Templeton

AAAA Functional Awards

Suspense: July 1

- AMSO Award
- ASE Award
- Avionics Award

Suspense: August 1

- Logistics Unit of the Year Award
- Materiel Readiness Award for a Contribution by a Small Business or Organization
- Materiel Readiness Award for a Contribution by an Individual Member of Industry
- Materiel Readiness Award for a Contribution by a Major Contractor
- Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit
- UAS Soldier of the Year
- UAS Unit of the Year
- Fixed Wing Unit of the Year

Suspense: September 1

- Air/Sea Rescue
- ATC Facility of the Year
- ATC Unit of the Year
- ATC Technician of the Year
- ATC Controller of the Year
- ATC Manager of the Year
- DUSTOFF Medic of the Year
- Medicine Award
- Trainer of the Year

AAAA Hall of Fame Inductions

Suspense: June 1

Send in Your Nominations Today!

Nomination forms for all of the AAAA Awards are available on our website:

quad-a.org.

Any questions? Call 203 268-2450.

ORDER OF ST. MICHAEL and OUR LADY OF LORETO INDUCTEES

Mount Rainier Chapter



CHAPTER PHOTO BY MAJ JAMES A. COLLINS

CSM Michael S. Twaddell, 1st Battalion, 168th Aviation Regiment, Washington Army National Guard, is inducted into the Bronze Honorable Order of

St. Michael by LTC John R. King, 1-168th General Support Aviation Battalion commander, on March 18, 2020 at Joint Base Lewis McChord, WA. Twaddell was recognized for his more than 32 years in Army Aviation, with the last 24 in the Washington Army National Guard, to include four combat tours; and most recently for successful execution of Annual and Pre-mobilization Training in preparation for deployment with the 1-168th GSAB to Afghanistan.

Tennessee Valley Chapter

Chapter president, Gary Nenninger, inducts **COL John W. Jones**, Redstone Test Center commander, into the Silver Honorable Order of St. Michael on February 25, 2020 at Redstone Arsenal, AL.



CHAPTER PHOTO BY COLIN MACDONALD

Jones was recognized on the occasion of his retirement for significant and lasting contributions to Army Aviation during his 30 years career as an Aviator, Experimental Test Pilot, Leader, Warfighter, acquisition professional and commander.



CHAPTER PHOTO BY THOMAS VOIGHT

Ms. Connie Goodwin, business chief for the Aviation Mission Systems and Architecture Project Office, is inducted as a Knight of the Honorable Order of St. Michael by chapter board member, COL (Ret.) Jerry Davis (right) and COL Jonathan Frasier, Project Manager, AMSA at Redstone Arsenal, AL on January 27, 2020.

Goodwin served 7 years as the AMSA Business Chief overseeing a financial accounting restructuring ordered by the Secretary of Defense and was recognized on the occasion of her change of duty to business chief for the Unmanned Aircraft Systems Project Office in Huntsville, AL.



People On The Move

Aviation General Officer Assignments

The chief of staff of the Army announced the following officer assignments:



MG William K. Gayler, director, J-3 Operations/Cyber, U.S. Africa Command, Germany, to chief of staff, U.S. Africa Command.



BG Allan M. Pepin, commanding general, U.S. Army Special Operations Aviation Command, Fort Bragg, NC, to deputy commanding general, U.S. Army Special Operations Command, Fort Bragg.



BG William D. Taylor, senior advisor to the Ministry of Defense, U.S. Forces-Afghanistan, Operation Freedom's Sentinel, Afghanistan, to deputy director for Regional Operations and Force Management, J-35, The Joint Staff, Washington, DC.

Aviation General Officer Promotions

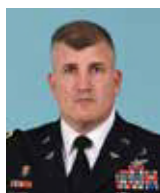
The Senate confirmed the FY19 Brigadier General, Army Competitive Category, Promotion Selection List on 20 March 2020. AAAA congratulates the following aviation officers who have been confirmed for promotion to the rank of brigadier general:



COL Robert L. Barrie Jr., currently serving as military deputy program executive officer, Program Executive Office, Aviation, Redstone Arsenal, AL;



COL Clair A. Gill, currently serving as Deputy Commander (Support), 101st Airborne Division (Air Assault), Fort Campbell, KY;



COL Thomas W. O'Connor, Jr., currently serving as Deputy Commander (Support), 1st Infantry Division, Fort Riley, KS;



COL William A. Ryan III, currently serving as Chief of Staff, I Corps, Joint Base Lewis-McChord, WA.

Senior Enlisted Leader Assignments

The chief of staff of the Army announced the following senior enlisted leader nominative assignments:



CSM Steve Helton, 7th Infantry Division Command Sergeant Major, Joint Base Lewis-McChord, WA to Chief, Sergeant Major Management Division, Human Resources Command (HRC), Fort Knox, KY.



CSM Alberto Delgado from U.S. Army North, Joint Base San Antonio, TX, to Army Material Command (AMC), Redstone Arsenal, AL, effective August 2020.

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

AAAA congratulates the following Army graduates of the indicated Advanced Individual Training (AIT) courses at the 128th Aviation Brigade, Joint Base Langley-Eustis, VA and the U.S. Army Aviation Center of Excellence, Ft. Rucker, AL.

AH-64 Attack Helicopter Repairer (15R)

Class 004-19

SPC Olivia Smith - DG
PV2 Blanco Alvarez
PVT Richard Arguello
PVT Liam Bergeron
PV2 Dusty Cox
PVT Jimmie Gray
PVT Jynna King
PVT Angelo Jimenez
PVT Christian Phillips
PVT Jonathan Wells
Class 050-19
PVT Nolan Ellis - DG
PVT Collin Daly
PV2 Eric Diaz
PVT Blake Donner
PVT Tyler Farinelli
PVT Joseph Haberman
PV2 Jarrett Hadajia

PV2 Joshua Hall
PVT Colton Helderle
PVT Nicolas Hulbert
PV2 Parker Jeffs
PVT Blake Kuerner
Class 001-20
PFC Kaitlin Cavanaugh -DG
PVT Emilee Ashkar
PVT Julia Branson
PVT Liesen Marshall
PFC Zachary Mangold
PVT Christopher Morris
PVT Dominique Rainey
PVT Joerobert Salazar
PV2 Chase Sanders
PV2 Caleb Thompson
PV2 Teagen Tschacher
PV2 Gene Waid
Class 002-20
PVT Noe Busto -DG
SPC Andrew Carmiche
PVT Jordan Gadway
SPC Jeffrey Gonyer
PVT Earl Hatch
PVT Joseph Holliday
PV2 Jace Johnson
PVT Tyler Knowlton
PVT Michael Lopez
SPC Logan Richardson
SGT Aloysius Soranno
PFC Jackson Watts

CH-47 Medium Helicopter Repairer (15U)

Class 042-19

PV2 Riley Aaron Holmes - DG
PFC Kelton Davis Buehner
PV2 Matthew David Eckman
PV2 Jonathan Cole Glovas
PV2 Landon Lorne Huber
PFC Wyatt Paul Ingram
PV2 Griffin Hayes Paul
PV2 Lucas Ryan Slonaker
PV2 Scott Wayne Thompson
PV2 Carson Drake Walls
Class 043-19
PV2 William Michel Sullivan - DG
PV2 Samuel Nicholas Alstott
PV2 Jackson Allen Arnold
PV2 Yuanliang Cai
PV2 Grayson Dale Cape
PV2 Braxton Gerald Carr
PV2 Conner Nicolas Castlen
PV2 Tyler Lee Curtis
PV2 Nicholas Cade Foret
PV2 Jacob Daniel Griner
PV2 Jacob Martin Mitchell
PV2 Drake Daniel Patterson
Class 001-20
PFC Calvin George Kowalski - DG
PV2 Veronica Sue Bartnik

PFC Kylie Ann Cargill
PFC Joshua Tyler Dawson
PV2 Paul Stalin Guaman-Lima
PV2 Lenny Maina Kariemi
SPC Sarah Jane Schaefer
PV2 Garrett Shawn Shelton
PV2 Mikayla Rae Soulvie
PV2 Dominic Lysandre Trice
SGT William John Wright
PV2 Dalyn Marie Wurzer

UH-60 Helicopter Repairer (15T)

Class 001-20

PV2 Leonardo Beristain - DG
SGT Jonathan Aaron Blair
PV2 Jonathan Brady Bryant
PV2 Logan Joseph Cecil
SGT Timothy Joseph Clemmey
PV2 Joseph Delcarmen
PV2 Raul Garza
PV2 Justin David Demmer
SGT Christopher William Eddy
PV2 Lillian Marie Keough
PV1 Keegan Dayle Smythe
Class 002-20
PFC Jacob Adrian Tyler - DG
PV1 Christian Michael Gardner
PV2 Hunter Orion Lorenz
PV2 Antonio Frederick Santoro

PV2 Emmett Allen Scarborough
SPC Andrew Roy Schatz
PV2 Shelby Lee Watts
Class 003-20
A1C Aaron Wesley Baggett - DG
Ab Joseph Cardin
A1C Nicholas Lance Corey
A1C Robert Shane Corkren
A1C Evan Lee Hoyt
A1C Bahodir Rasulovich Kamilov
AMN Andrew Christian Martin
A1C James Rees McLeerey
A1C Nancy Lee Ott
A1C Tristan Joseph Ronzo
AMN Logan Riley Staib
AMN Lane Ace Nesbitt
Class 004-20
PV2 Robert Alan Knick - DG
PV2 Hunter Johnathan Coley
SPC Mitchell Aidan Kelly
PFC Skyler Thomas Merrell
SGT Jose Ivan Moralescardona
PFC David Riley Jr
PV1 Tyler Shane Selzler
PV2 Jacob Connor Smith
PV2 Konner Alexander Swan
PFC Jordan Alexander Vanmeter
PFC David Russell Woodbury
SPC Robert Brandon Yates
Class 005-20

AIT Graduations continued on page 119

People On The Move

Flight School Graduates

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



AAAA congratulates the following officers graduating from Flight School XXI at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

54 Officers February 27, 2020

Commissioned Officers

2LT Sipantzi, Nathan Z. -DG
 1LT Backer, Cory J. -HG
 1LT Bormann, Charles A. -HG
 1LT Lasley, George C. -HG
 1LT Lynch, Liam K. -HG
 1LT Baxter, Brad L.
 1LT Buck, William C.
 2LT Bultmann, Kyle W.
 1LT Clenance, David A.
 2LT Ermand, Christian A.
 1LT Fairbanks, Ashley F.
 2LT Giri, Krishna *
 1LT Hall, Johnna G.
 2LT Hardin, George W. *
 2LT Hart, Kenneth K.
 1LT Hill, Matthew J.
 2LT Hubble, David C.
 2LT Marko, Kevin D.
 2LT Morton, John J.
 2LT Pettigrew, James L.
 1LT Rerig, Matthew A.
 2LT Tigges, Maxwell K.
 2LT Trammell, Justin N.
 2LT Winter, Zachary S.
 2LT Zaunbrecher, Kazimira I.

Warrant Officers



IERW February 27

W01 Solomon, Brian C. -DG
 W01 Chambers, Jared D. -HG
 W01 Finley, Reginald D. -HG
 W01 Scanlon, Kathleen E. * -HG
 W01 Sullivan, Dione M. -HG
 W01 Boundy, Braden W.
 W01 Bradshaw, Joanna R.
 W01 Brown, Mariah T.
 W01 Chmielowski, Laura M.
 W01 Coyle, Evan C.

W01 Cumbow, Austin W.
 W01 Daugherty, Travis G.
 CW2 Graham, Joseph M.
 W01 Hawkins, Dwayne A.
 W01 Kovacic, Brandon D.
 W01 Lounsbury, Ian C.
 W01 Mathews, Calvin A.
 W01 Minnich, Matthew
 W01 Myers, Paul M. *
 W01 Pence, Jack D. *

W01 Polk, Simon M.
 W01 Raynor, Michael C.
 W01 Rhodes, Terry B.
 W01 Rodriguez, David A.
 W01 Rudd, Christopher M.
 W01 Russell, Benjamin J.
 W01 Walters, Maclaren J.
 W01 Walth, Alex H.
 CW2 Weaver, David A.

34 Officers March 12, 2020

Commissioned Officers

2LT Harmon, Rockne P. * -DG
 1LT Maddux, Madison A. -HG
 1LT Borden, Ryan T.
 1LT Gabrielsen, Michael J.
 2LT Mooney, William C.
 2LT Shafer, Kyle K.
 2LT Silbermann, Andreas O.

Warrant Officers

W01 Jackson, Kevin W. -DG
 W01 Barnes, Brandon L. * -HG
 W01 Deharo Jimenez, Kevin -HG
 W01 Lantz, David C. -HG
 W01 Shehan, Andrew J. -HG
 W01 Arnold, Jacob D.
 W01 Bendele, Michaela R.
 W01 Bevell, Daniel W.
 W01 Brown, Dion M.
 W01 Bryan, Nayib D.
 W01 Cantrella, Courtney L.
 W01 Clement, Christopher S.
 W01 Coley, Harrison C.
 W01 Knighton, Devin B.
 W01 Kuzia, Jacob A.
 W01 Lauser, Jacob J.
 W01 O'Connor, Brian D.
 W01 Peterson, Tyler J.



IERW March 12

W01 Pranti, McKenzie B.
 W01 Rawlings, Colin E. *
 W01 Rodriguez, Donovan J.
 W01 Smith, Kyle S.

W01 Tanner, Jared J. *
 W01 Waller, Joseph G.
 W01 Walters, Robert L.
 W01 Ware, Christopher D.

W01 Yllander, Zachary
 -DG: Distinguished Graduate
 -HG: Honor Graduate
 * = AAAA Member



People On The Move

AIT GRADUATIONS

Continued

PFC Cade Alain Vanest - DG
 PV2 Noah Collin Beeler
 PV2 Hunter Kenneth Collum
 PV2 Laura Nadine Cornejo
 PV2 Anthony Dutchy
 SGT Johnithen Lee Gould
 PV2 Rylin Robert Raymond Grow
 PV2 Leroy Anthony Henderson
 SPC Preston Mathews
 SPC Brandon Michael Morales
 PV2 Nicholas Alexander Saleet
 PV2 Janet Elizabeth Sconiers
Class 006-20
 PV2 Jonathan C. Ramsey -DG
 SPC Clay Lee Ackerman
 PV2 Striker Matthew Bates
 PV2 Kyle Ethan Johnson
 PV2 William Dean McVey
 PV2 Tony Lynn Moore, Jr
 PV2 Zane Rudolph Shirley
 PV2 Isaac Theodore Stewart
 PV2 James Ethan Turner
 PV2 Cody Gabriel Walker
 PV2 Austin Scott Waring
 SPC Steven Edward Willis, III
Class 007-20
 PV2 Elizabeth M. Schlack - DG
 SPC Christopher R. Anzaldúa
 PV2 Emilie Marie Bolanos
 PFC Tyler John Buksa
 SPC Jason Carl Gibson
 PV2 Foster Andreas Jung
 PV1 Mackenzie Jean Kaskie
 SGT Jake Walter Mellen
 SPC Roberto Miramontes
 SPC James Allen Mongiat
 SPC Joshua Stephen Stough
Class 008-20
 PFC Samuel G. Zimmerman - DG
 PV2 Chandler Scott Alexander
 PFC Jakob Joseph Blockhus
 PV2 Vincent Jacob Dehoyos
 PV2 Garrett Sebastian Edwards
 SPC Bashar Ibrahim
 PV2 Austin Michael Leigh
 PFC Jacob Richard McCaigue
 PV2 Baylor Kyle Ray

Aircraft Powerplant Repairer (15B)

Class 001-20

PFC Coner Philip Ramos - DG
 PV2 Ilyass Nasir Ali
 PV2 Dylan Exavier Ashmore
 SGT Mackenzie Suzanne Baker
 PV2 Lakelyn Levon Bookman
 PVT Kaleb William Byron
 PV2 Collin Reid Dant
 PV2 Joshua Gavin Hall
 PV2 Gavin Michael Hottenrott
 PV2 Kevin Steve Mejia
 PV2 David Bruce Shaffer
 PFC Maxwell David Shoger
Class 002-20
 PV2 Seth Josiah McIroy -DG
 PV2 Michael John La Salle
 SPC Kenneal Obrien Smith
 PFC Sethanon K.J. Walters

Aircraft Powertrain Repairer (15D)

Class 011-19

PFC Christian A. Mutschler-DG
 PVT David Josue Calleflores
 PV2 Odinga Brinsley Ceres
 PV2 Seth Leonard Cox

PV2 Dalton Wayne Henderson
 PV2 Damion Scott Howard
 PV2 Dustin Edward Reeder
 PV2 Laura A. Sanchezsantos
 PV2 Thomas John Smith
 PV2 Seth Ray Graham Turner
 PV2 Angel Abdiel Vegaperez
 PVT Mason James Wilson

Aircraft Pnedraulics Repairer (15H)

Class 002-20

PFC Adam Dunagan Harp -DG
 PV2 Joshua Paul Bartel
 PV2 Jose Victor Cuevas
 PV2 SPC M Mirwais Hafizi
 PVT Dylan Brooks Hruby
 PVT Steven Andrew Timm
 PVT Jared C. S. Robbins

Aircraft Structural Repairer (15G)

Class 013-19

PV2 Riley Spencer Mcaffrey -DG
 PFC Ashton Scott Atkinson
 PV2 Breaijan J. Bernardcolon
 PV2 Jonathan Brett Crockett
 PFC Aaron Michael Daniels
 PFC Zachary Merlin Decker
 PV2 Julian John Defnet
 PV2 Kevin Lee Ferrington Jr.
 PV2 Cort Mason Herndon
 PV2 Anthony Nazay Johnson
 PV2 Enrico Espocia Laoreno
 PV2 Francisco Uriel Morenoaldivinos
 SPC David Earl Myers II
 PV2 Travis Allen Saunders
 PV2 Carter Lee Spychalski
 PV2 Matthew James Vanderwerff

Avionic Repairer (15N)

Class 022-19

PV2 Julia Vialpando -DG
 PV2 Tatiyanna Alvarado
 PFC Yariimar Colonpinero
 PFC Sarah Michaels
 SGT Teddy Mulenga
Class 023-19
 PVT Jose Caban V
 SPC David Dearborn
 PFC Paul Graves
 PVT William Torressanchez
 PVT Mathew Tovar
Class 504-19
 PV2 Noah Murchison
 PV2 Oscar Riverarivera
 SPC Stephen Snyder

Aviation Operations Specialist (15P)

Class 20-008

SGT Tony Redemann
 SPC Stefani Reyes
 PFC Noah Dziewczynski
 PFC Lue Vang
 PV2 Jennifer Balderas
 PV2 Yariel Pinedo
 PV2 Gracie Smith
 PVT Coleton Jackson
 PVT Morgan Pruett
 PVT Taylor Thomas
 Class 20-009
 SPC Michael Coleman
 PFC Joni Shirey
 PFC Jessica Styles
 PV2 Dylan Kennedy

PV2 Sebastian Melgar
 PV2 Jorge Torres Ortiz
 PVT Luiza Sanchez
 PVT Destiny Williams

Class 20-010

PFC Alyza Cherry - DG
 PFC Tara Wolfe - HG
 SGT Michael McCall
 SPC Emily Conchas
 PFC Kaden Meadows
 PV2 Alec Arit
 PV2 Makhi Barber
 PV2 Justin Emler
 PV2 Jordan Henderson
 PV2 Viadel Ortiz Ayala
 PVT Aiehla Gonzales
 PVT Eric Ordaz
 PVT Krista Ziebarth

Class 20-011

SPC Mark Owens - DG
 SPC Haley Hunt
 PFC Noah Weeks
 PV2 Taylor Grigg
 PV2 Trapper MacKay
 PV2 Alexander Valdez
 PV2 Colby Willey
 PVT Kennedy Credille
 PVT Andrew Flanagan
 PVT Brian Gallagher
 PVT Shazib Haque
 PVT Andru Jones
 PVT Zashira Melendez
 PVT Michael Wall

Air Traffic Control Operator Course (15Q)

Class 19-034

PFC Gregory Elster - DG
 SPC Lucas Hanks
 PFC Caitlin Hartin
 PFC Jacob Pirk
 PFC Grant Walborn

PV2 Khaylan Acuna
 PV2 Jeremiah Amill
 PV2 Christian Betancourt
 PV2 Michael Cowan
 PV2 Annabelle Graham
 PV2 Ruben Mendez
 PVT Miah Perez

Class 19-035

SPC Demetrius Jordan
 PFC Alyssa Norman
 PV2 Mason Alexander
 PV2 Handerson Atehortua
 PV2 Charles Bundrick III
 PV2 Logan Duncan
 PV2 Donovan Esponilla
 PV2 Reece Kirby
 Class 20-001
 PV2 Caleb Huckins
 PV2 Russell McKnight
 PV2 Keonna Richardson
 PV2 Alexander Rivera
 PV2 Samuel Wainright
 PVT Cameron Abercrombie
 PVT Saul Garcia

AH-64D Armament/Electrical/Avionics Systems Repairer (15Y)

Class 023-19

PVT Kyle Beaird
 SPC Prashant Bisen
 PV2 Christopher Brown
 PVT Rushawn Bryce
 PVT Robert Cordova
 PVT Luis Devedegaray
 PVT Matthew Gutierrez
 PV2 David Heckman
 PVT Heather Polman

Class 024-19

SPC Vladyslav Skuibida -DG
 SPC Joshua Darrow
 PVT Julio Herrera

SPC Kenneth Klepinger
 PVT Cody Kuehner
 PV2 Patrick Quidachay
 PVT Vincent Santos
 PVT Dillan Shepler

Class 506-19

PFC Brad Villa -DG
 PV2 Raul Vazquezrivera
 PVT Hunter Bradley
 PFC Johnathan Campbell
 PVT Steven Dube
 PVT Brandon Miller
 PVT Darren Guillaume
 PVT Marcelino Monroy
 PV2 Nolan Schmidt
 PVT Sullivan Sedgley
 PVT Michael Voss

Class 025-19

PVT Keith Cole-DG
 PVT Jonathan Albino
 PV2 Quentin Beaudoin
 PVT Issac Beeman
 PVT Richard Coonrod
 PVT Kyle Eckley
 PVT Jacob Eddins
 PVT Cody Elizondo
 PVT Raymond Franz
 PVT Richard Grudain
 PVT Bethany Hightower
 PVT Allyson Imbody
Class 026-19
 PV2 Mason Henry
 PVT Cody Howell
 PV2 Christopher Hutchinson
 SPC Olalekan Kosile
 PV2 Joseph Lattimore
 PVT Tyler McGee
 PV2 Steven Pekrul
 PV2 Collin Riley
 PFC Jose Rodriguezmelendez

AIT Graduations continued on page 120

ATTENTION — ATTENTION — ATTENTION

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AAAA

People On The Move

AIT GRADUATIONS

Continued

PVT Joshua Snider
PVT Nicholas Sorensen
PV2 Ahmad Stevenson
Class 201-19
PVT Adrian Vigil - DG
PV2 Damien Karlidag
PV2 Troy Johnson
PFC Tyler Wilson
PVT Joseph Tweedie
PVT Fernando Wilson
PVT Jacob Wilson

UNMANNED AIRCRAFT SYSTEMS (UAS) GRADUATIONS

WARRANT OFFICER

AAAA congratulates the following Army graduates of the Tactical Unmanned Aircraft Systems Operations Warrant Officer Technician Course, MOS 150U, at Fort Huachuca, AZ.

Tactical Unmanned Aircraft Systems Operations Warrant Officer Technician Course

11 Graduates, 14 February 2020

WO1 Uziel T. Lopez * - DHG
WO1 Anthony J. Bolerjack - HG
WO1 David J. Gugin
WO1 Christopher C. Guzman
WO1 Samuel S. Harper
WO1 Jeremiah W. Holt
WO1 Cullen T. McCauley

WO1 Thomas M. McCue
WO1 Thomas E. Walker Jr.
WO1 Jonah L. Walworth

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 29 Graduates, 27 January 2020

PFC Rodolfo Moreno - DHG
PV2 Eric J. Larios - HG
PV2 Zachary J. Corbin
PV2 Andrew C. Cramer
PV2 Bret T. Crissman
PV2 Kyle R. Errera
PV2 Everette C. Greenlee
PV2 Logan E. Griffin
PV2 Brenden J. Lawrenz
PV2 Michael M. Mills
PV2 Marco A. Perez
PV2 Dominick L. Rankin
PV2 Dayton J. Schaapveld
PV2 Christopher D. Segars
PV2 Izac A. Segura
PV2 Damian I. Smith
PV2 Trevor C. Smith
PFC Strider J. Sneed
PV2 Cameron J. Spaeth
PV2 Braeden D. Spinks
PV2 Javier L. Zavala
PVT Ryan C. Beggs
PVT Christopher G. Bojorquez
PVT Michael E. Buscemi
PVT Angel M. Camerino
PVT Andrew P. Gonzalez
PVT Israel J. Herrera
PVT April E. Lane

PVT John M. Rivas 23 Graduates, 11 February 2020

PV2 Jose A. Gonzalez - HG
PFC Alexander C. Goins
PFC Zachary J. Miller
PFC Isaac E. Solorzano
PV2 Joseph M. Crawford
PV2 Mark A. Forscher
PV2 Aden K. Gjerde
PV2 Camron K. Gunter
PV2 Calvin R. Haney
PV2 Carson S. Mattas
PV2 Thomas A. Smith
PV2 Isaac E. Solorzano
PV2 Dylan D. Speidel
PVT Leland G. Arnold
PVT Nicholas D. Blocker
PVT Aden K. Gjerde
PVT Colton D. Graham
PVT Ronan J. Laird
PVT Cameron A. Mason
PVT Dalton M. Maynard
PVT Jacob R. Shrewsbury
PVT Jonathan T. Tate
PVT Josiah P. Vrooman

UAS OPERATOR

AAAA congratulates the following Army graduates of the Unmanned Aircraft Systems Operator Course, MOS 15W, at Fort Huachuca, AZ.

Shadow UAS Operator Course 30 Graduates, 4 February 2020

PFC Preston S. Lambert - DHG
PFC Casey J. Rocho - HG
SPC Rickey Makeupson
SPC Gabriel S. Villalobos

PFC Ross C. Nations
PFC Tyler T. Oakes
PFC Kyle D. Pavlic
PFC Mario J. Rostran
PV2 Isaac C. Bolivar
PV2 Gerald W. Carroll
PV2 Russell H. Davis
PV2 Brandon R. Helgeson
PV2 Kenneth R. Johnson
PV2 Virgil L. King
PV2 Joshua M. Langley
PV2 Julian D. McCaster
PV2 Carlos Medrano
PV2 Carson A. Medsker
PV2 Alexis Miron-Martinez
PV2 Thomas D. Nguyen
PFC Alexander Park
PV2 Nathaniel J. Reinhardt
PV2 Corey T. Solorzano
PV2 Samanta A. Vasquez
PV2 William E. Warwick
PVT Roland C. Alo
PVT Joseph R. Candleana
PVT Joseph M. Chromey
PVT Nicholas J. Langenhahn
PVT Andrew R. Smith

Gray Eagle UAS Operator Course 49 Graduates, 12 February 2020

SSG Christopher S. Mitchell - DHG
PFC Sidney T. Pronteau - HG
SGT Israel Camarillo
SGT Kristopher M. Plantaz
SGT David K. Sadler
SPC Brianne L. Eaton
SPC Kevin S. Nibbs
PFC William A. Babcock
PFC Griffin M. Bloyd
PFC Hunter D. Brandt
PFC Jahara W. Byfield

PFC Chloe A. Clark
PFC Jonathan T. Droz
PFC Ethan J. Ewing
PFC Isaac W. Hankinson
PFC Jeremy N. Hedge
PFC Michael R. Irvine
PFC Johnny Marrerodelgado
PFC Anibal A. Martinez-Rivera
PFC Matthew A. Mckenzie
PFC Kerwin L. Mclendon
PFC Justin C. Moffett
PFC John B. Morreale Jr
PFC Nicholas S. Ornelas
PFC Ethan A. Sauer
PFC Zachary D. Scar
PFC Anthony R. Sharpe
PFC Jason T. Thorne
PFC Elmer N. Umama
PV2 Jose I. Aguirre Jr
PV2 Austin M. Anglin
PV2 Craig P. Blanc Jr
PV2 Phillip J. Cooper
PV2 Nigel S. Ferreira
PV2 Alexander J. Gomes
PV2 Maxwell L. Lenzie
PV2 Benjamin A. Morar
PV2 Neil P. Muzychko
PV2 Kerinne A. Odonnell
PV2 Elijah D. Passmore
PV2 Andrew D. Pyles
PV2 Angel D. Romero
PV2 Kyler J. Schreier
PV2 Jacqueline Segovia
PV2 Antonio D. Thomas Jr
PV2 Tayler M. Vest
PV2 Sidney M. Wallace
PV2 Sean M. Wilhelm
PVT George G. Garcia Jr

DHG = Distinguished Honor Graduate
HG = Honor Graduate

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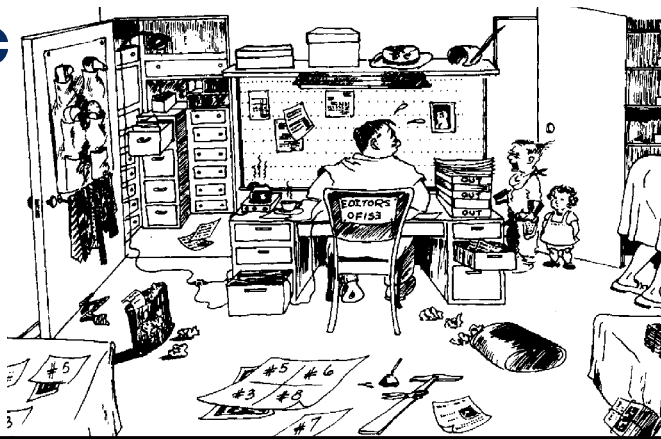
Everyone Welcome!

Art's Attic

By Mark Albertson



Art's Attic is a look back each issue at 25 and 50 years ago to see what was going on in ARMY AVIATION Magazine. Contributing editor Mark Albertson has selected a few key items from each decade's issues. 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. The cartoon, right, was created 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 April-May 1995

New Chief of Staff

General Dennis J. Reimer has been selected by President Bill Clinton to succeed General Gordon R. Sullivan as Chief of Staff of the Army. General Reimer is, presently, Commanding

General, U.S. Army Forces Command (FORSCOM). It has been reported that General John H. Tielli, Jr., has been nominated to succeed General Reimer at FORSCOM.



1995 AAAA Convention Highlight

Mrs. Gary I. Gordon (left), wife of deceased Hall of Fame inductee, MSG Gary I. Gordon, Task Force Ranger, USSOCOM, stands beside her husband's portrait with her Hall of Fame escort, CW4 Michael J. Novosel (Ret.). MSG

Gordon received the Medal of Honor for actions to protect his wounded comrades of the Night Stalkers in Somalia.

Convention Highlight

Mrs. Clifton P. Wolcott (right), wife of deceased Hall of Fame inductee, CW4 Clifton P. Wolcott, 160th SOAR (A), stands beside her husband's portrait with her escort, Colonel Ted A. Crozier (Ret.). CW4 Wolcott developed new techniques and tactics for the 160th and was killed in action in Somalia.



Convention Highlight

MG Ben Harrison and GEN Gordon R. Sullivan (left), present the Army Aviator Award to the first female recipient: CW2 Victoria A. Welch, A Company, 2/158th Aviation Regiment, Fort Carson, Colorado.



50 Years Ago April-May 1970

2.5 Million Donation

The "Bataan," a Lockheed C-121A transport, which served as the late General Douglas MacArthur's personal aircraft during the Korean War, touched down March 10 at

Guthrie Field, Fort Rucker, Alabama. It will remain as a permanent display at the U.S. Army Aviation Museum. The 70,000-pound aircraft had served as a space flight simulator for the National Aeronautics and Space Administration since June 1966.



Only Brigadier to Wear Four Stars

BG Hallet D. Edson, USA (Ret.), former Director of Army Aviation, who, while on active duty, was accorded stars on his combat infantryman's badge, jump wings and Army Aviator wings.



Shuttle Run

Twice every afternoon, a USAF C-130 aircraft lifts off from Tan Son Nhut airfield at Saigon. Destination is due north, loaded with six pallets with several tons of high-priority Army aircraft component parts. Eight to twelve hours later, the plane returns after having picked up parts for the 34th General Support Group (AM&S). The

newly initiated supply program known as Special Mission Aircraft Request (SMAR), is expected to speed the flow of parts.





The Army Aviation Hall of Fame, sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army Aviation.

The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala.

The deadline for nominations for the 2021 induction is June 1, 2020

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

Army Aviation Hall of Fame

Sergeant First Class Louis R. Rocco

Army Aviation Hall of Fame 1998 Inductee



SFC Louis R. Rocco, a member of Advisory Team 162, U.S. Military Assistance Command, Vietnam, was awarded the American Medal of Honor for conspicuous gallantry and intrepidity in action at the risk of his life above and beyond the call of duty northeast of Katum, 24 May 1970.



SFC Rocco distinguished himself when he volunteered to accompany a medical evacuation team on an urgent mission to evacuate eight critically wounded Army of the Republic of Vietnam (ARVN) personnel. As the helicopter approached the landing zone, it became the target for intense enemy automatic weapons fire. Disregarding his own safety SFC Rocco identified and placed accurate suppressive fire on the enemy positions as the aircraft descended toward the landing zone. Sustaining major damage from the enemy fire, the aircraft was forced to crash land causing SFC Rocco to sustain a fractured wrist and hip and a severely bruised back. Ignoring the injuries, he extracted the pilots and crewman.

Despite intense enemy fire, SFC Rocco carried each unconscious man across approximately 20 meters of exposed terrain to the ARVN perimeter. On each trip his severely burned hands and broken wrist caused excruciating pain, but the lives of the unconscious crash survivors were more important than his personal discomfort and he continued his rescue efforts. Once inside the friendly position, SFC Rocco helped administer first aid to his wounded comrades until his wounds and burns caused him to collapse and lose consciousness.

His bravery under fire and intense devotion to duty were directly responsible for saving three of his fellow soldiers from certain death. His unparalleled bravery in the face of enemy fire, his complete disregard for his own pain and injuries and his performance were far above and beyond the call of duty and in keeping with the highest tradition of the military service. They reflect great credit on himself, his unit, and the U.S. Army.

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