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
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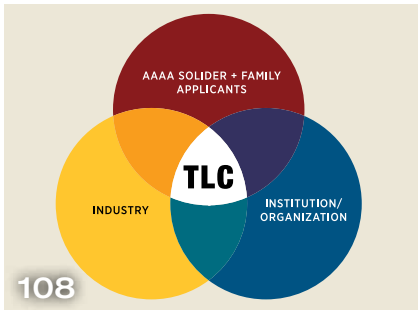
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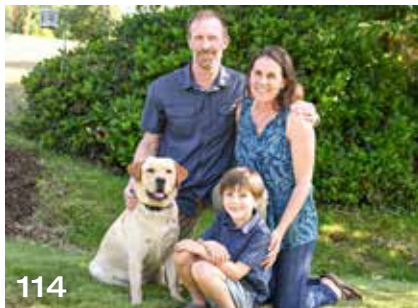


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ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAP). Title Reg® in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except May and September by AAP, 593 Main Street, Monroe, CT 06468-2806. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org, Army Aviation Magazine E-Mail: magazine@quad-a.org, Website: <http://www.quad-a.org>. Subscription rates for non-AAAA members: \$30, one year; \$58, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$4.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAP, 593 Main Street, Monroe, CT 06468-2806.



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On The Cover

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Briefings

Two Army Bases Renamed Honoring Army Aviators



AP PHOTOS

CW4 Novosel



AP PHOTOS

COL Barfoot

On April 10, 2023, Fort Rucker, Alabama was renamed Fort Novosel as part of a service-wide plan this year to scrub base names that honor Confederate rebels who waged war against the United States. The home of the Army Aviation Center of Excellence and Army Aviation since 1954 was renamed in honor of Army Chief Warrant Officer 4 Michael J. Novosel, a Master Army Aviator who flew combat in both World War II and Vietnam saving more than 5,500 Soldiers' lives, and who received the Medal of Honor for a MEDEVAC mission under fire in Vietnam where he saved 29 soldiers. He passed away on April 6, 2006 at the age of 83. On March 21st, Fort Pickett, Virginia, was the first Army installation to be renamed under the plan. An Army National Guard installation 60 miles south of Richmond, it was redesignated Fort Barfoot, honoring Senior Army Aviator, Colonel Van T. Barfoot, who, as an Army Tech Sgt. in 1944 received the Medal of Honor for his actions with the 45th Infantry Division in Italy. He attended flight school at the age of 40 and flew combat missions in Vietnam after working on the pivotal Howze Board. He passed away March 2, 2012 at the age of 92. Both Aviators are inductees of the Army Aviation Hall of Fame housed in the U.S. Army Aviation Museum at Fort Novosel, AL.

Strub Joins the USAACE Team



U.S. ARMY PHOTO BY LTC ANDY THACKERD

BG Matthew Strub is welcomed to the U.S. Army Center of Excellence team as the Deputy Commanding General for the Army National Guard by USAACE commanding general MG Michael McCurry. A Master Army Aviator with combat hours in both Iraq and Afghanistan, he will continue serving concurrently as the deputy adjutant general-Army, Wisconsin National Guard.

Screaming Eagles Black Hawks Crash

As we go to press, Fort Campbell officials announced the crash of two Medevac HH-60M Black Hawks assigned to the 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault) during a routine night vision goggle training mission at approximately 10:15 p.m., March 29, 2023 northwest of the base in Trigg County, KY. All nine crewmembers on board were killed. An accident investigation team from Fort Novosel, AL is traveling to the site. Our thoughts and prayers are with all the families.



U.S. ARMY GRAPHIC

Renew Military ID Cards by Mail



DEPARTMENT OF DEFENSE GRAPHIC

Active-duty family members can now get their military ID cards renewed online and sent by mail for the first time ever as part of a new pilot program. The Uniformed Service ID Cards (USIDs) must be renewed by a Common Access Card (CAC) holder. The pilot program is only available to troops in an "active" status, according to a Defense Department fact sheet. It began on Feb. 24, 2023, and is set to run through Sept. 30, 2024. The cards will be processed and mailed by the Defense Manpower Data Center (DMDC), not local ID card offices, according to the fact sheet. For more information go to <https://www.cac.mil/Next-Generation-Uniformed-Services-ID-Card/Renewing-Online/>.

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A Time for Transition

It has been a great couple of years serving as your AAAA National President. Actually, it has been a great eight year run as your Treasurer, Secretary, Senior Vice President, and now President.

To be celebrating 40 years as an Aviation Branch and our 66th year as a professional organization as I depart is incredible and causes me to pause and reflect on the great patriots that have built our association. Frankly, I am still humbled to have had the privilege to serve our professional organization. Unlike most of our brother and sister military not for profit organizations, I think you know that all of us on the AAAA National Executive Board (NEB), AAAA Scholarship Foundation Board, and the AAAA Trade School, Licensing and Certification Foundation Board are 100% volunteers. We all continue to serve for one purpose – we have a passion for Army Aviation, its soldiers, and its civilians and industry partners.

We have accomplished so much since Jeff Schloesser and I exchanged the gavel up in his office in the midst of the COVID-19 crisis 2 years ago. You can only imagine the challenges Jeff faced during his presidency while navigating the pandemic. As his Vice President, I witnessed it firsthand. Thanks again to Jeff for his leadership during our transition.

I am so proud of our team's achievements as we re-energized following the pandemic lockdowns. From working with the Scholarship Foundation board to realign the application cycle earlier in the year to accommodate graduation ceremonies; to seeing the Trade School, Licensing, and Certification Foundation (TLC) make their first awards to Soldiers seeking non-college skill programs; reviewing and realigning our By-Laws; traveling around the country for my personally and professionally rewarding visits with 60



MG Tim Crosby (right), AAAA National President, participates in a Silver Honorable Order of St. Michael induction ceremony at the Sabre and Quill Club during his visit to the Gold Standard Chapter at Fort Knox, KY on March 2, 2023. Pictured (l to r) are: BG Roger Deon, commanding general, U.S. Army Reserve Aviation Command; COL (Ret.) Andrew Doehring, chapter president; inductee COL Clint Williams, USARAC deputy G-3/5/7; inductee, CW5 Travis Baty, USARAC command chief warrant officer; and MG Crosby.

of our 69 CONUS chapters' leaderships as of this writing; and initiating a pre-Summit opening PM/industry exchange of critical acquisition issues to foster better understanding, we have gotten a lot done. Along with that, we were able to reestablish our regimen of Government-industry engagements, significantly growing the Cribbins Conference and expanding the ASE Symposium and Luther Jones Forum, and we are on track to significantly beat last year's footprint and attendance at the annual Summit in Nashville. While I am proud of all these and many other accomplishments and would love to take credit for it, the credit goes to the National Executive Group and to the Executive Director and his staff of outstanding professionals. In absolutely every situation, they never accepted "no" and made my tenure so successful and just flat enjoyable. My thanks to each and every one of you for your passion and perseverance.

While similar organizations suffered significant declines during the pandemic, our membership not only maintained but even grew. It grew because the leadership in our chapters continued to carry the banner. The NEG will never forget that AAAA National exists to support our chapters as the chapters serve their members.

I want to thank all my fellow

AAAA Board members and especially incoming President MG (Ret.) Walt Davis, the current Senior VP, MG (Ret.) Wally Golden, Treasurer; and BG (Ret.) Tim Edens, the Secretary as they fleet up to their new positions. As they fleet up, I also want to welcome MG (Ret.) Todd Royar to the team as the incoming Secretary. I am confident this team will take AAAA to the next level. I would be remiss if I did not express my personal thanks to all the appointed members of the NEG. They have all been so supportive and proactive, chasing all my crazy ideas. I am proud to have served with you all.

Lastly, we could not do what we do without the undying support of our industry partners. Please accept my personal thanks for your continued support of Army Aviation and its Soldiers.

As the immediate Past President, I will remain for two years as chair of the Nominating Committee to complete my 10-year commitment to AAAA. It has been a pleasure giving back to the Army and the Branch that gave so much to me and my family while I was in uniform.

I look forward to seeing many of you around the Summit during the next few days.

*MG Tim Crosby, U.S. Army Retired
35th President, AAAA*



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Army Aviation Branch: Honoring the Past and Transforming for the Future

By MG Michael C. McCurry II



Honoring the Sacred Trust – the commitment of Aviation Soldiers to support the Soldier or Operator on the ground yesterday, today, and in the future.




As Army Aviation celebrates 40-years as an equal branch of the combat arms, we pause to reflect on Army Aviation’s past and its transformation for the future.

On 12 April 1983, Secretary of the Army John O. Marsh Jr. approved Army Aviation as its own branch. MG Carl H. McNair, then-Commanding General of Fort Rucker, became the founding father of Army Aviation Branch. On 15 February 1984, an Army General Order implemented that decision, so today we honor Army Aviation’s past while making adjustments that will shape how we fight and win on the evolving multiple domain battlefield.

Regardless of the era, the heart of the Branch is our people. While Aviators love their individual airframes and banter about their own steed’s preeminence, missions are performed, and wars are won by Soldiers. That is why, as we celebrate the 40th anniversary of Army Aviation Branch, we also celebrate the dedication and service of our aviation Soldiers, DA civilians, and their families who made the Branch what it is today.

Army Aviation – Past

While this year marks our 40th year as a branch, Army Aviation has roamed the skies supporting the land forces



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since Thaddeus Lowe and the aeronauts first broke friction with the ground with tethered balloons, like the *Intrepid* and *Excelsior*, used for reconnaissance and directing artillery fire on enemy positions during the Civil War.

During World Wars I and II, and the Korean War, ground commanders were able to see the battlefield from another dimension; strike targets with improved accuracy using aerial spotters for adjustment of fires; move critical supplies and MEDEVAC the wounded; and extend command and control on the battlefield. After World War II, the Army Air Corps became the U.S. Air Force (USAF). With the advent of the Key West Agreement of 1948, the Services' aviation roles and missions were delineated.

During the Korean War, Army Aviation continued to support ground troops by facilitating CAS, improving mobility, MEDEVAC, command and control, and logistics for Army forces.

Following the Korean War, the Howze Board led by LTG Hamilton H. Howze in 1962, refined Army Aviation's employment. The result of the Howze Board led to the development of air mobile and ultimately, air assault operations. As a result, the Vietnam War magnified the use of Army Aviation in support of the ground forces. In what is commonly referred to as "the first helicopter war,"

Army aviation repeatedly validated its worth to the combined arms team. Over 40,000 Army Aviators flew over 7,000 UH-1s in Vietnam from 1961-1975 with 4,906 pilots and aircrew members giving their lives for their Nation.

After Vietnam, the Army transitioned to Airland Battle doctrine under the leadership of Generals Meyer and Starry. The Airland Battle doctrine, as stated in the 1982 version of FM 100-5, is based on "... nonlinear battles which attack enemy forces throughout their depth with fire and maneuver." Army Aviation was critical to helping the combined arms team to shape the battle in the Airland Battle doctrine, as demonstrated later by then LTC Dick Cody's early missions in Desert Shield/Desert Storm.

As we reflect on our past, there is a common theme that spans military aviation from the aeronauts of the Balloon Corps to our Army Aviators of today. It is honoring the Sacred Trust—the commitment of Aviation Soldiers to support the Soldier or Operator on the ground yesterday, today, and in the future.

Army Aviation Branch – Today

Today, Army Aviation continues to SEE-STRIKE-MOVE-EXTEND in support of ground forces, but we are at an inflection point. We have shifted from conducting counterinsurgency

and stability operations to Large Scale Combat Operations (LSCO). In this arena, Army Aviation dominates the lower-tier of the air domain to influence the land, maritime, and other domains. We are applying lessons learned from past conflicts and observations from current operations in Ukraine to update our doctrine and training programs. We are changing our Aviation training and professional military education to take full advantage of these lessons. The changes in doctrine and technology are transforming Army Aviation today.

Army Aviation is also exploring new concepts for who, how, and what we will fight with in Army 2030 and beyond. We are detailing the operational environment and technical requirements to win by updating Doctrine, Organization, Training, Materiel, Leadership and Education, Personnel, Facilities, and Policy (DOTMLPF-P) wrapped around our modernization efforts. In doing so, USAACE is updating FM 3-04, Aviation Operations and ATP 3-04.1, Aviation Tactical Employment, to fully support the new FM 3-0, Operations by the end of the year. With the Division as the primary unit of action, we are modifying Aviation force structure to tailor combat aviation brigades (CABs) to the mission of their assigned division or corps; the Branch is mod-



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Army Aviation Branch – Future

The branch remains laser focused on the Army of 2030 modernization priorities, and we are working on placing ourselves on a sustainable strategic path as the institutional part of Army Aviation, in accordance with Secretary of the Army Wormuth's guidance.

The Branch is well-positioned in the new doctrine, and we strive to fill capability and capacity gaps for LSCO, despite fiscal realities. The cross-functional team led by MG Wally Rugen continues testing new platforms and systems to fight across multi-domains as a part of the land component, the Joint Force, or in coalitions with our allies and partners.

Future Vertical Lift will extend the

reach, survivability, lethality, and sustainment of the combined arms teams in LSCO. The Future Attack Reconnaissance Aircraft, Future Long-Range Assault Aircraft, and Launched Effects are the systems that meet the adversarial challenges we expect to face in LSCO while operating in multiple domains.

We will employ the Future Tactical Unmanned Aircraft Systems' cross-domain capabilities at the brigade-level to allow ground forces to project power into the other domains to defeat highly capable enemies. These systems will generate overmatch and provide the ground commander with multiple options. Our unmanned systems provide tremendous advantages to our forces with their vertical lift and no-runway capabilities.

The Modular Open Systems Approach will rapidly integrate our future capabilities and adapt to future threats at the speed of technology. Fundamentally, our future force capability strategy is tied to an "Open Systems Approach" in new materiel developments that impacts DOTMLPF-P synchronization.

We continue to implement targeted modernization on our current fleets as they prepare to transition in the next decade. Finally, Army Aviation is exploring a path to autonomy. Human-machine

teaming is a vital component of future force mix. While autonomy cannot replicate the intuition or natural curiosity of the human mind, we can and should make first contact with the enemy with unmanned systems (UAS). UAS are able to conduct the dull, dirty, and dangerous missions in support of combined arms maneuver such as continuous observation of an objective area; flying in areas that are contaminated; and executing high risk, high threat missions on an extended battlefield. While these thoughts and concepts demonstrate applicability for the future, our people will continue to train and fight for the Soldier on the ground.

As we reflect on the past 40 years, Army Aviation has matured and changed with the times. What has remained constant is the quality of Soldiers, our Aviation Warfighter culture, and our commitment to the Sacred Trust. We stand on the shoulders of giants as we forge into the future, and I personally thank all of those that paved the way for us many years ago!

Above the Best!

MG Michael C. McCurry II is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Novosel, AL.



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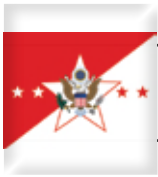
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Message from the Chief of Staff of the Army

By GEN James C. McConville



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We are the world's greatest Army because we serve with the world's greatest Soldiers.

General James C. McConville, Chief of Staff of the U.S. Army visits Soldiers assigned to the 1st Battalion, 101st Aviation Regiment, Fort Campbell, KY, 2-149th General Support Aviation Battalion, TX ARNG, 449th Aviation Support Battalion, TX ARNG, and 3-142nd Assault Helicopter Battalion / NY ARNG in Iraq, December 12, 2022.

Every day, I am incredibly impressed with what our Soldiers are accomplishing. Our Active Duty, National Guard, and Reserve Component Soldiers are working steadily here at home and overseas, alongside our Allies and partners, to ensure we are ready today and prepared for the complex challenges of the future. I am also grateful for the commitment of our Army families, who support and enable us to achieve our fullest potential in service.

We have the world's greatest Army Aviation because of the unmatched talent and proficiency of our Soldiers, Non-Commissioned Officers, Warrant Officers and Officers.

Our aviators are masters of their craft, capable of flying and fighting in the darkness of night in most unfamiliar and contested terrain. Our unwavering sustainers ensure our aircraft

remain ready, fueled, and lethal. Our entire aviation enterprise is pushing the limits of innovation at the speed of relevance to ensure Army Aviation is ready now and transforming for the future. Everything we do in Army Aviation supports the purpose of supporting Soldiers on the ground.

We are living in dangerous times. Emerging from COVID and decades of operations in Iraq and Afghanistan, our Army faces a challenging strategic environment. Russia and Ukraine remain in a very intense war, the largest Europe has seen since World War II. China, our pacing challenge, is building a world-class military to challenge America and the world order. North Korea, Iran, and violent extremists remain persistent threats. We must ensure our Army is ready and postured to reassure our Allies and partners and deter

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would-be adversaries. Simultaneously, we must continue to aggressively pursue our modernization priorities to ensure our Army can fight and win tomorrow.

We are fully supporting Ukraine and paying very close attention to how this war unfolds. History doesn't repeat itself, but it does sometimes rhyme. Just as our Army learned from the 1973 Arab-Israeli War we are learning a tremendous amount from the conflict in Ukraine. Throughout the 1980s Army leaders took those lessons from the 1973 war and built the Army we've fought with for over forty years. Air-Land Battle doctrine was implemented, new organizations established, and the "Big 5" weapons systems were delivered that led to decisive victory in Desert Storm.

The lessons we are learning from the Ukraine conflict are reinforcing our modernization strategy and informing our transformation in preparing for future conflict. We must anticipate being contested in every domain and be able to fight in multiple domains simultaneously to get from fort to foxhole. We must have dispersed command posts, agile enough to move quickly.

The war in Ukraine is also highlighting the importance of precision fires and well-coordinated combined arms. We know that no one system wins a war. What we are seeing today is the value of providing multiple options to combatant commanders and presenting multiple dilemmas to adversaries.

The U.S. Army priorities remain *People, Readiness, and Modernization*, and we have pursued these priorities with consistency and persistence over the last several years. That is how we have been able to continue our greatest

transformation in over forty years, implementing new doctrine, organizations, training, weapon systems, and how we manage the talent of the force.

From the updated Field Manual 3-0 "Operations," new organizations like the Multi-Domain Task Forces and Security Force Assistance Brigades, incorporating Multi-Domain Operations at our Combat Training Centers, fielding weapon systems from our Six Modernization Priorities, to releasing the Integrated Personnel and Pay System, the Army is delivering on our modernization efforts. Many of you will continue to be a part of the transformation of our Army to 2030 and beyond. We are moving at the speed of relevance to harness new technologies.

In Army Aviation, we continue to invest in improving our enduring fleet for the Total Force while remaining aggressive on Future Vertical Lift with our Future Long-Range Assault Aircraft and Future Attack Reconnaissance Aircraft programs, Air Launch Effects and Future Tactical Unmanned Aircraft System. We are progressing with technologies and tailoring our capabilities to enable manned, unmanned, and optionally manned opportunities for our aircraft.

None of these efforts will be enough if we don't get the right people in the right jobs at the right time. That is why People remain the Army's number one priority.

It has never been more important to win the war for talent than it is today. We need everyone's help to win this war, including our Soldiers for Life: our retirees and veterans. We must retain our best and brightest while recruiting talented young men and women.



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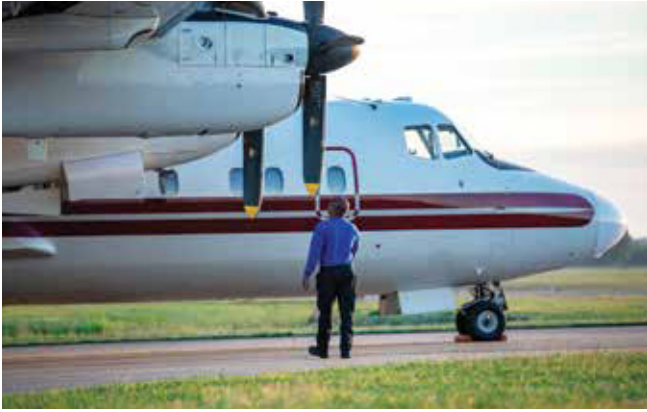
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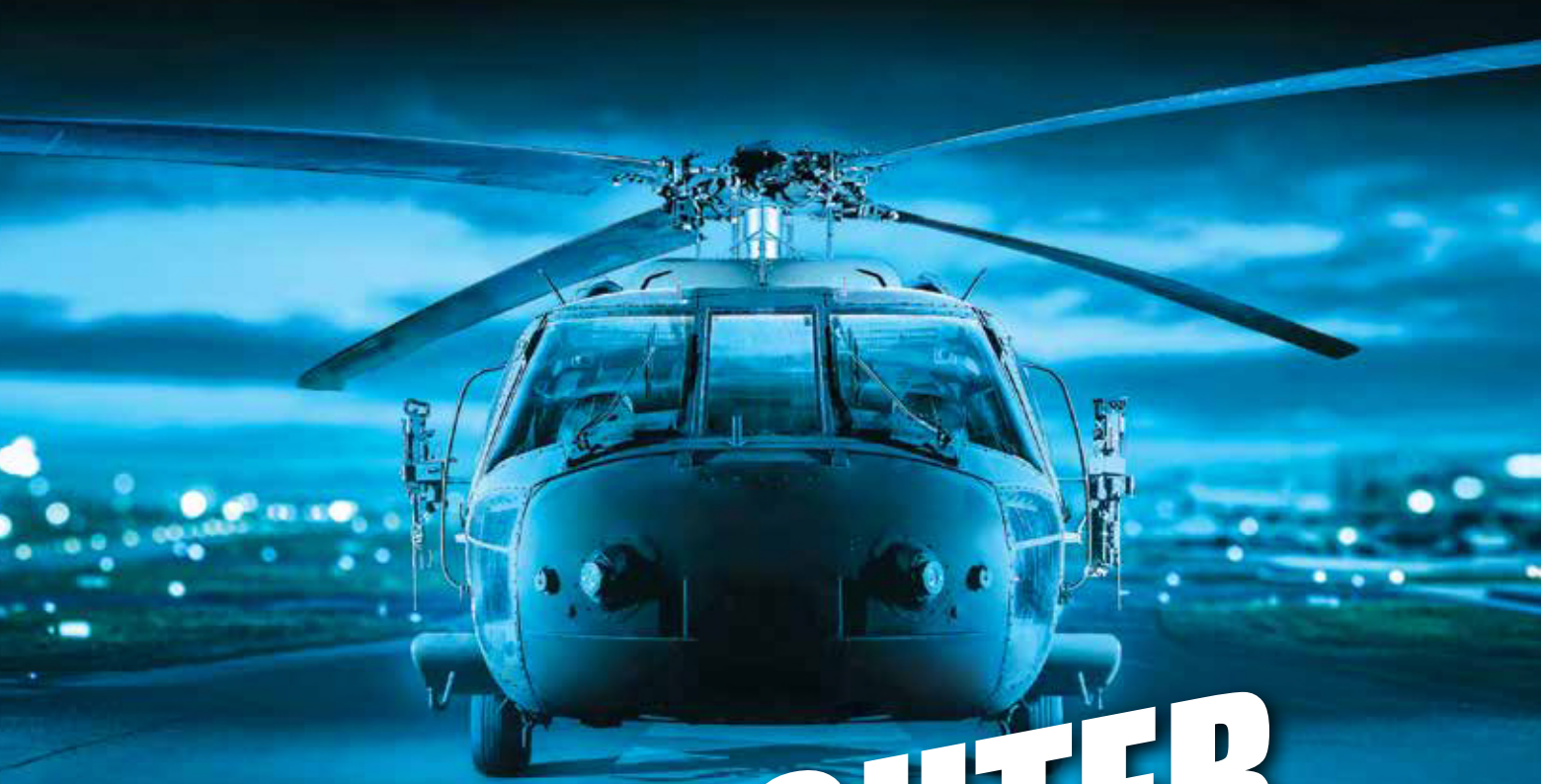


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► Chief Warrant Officer of the Branch Update

“It’s not the plane; it’s the pilot.”

– Bradley ‘Rooster’ Bradshaw

By CW5 Michael Lewis

In early March, our team attended the Special Air Warfare Symposium at Fort Walton Beach, the home of the Air Force Special Operations Command.

One morning after breakfast, Brigadier General Phil Ryan, Commander of U.S. Army Special Operations Aviation Command, opened the day’s session with a presentation on the organization and tenets of ARSOA with a focus on recent changes and implications for the future. During the Q&A portion that followed, a former colleague from the Royal Netherlands Air Force asked for recommendations on prioritizing efforts in preparation for the next fight. BG Ryan responded eloquently and without hesitation, “Focus on your people.”

The Aviation Enterprise is filled with talented and committed people who strive tirelessly for positive change and increased readiness. Our focus on the Army of 2030 and beyond includes initiatives such as updated doctrine, new force structure, Future Vertical Lift, advances in capability by Cross-Functional Teams, Warrant Officer PME Modernization, Aviation Tactics Transformation, Unit Trainer / Evaluator program, Emergency Response Methodology, and inculcating the Aviation Warfighter Culture to name a few. Let’s face it, though, many dedicated people behind these initiatives are getting long in the tooth with limited days left in the uniform.

I am in that club. As I adjust the controls for short final, I wonder, “Do we have the right people to continue our efforts and foster the Aviation Warfighter Culture over the next few decades?” The answer is, “Yes!” Allow me to focus the spotlight on one of these people for you.

In the spring of 2020, a dear friend and mentor, CW5(Ret.) George Kessler, called me, “Myke, I’ve got a young man you need to meet. He is interested in going to flight school. I think he will be a great fit.” Shortly after that call, I was introduced to Tom Johnston and eventually wrote him my strongest letter of recommendation. Tom graduated as an AH-64E aviator a few weeks ago and was assigned to 7-17 Cavalry Squadron. Before departing, Tom, now one of our newest aviators, agreed to meet at Mother Rucker’s to be interviewed by me, one of our oldest.

With an imposing 6’3” frame, Tom almost ducks to come through the front door. I’m not sure how he fits in the front seat of an Apache, but if a fight breaks out in here, I’m glad he is with me! We grab a table below a display of colored flight school hats from years past.

Tom, tell us a little bit about your background. Where is home? What were you doing before you joined the Army? I was born and raised in Carmel, Indiana. I am the eldest of three boys. My brother is active-duty Navy. In 2017, I graduated



WO1 Tom and CW5 Myke

from Georgetown College with a B.A. in Communication and Media Studies. I played football in college and worked as a consultant in response to the opioid epidemic. Upon graduation, I served as an AmeriCorps Member with City Year. Before beginning the WOFT pipeline, I worked as a Regional Sales Manager in automotive manufacturing.

How did you discover the Army’s Warrant Officer Flight Training program, and why did you decide to pursue it? My great-uncle is a product of the Vietnam-era “high school to flight school” program. I chose to pursue the WOFT program because I wanted to fly the AH-64E and have the opportunity to fly for the duration of my career.

Was the application process complicated? The application process was comprehensive and lengthy, primarily due to obstacles associated with COVID-19.

How long did it take from when you took your first step until you reported for training? It took me 16 months from when I first met with my recruiter to the day I shipped to Basic Combat Training. Luckily, I had a fantastic recruiter, SSG (Ret.) Jason Nevitt, who went out of his way to support my dream. The most challenging part of the process was networking to obtain letters of recommendation.

Well, your networking paid off. Do you have a six or 10-year obligation? I have a 6-year ADSO.

Would a 10-year obligation have made a difference in your decision? Heck no, that wouldn’t have waived my decision at all!

What was your biggest challenge in flight school? The biggest challenge in flight school was the “bag” phase of the AH-64E course. Fortunately, I had the best IP, Mr. Jerome Soto, who did a phenomenal job of teaching me day in and day out.

Continued on page 24

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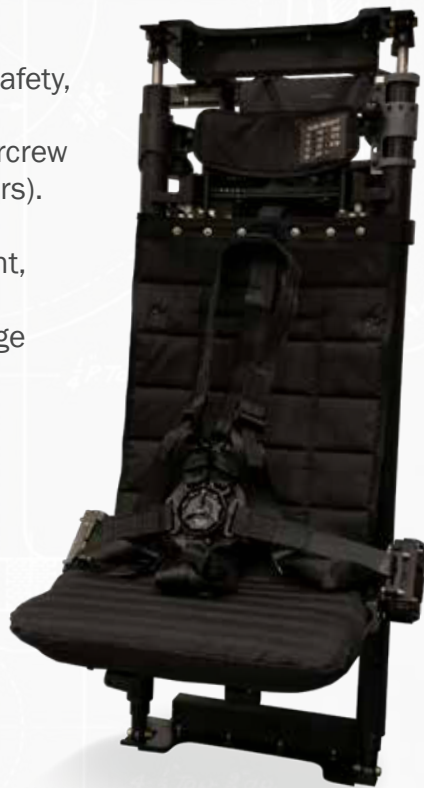


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What was your favorite moment in flight school besides flying with Mr. Soto (he's one of our best)? Hands down, the best moment of flight school was the gunnery phase, especially at night!

Spoken like a true gun pilot! What part of your training have you found to be the most valuable? Despite the "bag" phase being the biggest challenge, I also found it to be the most valuable. I also had a lot of fun with my buddies at SERE School and found great value in that training.

Congrats on getting your first choice, the AH-64E. How do you feel about where you were assigned? I received my third choice, Ft. Hood, TX. I am super excited to be part of the historic 1st Air Cavalry Brigade and the 7th Squadron 17th Cavalry Regiment!

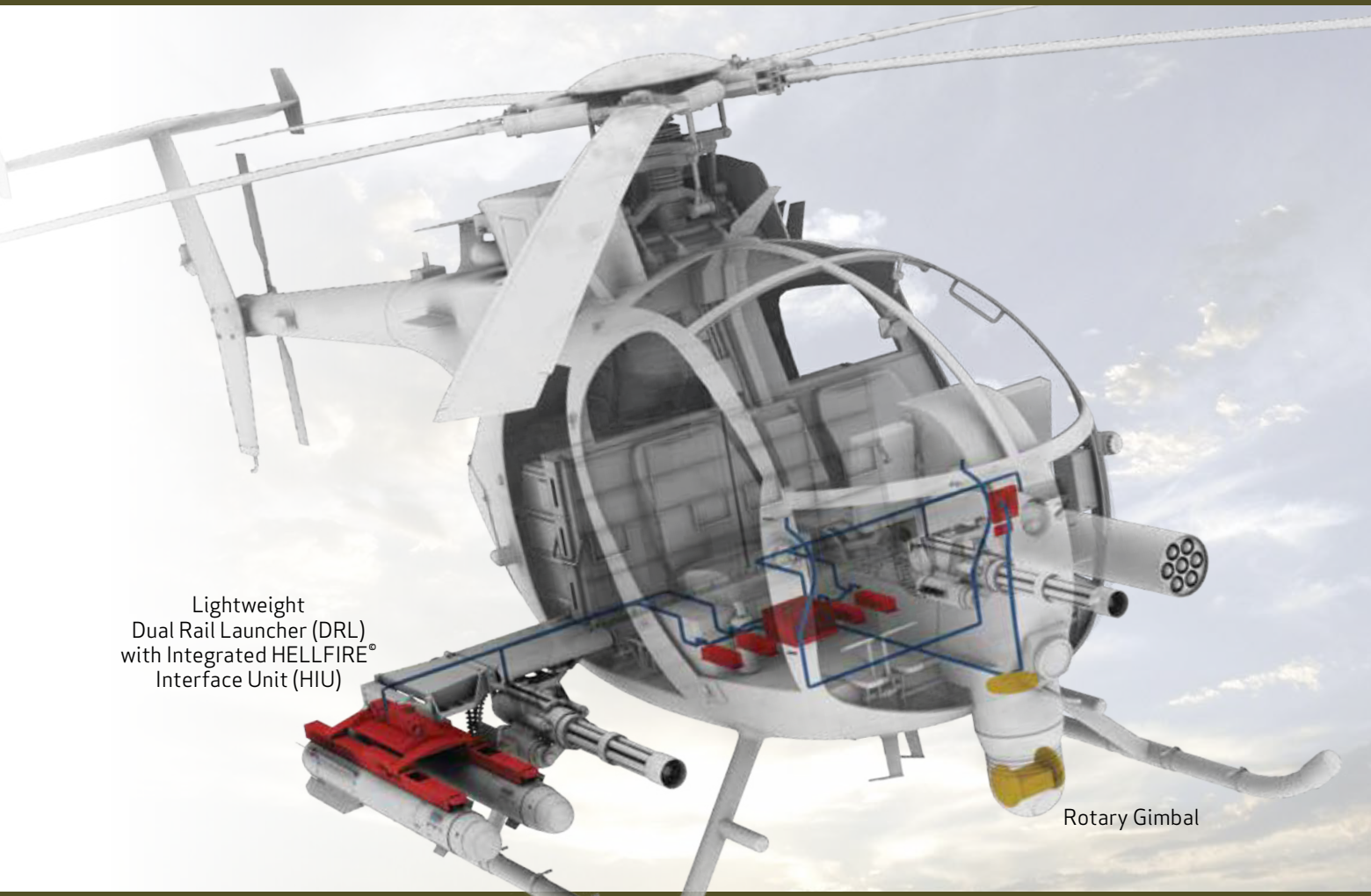
What's next for Tom? What are your personal and professional goals? I recently got engaged to my best friend and plan to get married sometime in 2024 after she graduates from medical school. Once I get acclimated to my new unit, I will begin pursuing my master's degree. Professionally, my near-term goals are to be an asset to my unit and become a Pilot in Command. My long-term goal is to assess for 160th SOAR.

Tom, you certainly have a lot of significant events and opportunities ahead. I wish you all the success you deserve, and congratulations on your aircraft, assignment, and engagement! Thank you for taking the time to chat. You're welcome.

I feel great about the state of the branch, knowing we have talented officers like WO1 Tom Johnston who will continue the fight. This article is my last contribution to Army Aviation Magazine as the CWOB. Before I close, I want to welcome the 10th Command Chief Warrant Officer of the Aviation Branch, CW5 Mike Corsaro. You have the controls, Mike. Best of luck! I know as the branch transitions to the Army of 2030, with new aircraft, new tactics, and new capabilities, you will always "focus on your people!"

CW5 Michael "Myke" Lewis is the ninth chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Novosel, AL.

Editor's Note: The Army Aviation Magazine team thanks CW5 Lewis for his support and we wish him and his wife, Sherrie, all the best as they move into their well-deserved retirement.



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Preparing for the Future

By CSM James D. Wilson



It is hard to believe that my time as the 17th Army Aviation Branch Command Sergeant Major (CSM) is coming to an end. The time has flown by at a blistering pace.

As I reflect on the past 30 months, I realize how much work remains and how far we have come as a Branch. Departing from an organization you have helped to lead is always difficult; however, leaving the fantastic Soldiers, Civilians, and Contractors who work so hard to ensure the success of Army Aviation will be the most challenging mission I have ever been given. The sadness of leaving is greatly lessened by knowing that the Leader replacing you is one of the finest senior NCOs in Army Aviation. As most of you know, CSM Kirk Coley was selected as the 18th Branch CSM. CSM Coley is an

outstanding choice to assist the Branch Chief in leading Army Aviation into the future. On May 5th, 2023, the tradition of passing responsibility from one CSM to the next will be completed, and USAACE will go on without a pause; seamless leader transitions are one of the things that makes our Army the greatest in the world.

My priorities have remained unchanged: The Army Aviation Maintenance Training Program (AMTP, TC 3-04.71), transforming the Noncommissioned Officer Education System (NCOES), and preparing for the future. The AMTP continues to gain mo-

mentum and develop across the enterprise. The Directorate of Training and Doctrine (DOTD) remains ready to reach out to our Aviation units to help with program administration and capture best practices to share across the Total Aviation Force. I have discussed the good and bad of the program with Soldiers across all Military Occupational Specialties (MOS) and levels of responsibility over the past 30 months. The consensus is that the AMTP is essential for sustaining our aircraft fleets during large scale combat. We have made enormous gains in many aviation brigades; however, we have a long way to go as we drive this cultural change across all 3 COMPOS that comprise the Aviation Branch. The AMTP is foundational to the training and readiness of our aviation maintainers as we prepare for future challenges. I am confident that we have built unstoppable momentum due to leader involve-

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ment and shared understanding.

The Non-Commissioned Officer Academies have implemented many changes to modernize our NCOES curriculums. Soldiers will now conduct phase 1 at their home station through Microsoft Teams. Phase 2 will be resident at one of the 4 NCOAs within the branch. We have seen challenges in ensuring that our Soldiers are prepared and resourced for Phase 1 of the course. Phase 1 Soldiers must be online and participate in the lesson plan to receive credit. Leaders must ensure that once their Soldier is selected to attend the class, they have the dedicated time and resources required to succeed. As we look to the future, we must continue transforming what and how we instruct at our academies. Additionally, the DOTD Enlisted Training Branch is researching possible changes to the Aviation Senior Leader Course (SLC). My guidance has been to determine the possibility of teaching one POI for all aviation SFCs with a focus on platoon-level leadership and Army Aviation flight and maintenance operations in Large Scale Combat Operations (LSCO). The goal is to produce a

more well-rounded Aviation SRNCO, ready and adaptable to the challenges of the future battlefield. The Advanced Leader Course (ALC) will continue to change as well. The desire to return to more technical courses of instruction at the Sergeant-level to build technical expertise remains one of the most received comments on the end of course critiques. We must continue to evolve our NCOES to meet current and emerging challenges.

As I have traveled and visited with our Aviation units, I remain in awe of the sheer scope and scale of what Army Aviation is accomplishing. The only path to success is through committed leader development. The complexity of the problem our young leaders encounter and solve as we transition to LSCO is numerous. We must train, develop, and trust our Soldiers to identify and solve challenges as they arise. Centralized decision-making on all aviation-related issues will become impossible in the future. Resultantly, we must invest in our people through challenging, realistic training to ensure they are proficient and ready to get the job done every time.

The future of Army Aviation is bright. We stand on the cusp of the most significant transition in 40 plus years. New weapons systems coupled with highly trained Aviation warfighters will present our enemies with long-range, lethal dilemmas. Continue sharpening the blade and building readiness through an unbreakable culture dedicated to our sacred bond with the ground force. If the Soldier on the ground needs us, Army Aviation will be there.

It has been my honor to serve as your Aviation Branch Command Sergeant Major. Thank you for all you do for the Aviation Branch, the United States Army, and the Nation!

Above the Best!

CSM James D. Wilson is the command sergeant major of the Aviation Branch at the United States Army Aviation Center of Excellence, Fort Novosel, AL.

Editor's Note: We at ARMY AVIATION Magazine thank CSM Wilson for his support and wish him and his wife, Lisa, all the best as they transition into retirement.



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Don't Let Overconfidence and Complacency Creep Up on You

By CW3 Christopher Perkins

Spanish-American philosopher George Santayana wrote, "Those who cannot remember the past are condemned to repeat it." This aphorism is true of Army Aviation.

Mishap investigations rarely uncover new contributing failures. Nearly every mishap is the result of a combination of the same errors that contributed to a previous mishap.

Statistically, eight or nine out of every 10 mishaps are attributable to human error. Of the Aviation mishaps the U.S. Army Combat Readiness Center (USACRC) investigated between 2017 and 2022, the No. 1 recurring finding was the failure to follow procedures correctly. The most common latent factors were overconfidence, complacency, fixation, inattention, confusion and misperception of the changing environment.

The Army demands competent and confident personnel, so identifying and correcting overconfidence and complacency isn't as easy as telling aircrews, mechanics, air traffic controllers, fuelers, support personnel and staff to "just do better." Overconfidence and complacency are defined by the self-belief that the individual can perform an action or task without reference to a procedure, in violation of a standard, or in a way that knowledge, experience or judgment cannot support. Often, this action occurs without consequence. When an action or decision has no negative effect, personnel normalize this behavior, this deviation from the standard.

Normalized deviance, overconfidence and complacency do not occur suddenly. Rather, they are accepted behaviors that develop over time. I believe most people make poor decisions with the best intentions. We do not exercise a lack of judgment expecting to fail. We make the wrong choices due to a lack of planning; inadequate resourcing of time, personnel and equipment; insufficient training; a lack of oversight and leadership involvement; personal insecurities; and an unrealistic expectation of performance. Overconfidence and complacency are often the resulting attitudes of a resistance to change; the failure to correct inappropriate, incorrect and unsafe practices; weak leadership commitment to the risk management process; and a lack of proper talent management.

There are behaviors and tools to help identify and combat complacency, overconfidence, and normalized deviance. The primary method seems obvious: adherence to and enforcement of written standards and procedures. It is critical you accept



U.S. ARMY PHOTO MONTAGE BY LUIS CASALE AND SGT SEAN HERRMAN

Statistically, eight or nine out of every 10 mishaps are attributable to human error.

that you and others will make mistakes. Identifying these mistakes and, more importantly, learning from them is essential to avoiding complacency and overconfidence.

Another method is to stop normalizing the acceptance of deviations from the standard, be it in yourself or others. This behavior rarely goes unnoticed. In our profession, silence is compliance. In the last four years, every Soldier lost to an on-duty rollover where the living space of the vehicle was not compromised was unrestrained. None of those Soldiers was alone in the vehicle. The other occupants observed that behavior and accepted it by saying nothing.

Take an objective look at yourself and your organization. If you need direction on where to start, the USACRC website hosts the Lessons Learned page, where previous mishaps are summarized, key facts identified, and recommendations made for prevention. Check it out at <https://safety.Army.mil/lessons-learned> - a CAC login is required. The USACRC also offers an in-person Safety Assistance Visit (SAV) at no cost to your organization. The SAV teams provide relevant mishap trend analysis and mitigation strategies and an open forum for discussion, all which often highlight factors and concerns that exist within your own unit. For more information on scheduling a SAV, contact the USACRC G3 operations officer in charge at 334-255-1373.

CW3 Christopher Perkins is a mishap investigator at the Combat Readiness Center, Fort Novosel, Alabama.

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Army Reservists Benefit From Dual Pursuits

By CPT Jeffrey Windmueller



Across the skies, private, military, and commercial pilots are crowding airspace to reach minimum flight hours.

Throughout a burgeoning flight industry that continues to see rapid change, Army Reserve pilots are fitting in requisite flight time while balancing civilian careers in Aviation. Reservists have opportunities unique to their position and are often unencumbered by the daily obligations of Active Component pilots.

“There’s a huge opportunity for TPU pilots to transition into the airlines,” said 1LT Jordan Carrick, a 15A out of C/7-158th General Support Aviation Battalion (GSAB) located at Fort Carson, CO. Recently completing his fixed-wing private pilot’s license at nearby Arapahoe Flight Club, Carrick received a conditional job offer and a healthy pay bonus from Frontier Airlines to join their F9 Cadet program.

“It sets me up in the long-term, and the flexibility is there,” Carrick said. “I can fly every week, or I can (request to) fly Monday, Wednesday, Friday because I need to fly with the airlines.” This flexibility will allow Carrick the opportunity to meet his 120-hour yearly minimums for the Army, but also build toward the 1,500 federally mandated by the airlines.

For BG Roger Deon, the commander of the Army Reserve Aviation Command, the significant opportunities being afforded to individuals like Carrick are a selling point for the Reserve. He hopes to attract more pilots, particularly Active Component pilots about to fulfill their duty obligations, to join one of the 13 different Reserve Aviation locations throughout the United States. They can then use their flight hours as well as benefits from years of service, like the GI Bill or tuition assistance, to continue pursuing civilian career opportunities.

“They also have a different role, they’re not pulling shifts the same way as an Active Component pilot,” BG Deon said. “This gives them the ability to manage more of their own schedule.”

In many cases, they can do both jobs from the same location. CW4 Morgan Worthington has been an instructor pilot at

CW3 Paul Schroader, with the 244th Expeditionary Combat Aviation Brigade at Fort Knox, KY, poses with 2LT Daniel Hader at the U.S. Army Aviation Center of Excellence at Fort Rucker, AL, following Hader’s first flight on Nov. 29, 2022. Schroader served as an instructor pilot prior to applying for Air Evac Lifeteam 46 at Evansville, IN.

DOSS Aviation in Pueblo, Colo., since January 2020. He trains the newest cadets from the Air Force Academy, flying at least 10 sorties per week as a civilian while maintaining competency as a UH-60 pilot in C/7-158th GSAB at nearby Fort Carson, allowing him to volunteer for an upcoming training exercise in Japan. “I get to fly when I want to, I get to be located where I want to,” he said.

CW3 Paul Schroader will remain a rotary wing pilot as he begins work with Air Evac in Evansville, IN, less than two hours from the Army Reserve Aviation Command (ARAC) and 244th ECAB Headquarters at Fort Knox, KY. He was able to use his flight hours from the Reserve to make the 2,000-hour minimum to apply for his new job, which he says has provided a competitive pay structure to keep up with demand. Much of his hours came thanks to an instructor pilot position at the Army Aviation school in Fort Rucker, AL, afforded to select Reserve pilots on ADOS orders. “The EMS world will experience attrition to the airlines just because the pay is so attractive right now,” said CW3 Schroader.

Meanwhile, SPC Brandon Meyer is hoping to use his experience as a civilian pilot and instructor to further his career in the Reserve. Having recently re-enlisted as a 15T, he is considering submitting a warrant officer packet. Currently serving as an instructor at Arapahoe, he has over 360 hours along with his fixed wing certification and wants to continue dual pursuits of military and civilian careers like many of the pilots around him.

“The Army Reserve has definitely played a big role in all this,” he said.

CPT Jeffrey Windmueller is the ARAC Public Affairs Officer at Fort Knox, KY.



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▶ 128th Aviation Brigade Update

The Maintenance Training Branch at the 128th Aviation Brigade

By Mr. Philip E. Bryson



When you are looking to buy a home, you want to consider many things before investing your time and money. One of the things you must ensure is that the foundation is solid and stable. If your home has a strong foundation, you can always build upon that solid foundation. The Maintenance Training Branch (MTB) is the foundation for the 128th Aviation Brigade training. Why is MTB the foundation for the 128th Aviation Brigade training?

The MTB is one fragment of the many branches of the United States Army Aviation Center of Excellence (USAACE), Directorate of Training and Doctrine Training Division. The MTB is embedded with the 128th Aviation Brigade at Joint Base Langley (JBLE). This relationship allows the 128th to support MTB with the corresponding personnel while also enabling MTB to help more effectively the 128th in its primary mission to generate disciplined, physically fit, technically proficient Aviation maintenance Soldiers and leaders who embody the Army values and embrace the Army as a profession, contributing to the combat readiness of the Army, its allies, and other services as a member of USAACE team. All while honing the warfighter's capability to "Fly," "Fight," and "Win."

The MTB provides all associated personnel with guidelines and procedures to perform the ADDIE process and the framework used to organize and manage educational programs. The goal of MTB is to standardize training products utilizing the ADDIE process to organize course and curriculum devel-

The Analysis Design Development Implementation and Evaluation (ADDIE) process is used to develop all the training at the 128th Aviation Brigade. The ADDIE process is very similar to the process used when you are looking to purchase or build a home.

opment activities to ensure classroom instruction accomplishes the institution's educational mission throughout USAACE. Applicable regulations include (but are not limited to) AR 350-1 Army Training Leader Development; AR 600-100 Army leadership; TRADOC Regulation (TR) 350-70 Army Learning Policy and Systems; other TR 350-70 (series) reference; TRADOC Pamphlet 350-70 series references; as well as all other applicable USAACE policies and regulations.

The training/education development scope is a complex, multifaceted, and collaborative process impacting the Total Force. It supports the three pillars of unit training, institutional training, and self-development. The core of this process is the Army Learning Policy and Systems. Army Learning Policy and Systems uses the ADDIE process to develop Army learning products. Looking toward the future of Army Aviation Maintenance, the MTB is preparing for Future Vertical Lift platforms (The Future Long-Range Assault Aircraft (FLRAA) and Future Attack Reconnaissance Aircraft (FARA)) and the training requirement for each.

The MTB team is comprised of highly experienced and specially trained Army Aviation aircraft maintainers, Instructional Systems Specialists, and Training Specialists. The current team has a combined average of over 200 years in service, covering the full spectrum of Army rotary-wing airframes from the past to the present: AH-64 Apache, H-60 Blackhawk, and CH-47 Chinook aircraft. The vast amount of experience

at the MTB allows the 128th Aviation Brigade to understand the full scope of training requirements before time and resources are dedicated to building any training products. This solid foundation of experience from the Subject Matter Experts (SME) at MTB supports the 128th Aviation Brigade in preparing the next generation of Army Aviators.

Born Under Fire!

Mr. Philip E. Bryson is the chief of the Maintenance Training Branch, Directorate of Training and Doctrine, Joint Base Langley-Eustis, VA.



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Propulsion System Civil Certification and Military Qualification

By Mr. Andrew Barber

Schedule is king. A phrase that whether said or not has crept its way into most if not all programs.

With respect to aircraft development, the engine or engines alone becomes a major program in and of itself. The United States Army has embraced this situation over the years with independent programs for engine development and aircraft development with an integration effort running concurrently or follow-on. Hence, my terrible and overly simplified statement of “we qual an engine and integrate it into a golf cart if we want to.” If an aircraft is looking at a concurrent engine development and integration effort, you now have a race where one schedule is not king, but multiple schedules are kings and when one moves, they all move.

One course of action to accelerate this schedule for an engine development effort is to use a previously qualified or certified system in lieu of a new center-line design. If this option is available, the potential exists to reduce the qualification effort for a major system all the way down to (I dare to say) a “paper drill.” Basically, documenting how the current design meets all the requirements defined and providing all the substantiation necessary to validate those requirements. Congratulations! You just met performance under cost and under schedule.

Unfortunately, that’s not how the real world of development and procurement

works. Especially for a military system. The reality is there is a high likelihood that a military aircraft is going to include a weapons system of some kind. The operational environment of a military aircraft is probably going to be a bit more varied than a civil counterpart. The anticipated missions are more strenuous on the airframe and propulsion systems. Which leads to a lower-level of development and qualification typically referred to as “delta-qual.”

Delta-qual is the effort to identify and address requirements that are not addressed by the previous qualification efforts. When a propulsion system is qualified or civil certified, it is basically qualified or certified to a set of operational limits and with a set of necessary maintenance practices. Any operation outside of the limits or deviation from prescribed maintenance practices requires additional analysis and test to qualify or certify that operation. For some of those requirements, the efforts for that delta qualification can be significant. A minor shortfall to a requirement for a system that is at the limits for growth can lead to a major redesign effort.

It becomes imperative during the early phases of a program to properly assess the anticipated delta-qual efforts and develop appropriate mitigation tactics early if shortfalls arise. Among those mitigation tactics is the possibility, where appropriate, to assess the impact the shortfall has on the anticipated mission and performance requirements and provide that assessment to the proper program offices and user representatives to determine if the necessary resources need to be expended or trades made to address the shortfall. Maintaining the core requirements and user needs to be addressed in the mind of all parties during the phases of development and procurement becomes the true streamlining tactic for the program.

Mr. Andrew Barber is the chief engineer for the AvMC, SRD Propulsion Division, Redstone Arsenal, AL.

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▶ Ask the Flight Surgeon

Hypertension (HTN) By CPT John Solak, MD, FS

Q. Doc, I've been told that my blood pressure is "a little high," what does it mean for me and my flying status?

FS: Hypertension (HTN) is a condition where blood pressure is elevated above normal levels. It is a common condition that affects 116 million adults in the United States. In Army Aviators, the most frequently waived condition is hypertension, accounting for 1,458 of 12,657 waivers granted between 2005 and 2015. When measuring blood pressure, there are two components. The peak pressure during heart contraction is the systolic component and the lowest pressure between contractions is the diastolic component. A normal blood pressure is 120/80 mmHg. Elevation in either systolic or diastolic pressure above the normal range requires lifestyle modifications and may require medications.

What Causes Hypertension?

Blood pressure is determined by the amount of blood being pumped by the heart and the level of resistance applied by the blood vessels. These parameters are controlled by a complex interplay of signals between the brain, kidneys, and endocrine

system. Primary hypertension, also called essential hypertension, occurs in 95% of individuals and does not have a single etiology. It can be conceptualized as a dysfunction between the mosaic of regulatory mechanisms. However, a number of factors are known to increase blood pressure. These factors include obesity, diabetes, high alcohol intake, high salt intake, aging, sedentary lifestyle, genetics, and stress. Rarely, hypertension is caused by disease processes in the endocrine system, kidneys, or elsewhere in the body. This condition is called secondary hypertension. Since these disease processes have specific symptoms, physical exam findings, and lab results, medical providers will screen for these diseases when diagnosing hypertension.

Why is Hypertension a Problem?

Hypertension increases the risk of all major manifestations of cardiovascular disease, which includes stroke, coronary artery disease, heart failure, and peripheral vascular disease. In 2020, 670,000 deaths in the United States had hypertension as a primary or contributing cause. Hypertension also causes damage to the eyes, kidney, and brain. Thankfully, it can be detected early and treated. Treating hypertension has been proven to significantly reduce mortality as well as significantly reduce the number of cardiovascular events.



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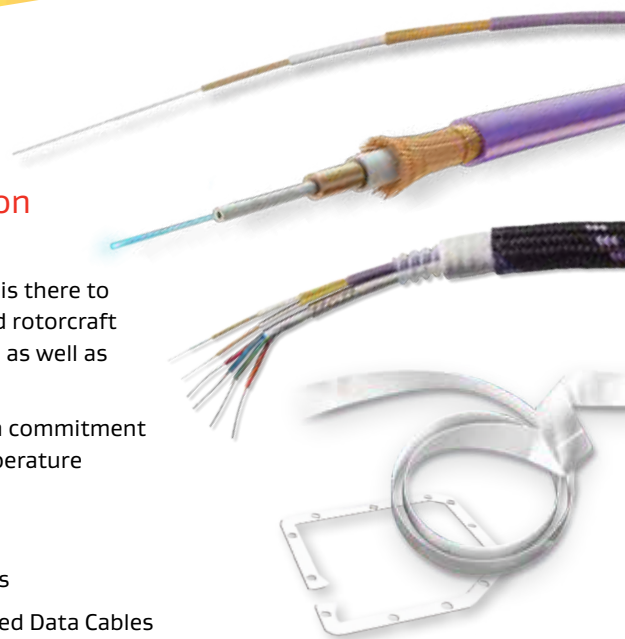
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Symptoms

Hypertension may present with nonspecific symptoms such as headache or nausea, but it typically does not have any symptoms. For that reason, it is often called the “silent killer.” Therefore, a blood pressure measurement should be performed at all healthcare visits. Home blood pressure monitoring is also an effective tool that is recommended when making an initial diagnosis.

Treatment

Once hypertension has been confirmed, the choice of treatment is based on the magnitude of elevation above normal as well as a composite risk assessment for cardiovascular disease. All treatment strategies start with lifestyle modifications. Lifestyle modifications that have been proven to reduce blood pressure include improving diet with special emphasis on decreased salt intake, reducing alcohol use (<2 drinks per day), medium-to-high intensity physical activity, tobacco cessation, and weight loss. When the combined cardiovascular risk and/or magnitude of blood pressure elevation are above specified thresholds, medications ought to be prescribed in addition to lifestyle modifications. There are several unique drug classes that each have their own mechanism of action and side-effects. For example, drugs such as lisinopril prevent the activation of endocrine system whereas amlodipine directly acts on blood vessels to allow dilation and hydrochlorothiazide (HCTZ) increases the volume of urine production.

What are the Army Regulations Regarding Hypertension?

Per AR 40-501, uncontrolled blood pressure greater than 140/90 mmHg is not compatible with retention in

the U.S. Army. For Army aircrew members, when blood pressure is maintained at less than 140/90 mmHg with lifestyle modifications alone or in conjunction with a single aeromedically acceptable medication, the member does not require a waiver. If an aircrew member is on multiple medications to maintain the blood pressure below 140/90 mmHg, a waiver is usually recommended as long as the doses are stable, and the medication is aeromedically acceptable.

Summary

Hypertension is a very common condition and does not typically have symptoms. However, it increases the risk of stroke, heart attack, and other adverse medical events. Lifestyle modifications such as weight loss and improved diet are effective treatments, but medications may be required if severe. Stable blood pressure under 140/90 mmHg with a single aeromedically approved medication does not require a waiver. When more than one aeromedically approved medications are required, a waiver is typically granted. Fly Safe!

Question for the Flight Surgeon?

If you have a question that 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 should not be construed as an official Department of the Army position unless otherwise stated.

CPT (Dr.) John Solak is a flight surgeon at the Department of Aviation Medicine, U.S. Army Medical Center of Excellence, Fort Novosel, Alabama.



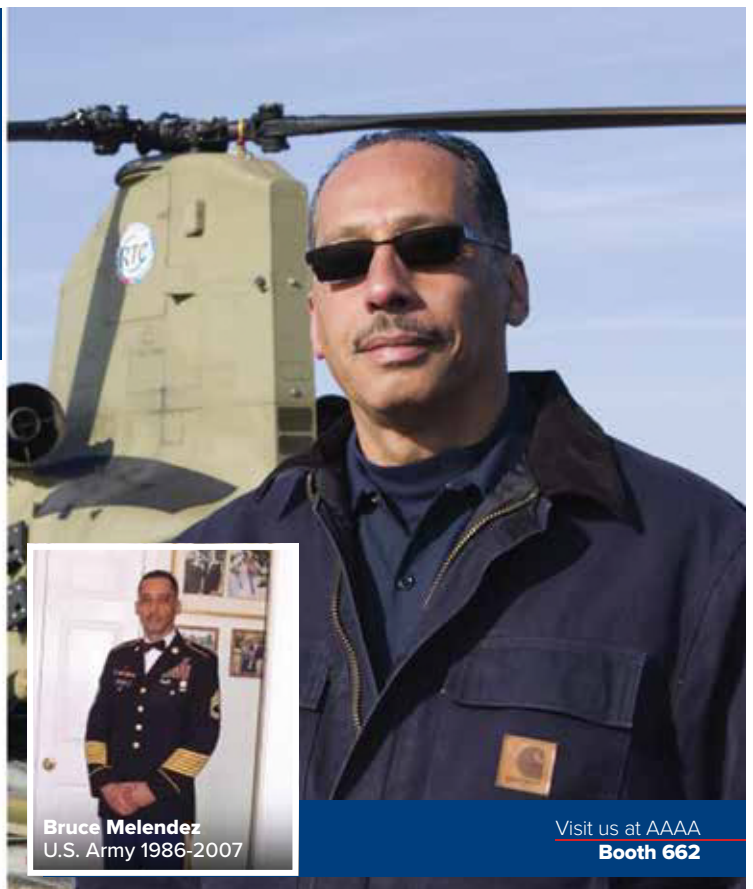
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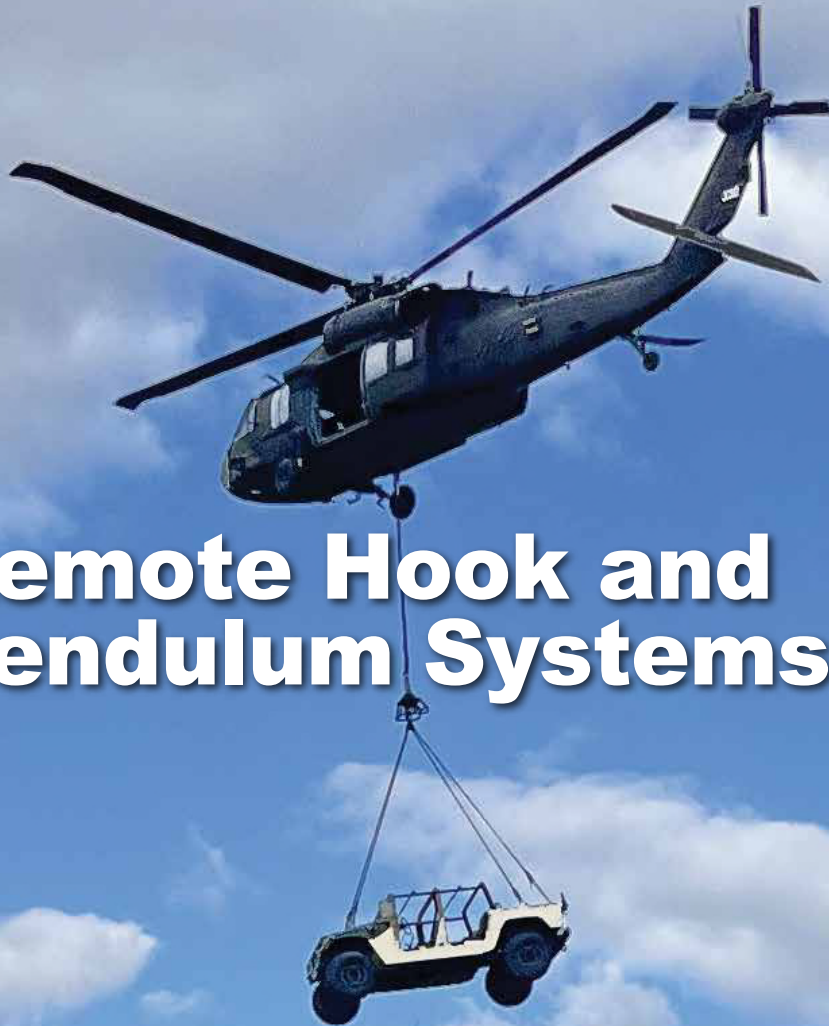


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Training for LSCO – Leveraging Resourcing, ReARMM, and CTC Rotations to Prepare for the Next Fight

By MG William D. “Hank” Taylor

This year marks the 40th anniversary of the establishment of aviation as a branch of the U.S. Army. While it’s worth taking time to reflect on Army Aviation’s storied history, as a branch we remain laser focused on preparing for the next fight. In DAMO-AV, we continue our work of synchronizing efforts across the aviation enterprise to modernize the force, build readiness, and train formations in the art and science of Large Scale Combat Operations (LSCO).

Readying the force for LSCO requires an increased focus on collective training. We are transitioning from 20 plus years of counterinsurgency characterized by operations conducted by small teams of aircraft, flying high and engaging relatively low-tech adversaries. Operating in an LSCO environment

A UH-60 Black Hawk assigned to 1st Heavy Attack Reconnaissance Squadron, 6th Cavalry Regiment, 1st Combat Aviation Brigade, 1st Infantry Division, lands in the training area at Fort Irwin, California, August 17, 2020.

against a near peer adversary demands new tactics, techniques, and procedures. LSCO necessitates flying low and avoiding radar detection. It demands increased speeds and distances to be operationally relevant. And it requires higher levels of collective readiness to mass forces against an enemy with agility and efficiency.

These are basic tenets of the Army’s Multi-Domain Operations (MDO) doctrine and in the G-3, our priority is fielding MDO-capable units. With that in mind, the Army increased funding for the aviation flying hour program to enable units to achieve higher levels of collective training. The additional funding provides for more reps and sets of the fundamentals as well as opportunities to execute higher-level collective training at home station. It will also drive down risk – increasing proficiency by building masters of our craft and profession. We are underwriting our commanders’ ability to fully execute their training strategy. To ensure we are adequately preparing for LSCO, Aviation units are executing the additional hours within the Regionally Aligned Readiness and Modernization Model (ReARMM).

U.S. Army pilot flies an AH-64D Apache assigned to the 1-3rd Attack Battalion around the Hohenfels Training Area, Dec. 3, 2021, during Combined Resolve XVI.



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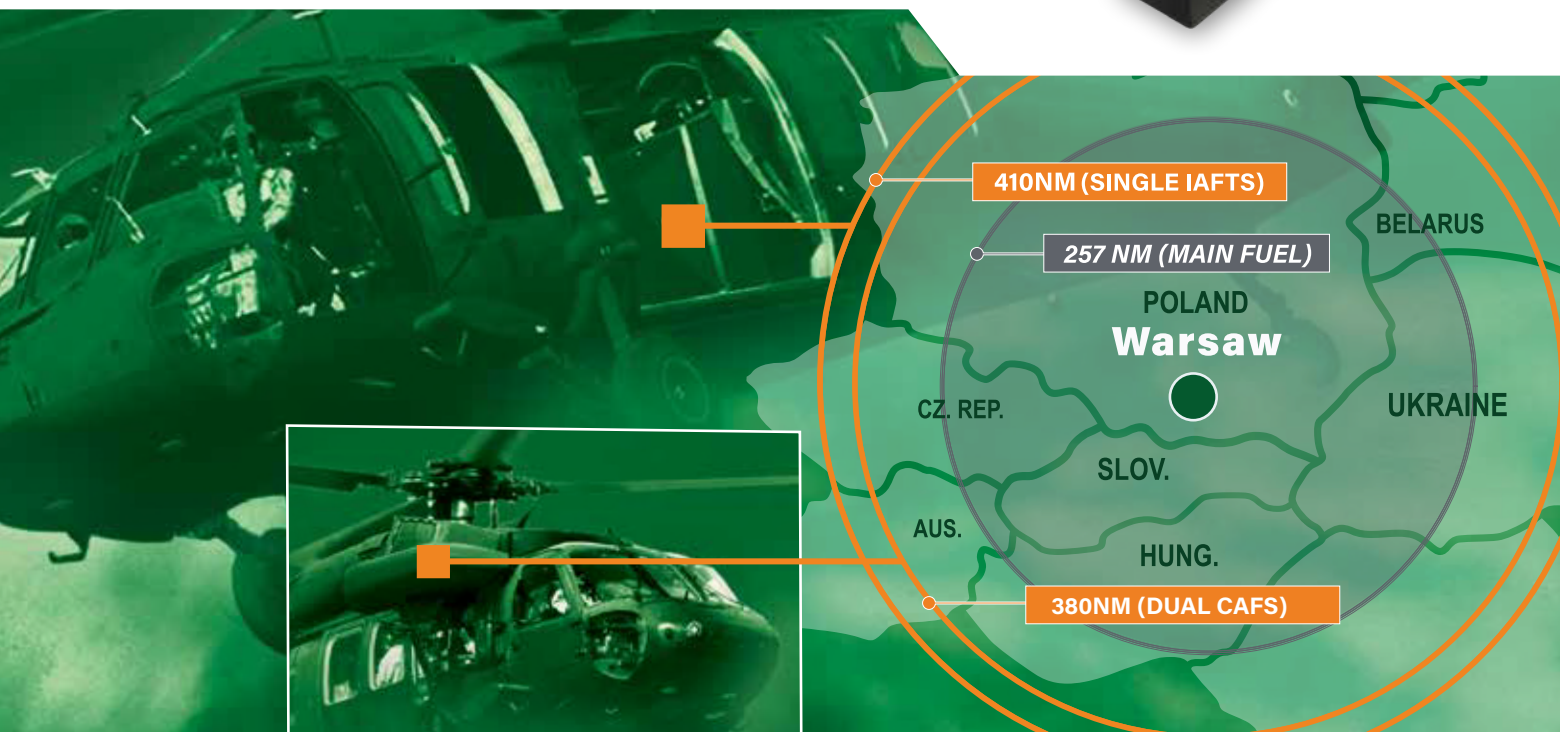


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ReARMM

ReARMM is the Army's new force generation model – it is how we equip, train, and employ our forces. The value of ReARMM is that it optimizes how and when we modernize our fleet to preserve readiness today while building more capable units for the future. Previously, program managers and combat aviation brigades (CAB) coordinated directly to get new equipment to the force. While this method fielded equipment rapidly, we were challenged to fully understand the impact to units receiving equipment – for instance, in the middle of a planned training exercise – and to most efficiently manage the right equipment getting to the right CAB at the right time.

In ReARMM, FORSCOM-assigned CABs move through four 8-month phases: Modernization, followed by Training, Prepare to Deploy Order (PTDO) Mission, and Mission. Forward assigned CABs are considered continuous employment; they undergo in-stride modernization activities, so they maintain the combat power required to remain in continuous employment.

These ReARMM phase assignments allow the aviation enterprise to efficiently

manage when CABs receive targeted modernization. Together with our partners at FORSCOM, PEO Aviation, and AMCOM, we can deliberately plan when and where to modernize units. The result is a streamlined application of modifications within the same time period – allowing CABs to pursue deliberately scheduled training windows and employment. Further, CABs can execute their training strategies without distractions, knowing they have the right equipment for their assigned mission.

Modernization Phase

We are directing CAB commanders to prioritize modernization when in a modernization phase. Division commanders are underwriting this focus, and it applies to all units – not just aviation. As a business rule, we modernize no more than 33% of an MDS at any time. This allows our enduring base aviation training activities to continue across all phases of ReARMM – weapons qualification, RL progressions, individual and aircrew training, supporting BCT and division training objectives – while affording collective training focused at the platoon-level and below during the modernization phase. This

priority of focus allows CABs to complete modernization and quickly transition to their training and mission phases, setting conditions for the next CAB to modernize.

Training Phase

Once complete with a ReARMM modernization phase, CABs move into the training phase. They continue enduring base aviation training activities – weapons qualification, RL progressions, individual and aircrew training, supporting BCT and division training objectives – and refocus effort on battalion and below training – building on the platoon-level readiness gained during the modernization phase. In the PTDO mission and mission phases, CABs progress to brigade-level readiness. Following their mission phase, CABs enter a new ReARMM cycle, starting with another modernization window. This continual cycle allows us to efficiently modernize the force, while building readiness to meet Army and Joint requirements.

Effective preparation for LSCO requires rigorous and realistic training at the company, battalion, and brigade levels. Combat Training Centers

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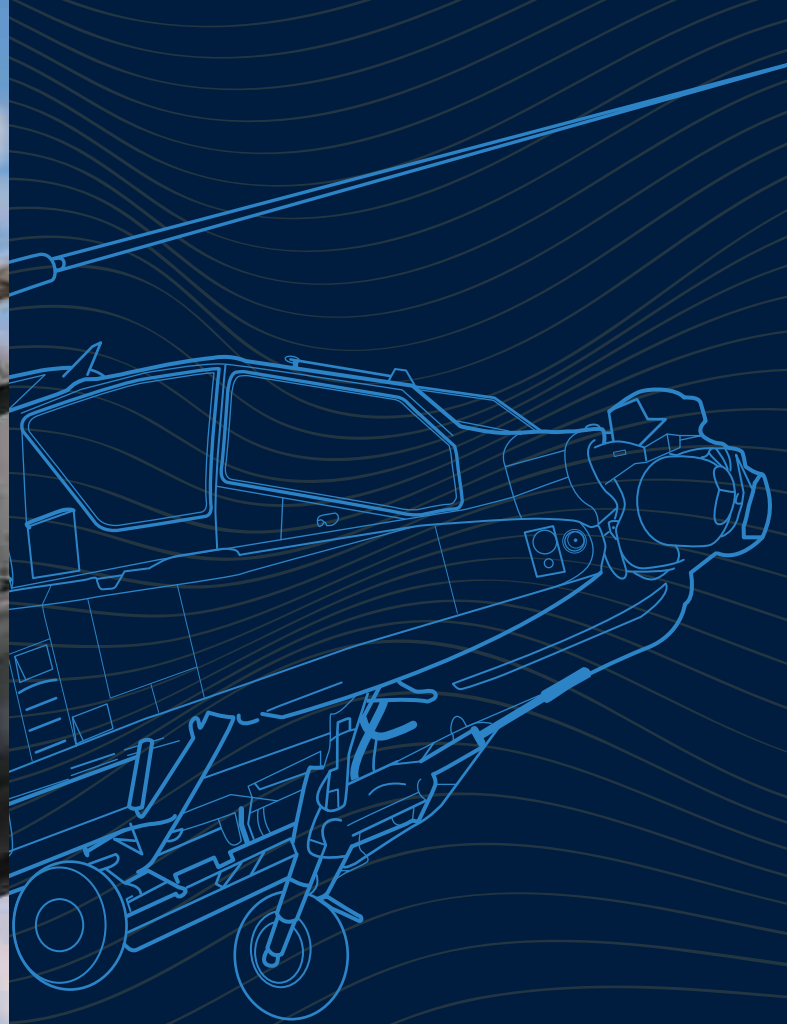
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(CTC) are a critical part of this initiative. Like the rest of the Army, the CTCs are increasingly focusing on LSCO – integrating lessons learned from current conflicts into their training environments and identifying best practices to achieve success in a LSCO fight. To better simulate the LSCO environment, CTCs are increasing the distance between aviation assets and their supported BCTs during rotations. Increased training space enables CTCs to replicate aviation employment in the division deep area. The CTCs are also leveraging developments in simulation and modernized equipment to realistically replicate expected threats.

Within the ReARMM cycle, divisions will employ CABs to conduct CTC rotations task organized for accomplishing aviation collective training. Commanders will leverage the opportunities provided in CTC environments and employ MTOE battalion “pure” formations during CTC rotations, focusing on LSCO Mission Essential Tasks with aviation employed as a maneuver force. Army Aviation provides the Division Commander with the ability to mass combat power to achieve operational

objectives. Divisions that successfully employ aviation in warfighter exercises adequately staff G-3 Aviation positions, select the correct LNOs, and effectively communicate risk to the Division Commander and their staff. These best practices enable the integration and collaborative planning required to respond to threats and seize opportunities to achieve desired tactical outcomes.

Operation Lethal Shadow

The scope of planning and training required for success in LSCO was on display last Fall when elements of 101 CAB conducted a brigade long-range air assault (LRASSLT) in support of a CTC rotation at JRTC. The team flew 16 CH-47s and 3 UH-60s nearly 200 cumulative flight hours over 500 nautical miles from Fort Campbell, KY to Fort Polk, LA in a single period of darkness. The exercise required setting up an intermediate staging base along the route, coordinating refueling from organic support and USAF elements, and the highest competency among leadership and 101 CAB personnel. 101 CAB Commander, COL Clint Cody, describes Operation Lethal

Shadow in the February issue of Army Aviation magazine. I highly recommend the read as it serves as an excellent example of LSCO-focused aviation training. In short, 101 CAB took a step toward transforming into an “Air Assault CAB” by successfully demonstrating a capability that will be required of Army Aviation in a future fight against a near-peer adversary.

The 40-year history of the Aviation Branch can be characterized by the force’s adaptability to ever-evolving challenges. One thing that has remained constant is our unwavering commitment to support the Soldier on the ground. We’ll carry that commitment forward into the future as we build the formations of the future, field the next generation of aircraft, and adapt to new challenges presented by LSCO.



MG William D. “Hank” Taylor is the Director of Army Aviation at Headquarters, Department of the Army G-3/5/7 (DAMO-AV).



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AMCOM: Attacking Readiness Drivers

By MG Thomas W. O'Connor



U.S. ARMY PHOTO BY MITCHEL BECK

In November 2022, the U.S. Government Accountability Office (GAO) released a report titled, “Weapon System Sustainment – Aircraft Mission Capable Goals Were Generally Not Met and Sustainment Costs Varied by Aircraft.” The report detailed the readiness, operations, and sustainment costs for more than 40 fixed- and rotary-wing aircraft, including the three primary Army helicopters: AH-64, UH-60, and CH-47. Readiness has improved; however, none of the three helicopter systems achieved mission capable rates and Non-Mission Capable Maintenance (NMCM) rates have generally exceeded 20%. The report further detailed that although Army Aviation operations and sustainment costs have improved significantly, the Army is also flying less. While the GAO report was a shot to our pride, we should not be surprised. Much

A technician cleans, inspects, and corrects damages and electrical faults during UH-60 maintenance.

has changed over the last several years and we must adjust accordingly. No longer can we rely on the practices to which we have been accustomed over the past two decades, like sending the entire fleet through reset. The current fleet is not going anywhere anytime soon, and we need to rekindle ownership at every level backed by robust maintenance programs. Additionally, we must leverage the entire capacity of the aviation enterprise to support tactical level readiness. Lastly, we must integrate sustainment requirements into the development of our future fleet.

Cornerstone of Readiness

Maintenance will always be the cornerstone of readiness and certainly will always be leaders' business. U.S. Army Forces Command's Monthly Aviation Readiness Review (MARR) has placed senior leader focus squarely on the readiness of our aircraft and the crews who operate them. That same level of empha-



U.S. ARMY AMCOM LOGISTICS CENTER COURTESY PHOTO

Aircraft maintainers do assigned tasks against a set schedule as they reset a UH-60.

sis must cascade all the way down to the hangar floor and across the flight line. Balancing operations and maintenance require both art and science, combined to optimize execution. Chief Warrant Officer 5 Patrick O'Neill recently wrote, "The best offense is a great defense," noting the importance of quality maintenance programs and resilient supply chains as the backbone of this defense. Over the last two and a half decades, the Army has reaped the benefits of new equipment fielding or freshly reset aircraft that resulted in artificially inflated bank time. This maintenance posture facilitated aggressive training schedules and provided unprecedented aviation support to meet the Army's operations tempo. The balance of organic capability was off. To use a football metaphor, we were outkicking our coverage. Our maintenance programs suffered. It is time to rebuild our defense. We will be able to surge for the first 45 to 90 days of multi-domain operations, after which

we will need robust, quality maintenance programs to project, build, sustain and regenerate the combat power needed to recover and operate in today's environment. Commanders in the field must focus on generating proficient scheduled and unscheduled maintenance teams, down aircraft recovery teams, and forward arming and refueling point teams. You must know your internal capacity and be able to forecast when you will need augmentation.

Restoring the Balance

The U.S. Army Aviation and Missile Command (AMCOM) serves as the supporting command enabling Army Aviation to maintain readiness. We cannot replace the indisputable requirement for trained and quality maintenance programs within your tactical formations. However, we have several levers we can pull to augment formations and restore the balance. AMCOM's Logistics Assistance Representatives (LARs), the AMCOM Field Maintenance Directorate (AFMD), and Test, Measurement and Diagnostic Equipment (TMDE) teams reside on your post, camps and stations. These professionals bring years of experience, both field and sustainment level maintenance expertise, and they provide reach back to the aviation sustainment enterprise. They can surge when you surge, providing support during field training exercises or port operations. The AMCOM team is also attacking supply issues writ large.

Non-Mission Capable Supply (NMCS), or "S time", has generally remained steady at 5% or below for several years, but this will not last forever. In other words, parts availability is not the current readiness issue. Under Army Materiel Command, we have built Common Authorized Stockage Lists (CASLs) to standardize and unburden units while reducing lead times. Both the AMCOM Logistics Center and the Defense Logistics Agency track readiness drivers and work to ensure we have 90 days of supply of parts on hand. This is especially true regarding the readiness drivers, which are those parts with the potential to adversely impact unit readiness based on their negative supply position. Closely managing these readiness drivers is paramount to maintaining the supply availability necessary to keep our weapons systems in the fight. The Army must forecast supply orders to meet demands three to five years into the future due to long lead times associated with certain materials and shortfalls in



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Don Camp, a U.S. Army Aviation and Missile Command Logistics Assistance Representative assigned to the 405th Army Field Support Brigade's Army Field Support Battalion Germany, provides technical training to a Soldier with C Company's MEDEVAC flight crew, 2nd General Support Aviation Battalion, 1st Combat Aviation Brigade, while supporting Saber Junction 21 at Hohenfels Training Area, Germany, Sept. 23.

available industrial capacity. We meet with our industry partners and depots regularly to overcome challenges with obsolete and low-volume parts as well as diminishing sources of supply. All of this helps to build a secure and resilient strategic supply chain. With that said, every part on order with estimated ship dates greater than 30 days is reviewed at my level. We completely understand the frustration when the part you need also happens to be one of the parts comprising the 5% NMCS. We are taking every step possible to get you the right part when you need it, including our work to avoid similar issues with future fleets.

Modernization

As we move to the future, Army Materiel Command has partnered with Army Futures Command to better articulate sustainment requirements. Requirements focused on embedding sus-

tainment technology upfront to improve reliability, availability, maintainability, and to lower operations and sustainment costs. Operations and sustainment costs have historically devoured 75% to 80% of the total life cycle costs of a system. The Army's modernization efforts have demonstrated that affordability is the enemy of modernization. We must become more affordable while providing safe, reliable systems that instill confidence in those who fly these systems into harm's way. We are working hand-in-hand with the Future Vertical Lift Cross-Functional Team and elements of the Program Executive Office – Aviation to translate requirements into materiel solutions. We have partnered with academia and industry to explore commercial and emerging technologies as well as best practices that we can incorporate into the current fleet as we bridge to the future fleet.

We are continuing to attack requirements and unburden our units by expanding the Maintenance-Free Operating Periods (MFOP), which we will achieve through a unifying aviation sustainment strategy coupled with the Army's efforts to bring predictive logistics to fruition. Through on-aircraft health monitoring systems, we have learned a tremendous amount and have created mountains of data. Unfortunately, much of this data could not be displayed in a usable format across the enterprise. We are working closely with industry to develop a common standard for the Digital Engineering Ecosystem (DEE). We are leaning forward to integrate sensor and fault data into reliability-based maintenance programs, which in turn will populate logistics and engineering products in authoritative databases that are linked via the digital thread. When achieved, we will finally realize true Predictive Logistics needed to expand MFOPs and reduce requirements on units. This environment will facilitate prognostic and predictive maintenance from the tactical edge on the flight line while providing the necessary visibility to enable decisions in the strategic support area. This will provide the granularity to understand component wear-out with sufficient notice to enable repair before disruptive failure occurs. Maintenance managers will be able to execute risk-based maintenance to smartly manage, anticipate, and optimize maintenance in support of multi-domain operations.

The future of Army Aviation is truly exciting, but we must understand that our current fleet will be with us for years to come. As the aviation enterprise tackles the challenges with supply chains and works toward building solutions that will unburden our teams in the field, we must also redouble our focus on the challenges with mission capable rates today. Our team at AMCOM is here to help shrink the aviation enterprise for you as we deliver aviation and missile readiness to the forward edge while setting conditions to sustain the Army of 2030.

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MG Thomas W. O'Connor is the commanding general of the U.S. Army Aviation and Missile Command (AMCOM) at Redstone Arsenal, AL



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PEO Aviation – Collaboration: A Must for MOSA

By MG Robert L. Barrie

The Program Executive Office (PEO) Aviation is the Army's Aviation Materiel Developer and we are responsible for executing the Army's Aviation Readiness and Modernization Strategy. In order to rapidly develop and deliver new capabilities, PEO Aviation is changing our business model to be able to adapt new capabilities at the speed of technology. By integrating Modular Open Systems Approach (MOSA) into our organization, we will provide our Soldiers with the capability to achieve and maintain overmatch on the battlefield and outpace the speed of opposing forces' technical evolution. It is not easy, but the time for MOSA is now.

Across the PEO, it is the program managers who are responsible for cost, schedule, performance, and risk. Depending on the constraints of that moment in time, one of these is often crowned king. "Schedule is king" has been the mantra for several years now because of the pace of evolving threats and the corresponding need to rapidly equip our soldiers with the best systems. But this is changing.

As we sprint down our business transformation pathway and make MOSA central to the aviation enterprise, the value and criticality of collaboration has become clear. There is no feasible way forward without collaboration.

Why Is Collaboration So Important?

In order to implement MOSA, PEO Aviation has launched nine Lines of Effort (LoEs). All nine are essential to fundamentally changing how we do business. For example, one of the LoEs is Contracting. For PEO Aviation to realize the benefits of MOSA, how we contract and what we contract for must change. All new contracts must give the government flexibility through rapid vendor options throughout the lifecycle of the contract, or the benefits of MOSA are reduced or lost all together.

But, for this kind of change to occur within just one of these LoEs, there are many stakeholders that must be engaged. Every project office, Army Contracting Command, other peer and supporting organizations, legal, industry, etc. are not only impacted by MOSA tenets but must also drive the effort to get there. Collaboration is the key. Everyone touched by MOSA must understand its importance and their role in successfully implementing it.

This same requirement for collaboration exists in all nine PEO Aviation LoEs and then between those LoEs. The amount of transformation and collaboration needed can quickly become seemingly overwhelming, but it is essential. The breadth and depth of the changes and solutions that need to be developed highlight another reason for collaboration – and that is talent.

Within the government, we have skill and talent gaps. We have extraordinary people but not enough of them and most of them do not have experience with implementing large scale efforts such as enterprise-wide product line management. We must lean on and learn from each other.

Additionally, cost, schedule and performance all present challenges. These challenges require trades, and collaboration is essential to not only understanding the trades but also surfacing the best options to mitigate the associated risks.

Where Do We Begin?

What do we collaborate on? Without collaboration, the individual paths forward for each LOE is fraught with uncertainty and risk. For the Qualification and Material Release LoE, it took four government organizations and several key industry companies to help establish just the initial path forward on key efforts.

Within the nine LoEs, there are a few areas that are currently bubbling up to the top. The first is enterprise Major System Components. These are the components and systems that the PEO has deemed as the top priority modularity decisions that we are going to expend significant effort on to drive towards enterprise solutions. Second is enterprise architecture products like our Enterprise Architecture Framework and Enterprise Product Architectures. Digital Engi-



MOSA's Nine Levels of Effort

1. Governance and Policy
2. Architecture and Standards
3. Software Development
4. Collaborative Digital Environment
5. MOSA Conformance Capability
6. Qualification and Material Release
7. Contracting
8. Affordability, Funding, and Savings
9. Strategic Communications

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industry and other USG organizations the means to engage and collaborate.

Who Do We Need To Collaborate With To Be Successful?

A lot of collaboration is certainly needed internal to the PEO and across the Army, but that is simply not sufficient. Collaboration with our core industrial base is a must. These are often the enduring relationships that we depend on, but we also must collaborate with non-traditional vendors, small businesses, and vendors that are doing unique and innovative things in the commercial sector.

In addition to collaboration with industry, the need to better partner with our sister services within the air domain is also becoming increasingly apparent. There is significant overlap in technologies, data, vendors, processes, and tools where we could be better synchronized and better leverage each other.

The international community is an essential partner for PEO Aviation. The MOSA scenarios important to us are very similar to those of our partner nations. Working on solutions together will enable us to progress forward in a more unified manner.

Conclusion

MOSA is a fundamental element of PEO Aviation's ability to affordably modernize. It requires careful collaboration that will not always be easy, but it is essential. Collaboration requires balance; we must be cautious to prevent collaboration from overwhelming the decision-making process and hampering tangible change.

We are targeting Enterprise and Reference Architectures, domain specific data models, computing environments, and digital engineering as key areas for collaboration. We expect to make significant progress in these areas with the help of our partners.

PEO Aviation is looking forward to collaborating with academia, industry, our Army partners and sister services as we seek to provide and maintain over match on the future battlefield for our Soldiers.



MG Robert L. Barrie is the U.S. Army Program Executive Officer, Aviation located at Redstone Arsenal, AL.

neering is another high priority area because multiple programs are pushing the envelope on model-based acquisitions. This year, expect to see substantial pushes for collaboration in these areas.

How Do We Increase Collaboration?

The demand signal for collaboration is ever growing. We have a clear and increasingly obvious strategy for collaboration relative to MOSA, to help better position us for the future. Several years ago, we established the Architecture Collaboration Working Group (ACWG) with government and industry membership to begin sharing knowledge and start making key architecture-related decisions for future programs. The ACWG also functions as a mechanism to quickly and easily share information across a large sector of the aviation industrial base. This transparency is essential for productive collaboration.

Next is the use of Cooperative Research and Development Agreements (CRADA). For several years PEO Aviation has leveraged CRADAs with individual companies to identify and tackle areas that presented risks for future programs. Most recently, the U.S. Army Combat Capabilities Develop-

ment Command Aviation and Missile Center established a CRADA with the entire Vertical Lift Consortium which covers most of the aviation industrial base. This CRADA has been leveraged to develop requirements for future systems in such an open manner across our industrial base that industry's collective responses have essentially become consensus-based requirements, standards, and approaches. This CRADA also led to the realization that the government should establish a similar mechanism for conducting funded prototyping efforts that could include anything from development of enterprise architecture content to development of prototype software operating environment components, to conducting trade studies, and developing roadmaps for architectural bridging strategies largely related to enduring systems. This step is critical because it helps pull in small businesses that typically do not have the internal funds to adequately support CRADAs.

Lastly, the PEO continues to leverage Technical Interchange Meetings, industry days, and similar events while striving for maximum transparency. The goal is NOT to have industry guessing where we are headed. The goal is for the PEO to present clear opportunities and enable

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NIGHT

A Teal 2 drone is shown from a top-down perspective, centered in the lower half of the image. It has a dark grey body with four propellers and a central sensor pod. The background is a dark teal color with a complex digital overlay of technical diagrams and data points, including labels like 'B3 ZONE A54', 'System Identification', 'R54', 'SYMBOL DETECTED', 'RND', 'SCAN SYMBOL', '01-07', and 'TM'.

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Future Vertical Lift, A Team Centric Approach

By MG Walter T. (Wally) Rugen



In concert with the Army Futures Command Commanding General, “our purpose... is to **transform the Army to ensure war-winning future readiness.**” We will do this by being great teammates, and that team centric strategy is integral to our success and remains a cornerstone of our path forward. Spanning a wide community, this team includes Army Futures Command, Program Executive Office (PEO) Aviation, PEO Command Control Communications-Tactical, PEO Intelligence Electronic Warfare & Sensors, PEO Missiles and Space, Army Contracting Command, U.S. Army Combat Capabilities Development Command (DEVCOM), DEVCOM Aviation Missile Command (AvMC), Aviation Capability Development Integration Directorate (CDID), U.S. Army Test and Evaluation Command (ATEC), Defense Advanced Research Projects Agency (DARPA), Intelligence, Surveillance, and Reconnaissance (ISR) Task Force, Artificial Intelligence Integration Center (AI2C), Rapid Capa-

bilities & Critical Technologies Office (RCCTO), other CFTs, Headquarters Department of the Army (HQDA) staff, Army labs, industry, and academia. The team instituted a campaign of learning through research, aggressive experimentation and prototyping while adhering to the FVL tenets:

- **Reach** - transformational speed and range ideal for multiple theaters.
- **Lethality** - convergence of sensor and shooters providing decision dominance and capability overmatch.
- **Survivability** - on and off-board layered approach combined with standoff.
- **Affordability** - drive competition to reduce risk and cost both in procurement and long-term operations and support.

Notable Team Highlights Over the Last 5 Years

Not every effort or event was a success, and in many ways that was the point as we learned as much from the failures as we did the wins, but always

PFC Hunt of the 1st Cavalry Division operates a Gray Eagle payload with Scalable Control Interface demonstrator at Project Convergence 22.

forward progress. The fruits of these team efforts included:

- Eight Army Requirements Oversight Council (AROC) approved requirement documents, with seven more documents programmed over the next two years.
- 35+ studies in the last two years steering the analytical effort.
- Seven major experimentation and demonstration events.
- Over a dozen significant Soldier Touchpoints across the echelons of division and brigade down to squad and across Army components as part of a Soldier Centered Design.
- Rapid acquisition of material solutions in support of several directed requirements supporting urgent operational needs in both U.S. European Command and U.S. Indo-Pacific Command (SPIKE- Non-Line of Sight

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■ Major Science and Technology (S&T) investments in advanced teaming, autonomy, electrification & energy efficiency, and cognitive offloading with many others.

■ Over 20 prototyping efforts with four major S&T transitions to PEO AV to include Joint Multi-Role Technology Demonstrator (JMR TD) capabilities including a foundation for Modular Open System Approach (MOSA) and Future Attack Reconnaissance Aircraft (FARA) Complete Prototypes (CPs).

Signature Program Updates

Future Attack Reconnaissance Aircraft (FARA)

It really is remarkable that in three and a half years FARA has gone from a concept to the reality of competitive prototypes (CPs) for an Acquisitions Category (ACAT) I Major Defense Acquisition Program and as the second largest Other Transaction Authority (OTA) contract. The Sikorsky and Bell CPs reached over 90% completion. Critical to this effort is the Improved Turbine Engine (ITE) progress that completed First Engine to Test with over 117 starts and 103 testing hours competed. This digital engineered engine will provide 13-25% more fuel efficiency with increased reliability. Other program highlights include the multiple successful tests of the FARA Modular Effects Launcher which included Hellfire missiles, rockets, and Air Launched Effects (ALEs). Also of note was the recent Long Range Precision Munition (LRPM) shoot-off demonstration at Yuma Proving Ground, Ariz., and Dugway Proving Ground, Utah, and the strong partnership with RCCTO as we move forward with lethal loitering capability.

Future Long Range Assault Aircraft (FLRAA)

A four-year program acceleration with First Unit Equipped (FUE) now in FY30 (initially FY34) resulted from the successful transition of Joint Multi-Role Technology Demonstrator Program, two rounds of Competitive Design and Risk Reduction, and steady support and funding from Congress with superb support from Army Contracting Command. Multiple Soldier Touchpoints across the Active, National Guard and Reserve components involving both the Air Assault and Medical Evacuation (MEDEVAC) mission sets informed the final Capa-

bility Development Document (CDD) as the Army made the down selection.

Modular Open System Approach (MOSA)

The 1000+ member Government and Industry MOSA Architecture Collaboration Working Group progressed throughout the year continuing to collaborate on standards and architectural decisions. This has led to better clarity in the application of specific standards and the surfacing of key interfaces that are critical to our MOSA Scenarios and Use Cases that are then communicated to industry in a digital model known as the FVL Architecture Framework (FAF). The Air Force, Navy and USMC are leveraging the FAF digital model and content in their own Aviation related programs. We continue to successfully demonstrate MOSA capabilities at the Western Test Ranges allowing for mission flexibility with rapid integration of prototype technologies with notable examples in the architecture, automation, autonomy, and interfaces (A3I) equipped Gray Eagle, Modular Effects Launcher, and ALE.

Future Unmanned Aerial Systems (FUAS)

Future Tactical Unmanned Aerial System (FTUAS)

Following the success of the yearlong FTUAS Soldier Touchpoint fielding four separate systems to five Brigade Combat Teams (BCTs) to inform the requirement, the Army is taking an incremental approach to a final material solution beginning with increment 0 already operating to meet a critical directed requirement in support of U.S. Army Europe and (USAREUR-AF) with fielding to the incredible Soldiers of 2d Cavalry Regiment. FTUAS is set to replace the RQ-7 Shadow within the BCTs.

Air Launched Effects (ALE)

The S&T community continues to reduce risk and demonstrate ALE capability to the warfighter at our western test ranges. Areas of emphasis have included aided target recognition, payloads, and launch mechanisms from both the air and ground. As we move forward, we look to implement a four-phase strategy with a Campaign of Learning in FY25-26, followed by integration on FARA and full production in FY27-29 with fielding in FY30+.

Experimentation & Demonstration

Experimentation and demonstration events at our western test ranges pro-

vide critical insight into areas that may require further focus and investment, while indicating what is achievable while also informing future warfighting concepts. All these events set into a tactical and operational scenario with a division headquarters (82nd Airborne and 101st Airborne [Air Assault] Divisions) providing Coalition Joint Tactical Force mission command. With much support from AFC, in all, during several rounds of Experimentation Demonstration Gateway Events (EDGE) and Project Convergence we achieved over 120 first time events, over 200 technical objectives and learning demands with nearly 30 FVL related technologies. Focus areas included network, fires and digital call for fire, multi-Intelligence payloads, electronic warfare, scalable control interface and advanced sustainment.

Combined Partners & Interoperability

As aligned with our National Defense Strategy and Integrated Deterrence with allies the Army signed two FVL project agreements with the United Kingdom and Netherlands and we began incorporating international military partners into experimentation and demonstration events. Most recently, EDGE 22 incorporated seven international partners which allowed for a full technical assessment of a cross domain network with interoperability. Additional areas of tactical integration using advance technologies included ISR, fires, air assault, and MEDEVAC. Our upcoming EDGE 23 will continue these efforts with nine international partners as we fight in theater relevant Use Cases across multiple locations separated by extreme distances.

Conclusion

We must not let up in our aggressive drive for research, concepts, experimentation, and requirements while integrating them to inform each other and Army and joint processes. Just like we fight as a formation in support of the ground force, the team centric approach continues to demonstrate its strength throughout the Army Aviation transformation. We need to keep it up, no rest.



MG Walter T. (Wally) Rugen is the director of the Future Vertical Lift Cross-Functional Team at Redstone Arsenal, AL.

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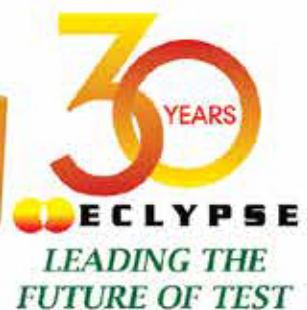
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2023 Army Aviation Mission Solutions Summit Schedule of Events

Monday, April 24, 2023

0900-1200	AAAA National Executive Board Meeting	Canal E
1200-1300	AAAA National Boards Combined Luncheon	Bayou E
1330-1630	AAAA Chapter Officer Workshops	Governors C
1630-1730	AAAA TLC Board Meeting	Canal E

Tuesday, April 25, 2023

0800-1700	PM/ACM/Industry Meeting Rooms Open	Presidential Mezzanine & Ryman Studios
1300-1700	Badge & Ticket Pickup	Delta BCD Lobby
1700-1800	National Awardee Rehearsal	Canal E
1830-2030	Awardee/NEG Dinner (Invitation Only)	Ravello's

Wednesday, April 26, 2023

0800-1230	PM/ACM/Industry Meeting Rooms Open	Presidential Mezzanine & Ryman Studios
0800-0930	Scholarship & Museum Donor Recognition Breakfast	Bayou E
0900-1900	Badge & Ticket Pickup	Delta BCD Lobby
1000-1200	AAAA Scholarship Foundation Board Meeting	Canal E
1100-1600	Spouse Event – Cheekwood Mansion and Gardens	Delta Portico
1230-1430	Program Executive Office Aviation Industry Coordination Session	Delta Ballroom A
1500-1900	MG Robert L. Barrie, PEO and all Project Managers	Ryman Hall BC
1500-1900	Ribbon Cutting/Exhibit Hall Open	Ryman Hall BC
1500-1900	Exhibit Halls Opening Reception	Ryman Hall BC & Presidential Ballroom
1800-1900	Chapter Sponsored Soldiers Brief (Invitation Only)	AAAA Booth, Ryman Hall
1900-2130	Industry Receptions	Delta Ballroom CD
1900-2130	Boeing Team Apache	Delta Ballroom CD
1900-2130	General Dynamics Information Technology	Jack Daniel's Restaurant
1900-2130	Sikorsky	Water's Edge Marketplace
1930-2130	BAE	Fuse Sports Bar

Thursday, April 27, 2023

0700-0745	Speakers Green Room Pre-Brief & Breakfast (Invitation Only)	Bayou E
0700-1700	Badge & Ticket Pickup	Delta BCD Lobby
0700-1700	Soldier Café (Military ID Required—No Retired)	Vietnam Vets Welcome
	<i>Sponsored by Team Chinook</i>	Delta Ballroom B
0700-0830	Professional Session Coffee	Delta Ballroom A
	<i>Sponsored by Lockheed Martin</i>	
0700-1700	Press Room Open	Ryman Studio AB
0800-0900	Spouse Event – Yoga	Delta Island E

0755-1030	PROFESSIONAL SESSION I & AWARDS	Delta Ballroom A
0755-0800	Opening Remarks	Mr. William R. Harris, Jr., AAAA Executive Director
0800-0815	AAAA Supporting You and Your Family!	MG Tim Crosby, Ret., AAAA President
0815-0825	101st Airborne Division (Air Assault) Welcome	MG Joseph P. McGee, Commanding General
0825-0855	Keynote Address – Chief of Staff, U.S. Army	GEN James C. McConville
0855-0930	Soldier & Unit Awards Presentation	MG Crosby, Ret.; Mr. Harris; Ms. Janis Arena
0930-1000	Army Aviation Branch Chief	MG Michael C. "Mac" McCurry
1000-1030	Aviation Enhancing Medical Modernization and Readiness	LTG R. Scott Dingle, The Surgeon General

1030-1130	Spouse Professional Program I – Navigating Ambiguity	Delta Island E
	Ms. Kelly Clark, M.Ed., Instructor, U.S. Army War College	
1030-1700	Exhibit Halls Open	Ryman Hall BC & Presidential Ballroom
1030-1700	Networking Cafés Open	Ryman Hall C & Presidential Ballroom
1030-1700	Your Next Mission® Hiring Event	Ryman Hall

1230-1530	LEADERS Q&A	Leaders Q&A Theater, AAAA Booth, Ryman Hall
1230-1330	Future Vertical Lift: Integral to Large Scale Combat Ops	Moderator: LTG Kevin Mangum, Ret.; LtGen Steven "Stick" Rudder, USMC Ret.; MG Michael C. McCurry, CG USAACE; MG Joseph P. McGee, CG, 101st Abn Div.; MG Walter T. Rugen, Dir., FVL Cross-Functional Team
1335-1430	PM/ACM Interface—Recon/Attack/FARA/UAS/AMSA/ACM-R/A	Moderator: MG Walter Davis, Retired, AAAA Senior VP
1435-1530	PM/ACM Interface—Utility/Cargo/FLRAA/FW/ACM-Lift	Moderator: MG Walter M. Golden, Retired, AAAA Secretary

1230-1630	WORKING GROUPS	Working Group Theater, Presidential Ballroom
1230-1300	Senior Warrant Officer Advisor to the Chief of Staff of the Army	CW5 Yolandra Dixon-Carter

1300-1430	Aviation Warrant Officer Readiness Review	CW5 Michael L. Lewis, Aviation Branch Chief Warrant Officer
1430-1530	The Future Force Aviation Soldier	CSM James D. Wilson, Aviation Br. Command Sergeant Major
1530-1630	Army Aviation Virtual Training & Simulation Panel	Moderator: LTC Jan Drabczuk, Ret., AAAA VP Chapters;

1300-1630	Spouse Event	Beachaven Vineyard & Winery Tour & Wine Tasting
		Delta Portico
1400-1500	Army Aviation Hall of Fame Trustees Meeting (Invitation Only)	Canal E
1800-2100	Army Aviation Hall of Fame Induction Banquet	Delta Ballroom A
1800-1900	Reception	Delta Ballroom A Lobby
1800-1900	HoF VIP Inductee Assembly (Invitation Only)	Bayou E
1900-2100	HoF Dinner	
2030-2300	Industry Reception	
2100-2300	Boeing Team Chinook	Delta Ballroom Patio

Friday, April 28, 2023

0700-0745	Speakers Green Room Pre-Brief & Breakfast (Invitation Only)	Bayou E
0700-1530	Badge & Ticket Pickup	Delta BCD Lobby
0700-1700	Soldier Café (Military ID Required—No Retired)	Vietnam Vets Welcome
	<i>Sponsored by Team Chinook</i>	Delta Ballroom B
0700-0830	Professional Session Coffee	Delta Ballroom A
	<i>Sponsored by Lockheed Martin</i>	
0700-1530	Press Room Open	Ryman Studio AB
0800-0900	Spouse Event - Yoga	Delta Island E

0755--1130	PROFESSIONAL SESSION II	Delta Ballroom A
0755-0800	Opening Remarks	MG Tim Crosby, Ret., AAAA President
0800-0830	Keynote Address – Chief, National Guard Bureau, GEN Daniel R. Hokanson	
0830-0900	Resourcing the Army for Large Scale Combat Operations, LTG Erik C. Peterson, Deputy Chief of Staff, G-8, U.S. Army	
0900-0930	Department of the Army Aviation Perspective	MG William D. "Hank" Taylor, Director, Army Aviation, DAMO-AV
0930-1000	Army Aviation and Missile Command	MG Thomas W. O'Connor, Jr., Commanding General
1000-1030	Program Executive Office Aviation	MG Robert L. Barrie, PEO
1030-1100	U.S. Army Special Operations Aviation Command, COL Roger Waleski, Commander, 160th Special Operations Aviation Regiment (Airborne)	
1100-1130	Future Vertical Lift Pivotal to All-Domain Operations, MG Walter Rugen, Director, FVL Cross-Functional Team	

1030-1130	Spouse Professional Program II – Family Wellness	Delta Island E
	Dr. Tracey Pérez Koehlmoos, Professor, Uniformed Services University	
1100-1530	Exhibit Halls Open	Ryman Hall BC & Presidential Ballroom
1100-1530	Networking Cafés Open	Ryman Hall C & Presidential Ballroom
1145-1245	Past Presidents' Luncheon (Invitation Only)	AAAA President's Office

1230-1530	LEADERS Q&A	Leaders Q&A Theater, AAAA Booth, Ryman Hall
1230-1330	International Aviation Leaders, Moderator: BG Tim Edens, Retired, AAAA Treasurer	
1335-1430	Industry Leaders: Overcoming Industry Challenges in Open Architecture, Moderator: MG Lester D. Eisner, Ret., former South Carolina Assistant Adjutant General;	
1435-1530	Getting to MOSA – Taking Advantage of What We Have Already Paid For, Moderator: Mr. Jeffrey Langhout, Dir., Combat Capabilities Development Command Aviation & Missile Center	

1230-1530	WORKING GROUPS	Working Group Theater, Presidential Ballroom
1230-1330	Cavalry Warfighter Forum, Moderator: COL Joe Eszes, Ret.	
1335-1430	Aviation Survivability, CW5 Casey Peterson, Chief, USAACE Aviation Survivability Branch	
1435-1530	Aviation Tactics Transformation, Moderator: *TBD	

1300-1630	Spouse Event	Beechaven Vineyard & Winery Tour & Wine Tasting
		Delta Portico
1700-1800	Vietnam and Korean War Veterans & Family Reception (Invitation Only)	Delta Ballroom C
1730-1830	Golden Eagles (50 Year and Above Members) Reception (Invitation Only)	Delta Ballroom D
1800-2200	Soldier Appreciation Dinner Concert with Jennifer Nettles	Delta Ballroom A
		Delta Ballroom A Lobby
1800-1900	Reception	
1900-2100	Dinner/AAAA Annual Membership Meeting	
2100-2200	Soldier Appreciation Concert with Jennifer Nettles	

Agenda as of March 20, 2023. Refer to 23SUMMIT App for the latest agenda.

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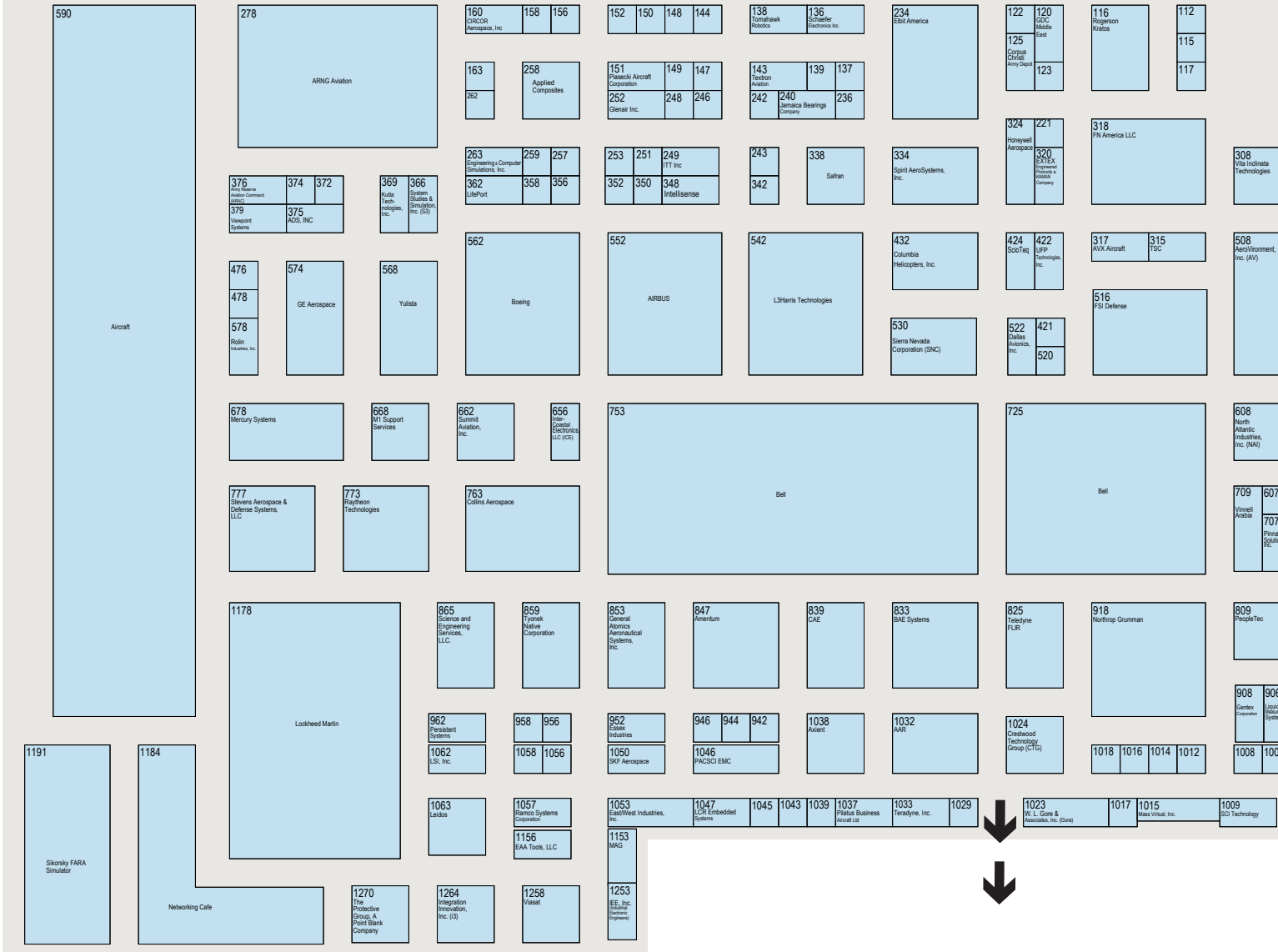
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***Exhibit Halls as of
March 20, 2023**

*Refer to 23SUMMIT App
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Exhibit Hall Floor Plans.*



2023 Army Aviation Mission Solutions Summit Exhibit Halls

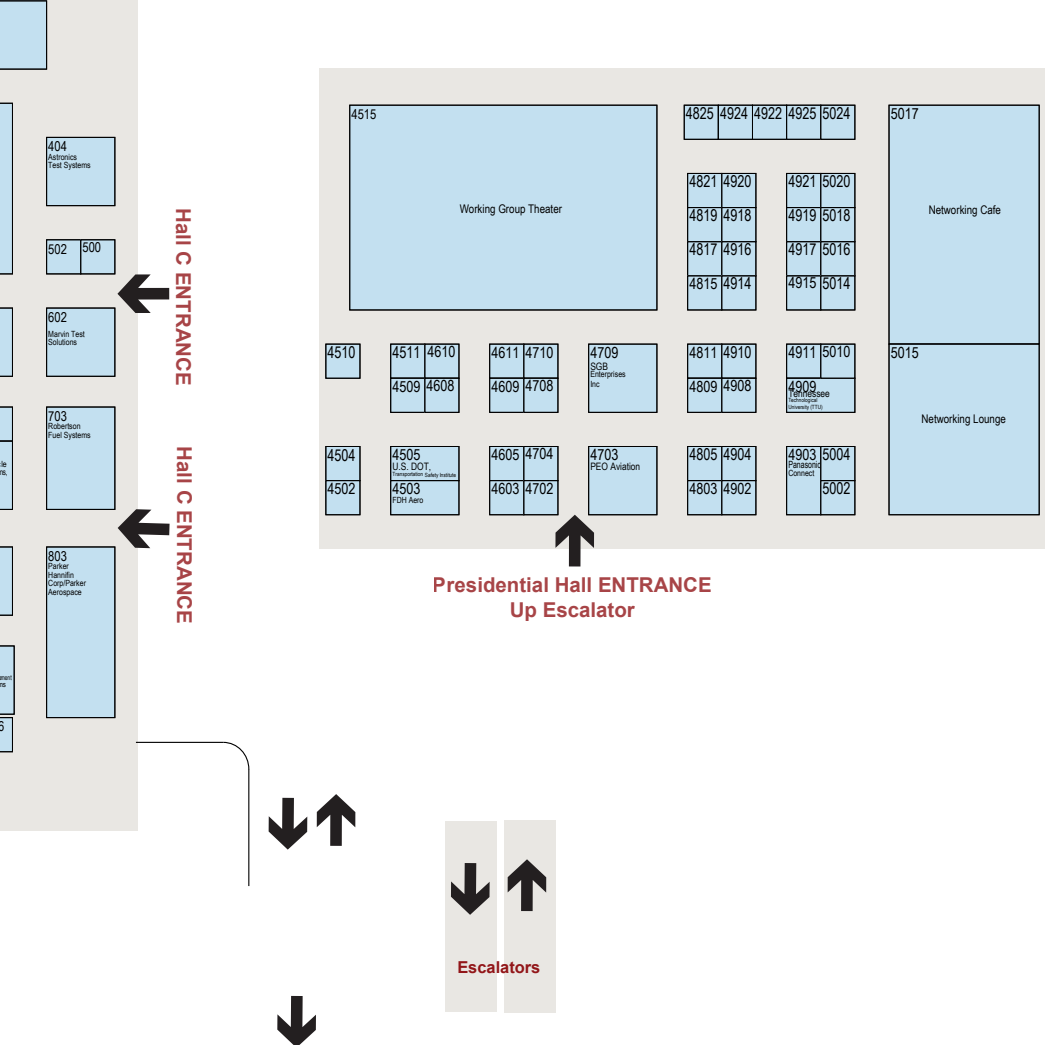


Exhibit Hall Hours:

April 26:
1500 - 1900
Early Bird Reception

April 27: 1030-1700

April 28: 1100-1530

Summit Dress Code:

Set up & Early Bird: Casual
Daytime: ACUs /Business Casual,
Exhibitors: Business Attire
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**Tuesday Soldier Appreciation
Dinner Concert:** Casual

Active/Guard/Reserve Soldiers are encouraged to wear ACUs during all daytime activities.

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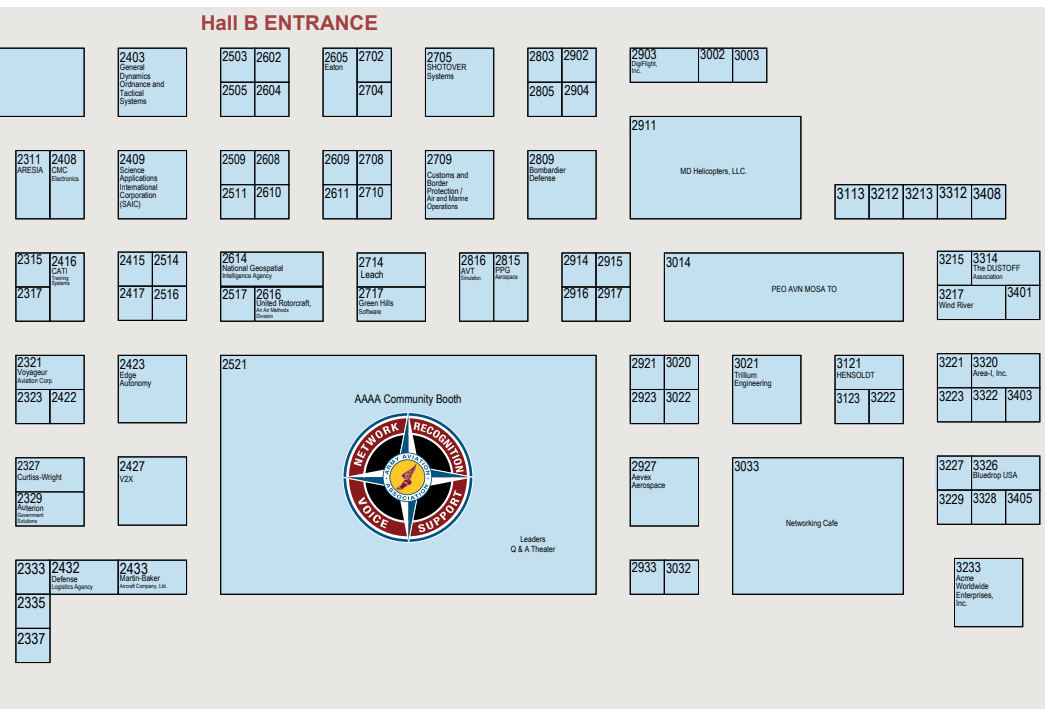


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128th AVN BDE A&P Training Program	3312	Army Research Laboratory	4817
227th Assault Helicopter Battalion	2803	Army Reserve Aviation Command (ARAC)	376; 590
AAAA Community Booth and Q&A Theater	2521	ARNG Aviation	278; 590
AAR	1032	Artemis Electronics	2604
Abaco Systems I AMETEK	3113	Association of Old Crows (AOC)	2610
ACE Aeronautics	4911	Astronics Test Systems	404
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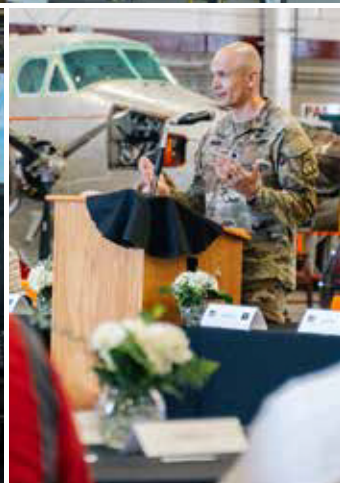
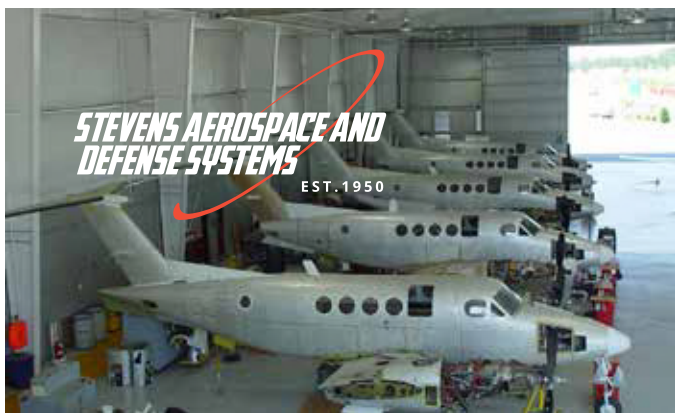
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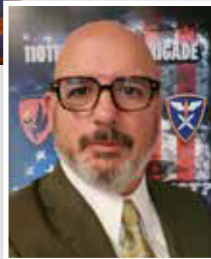


AAAA 2022 National Award Winners



Joseph P. Cribbins Department of the Army Civilian of the Year Award

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Mr. Sam R. Baker III 110th Aviation Brigade Fort Novosel, Alabama

Department of the Army Civilian (DAC) Sam R. Baker III has served the Aviation branch and Wiregrass community with exceptional service accomplishing his daily duty as an instructor pilot, Brigade security officer and deputy operations officer. Sam also coordinates the North Atlantic Treaty Organization (NATO) Helicopter Pilot Training Program with our allies which reinforces our partnership to improve relations, combined efforts, and operating together. DAC Baker served as a Standardization Officer serving the 110th Aviation Brigade as a CH-47F Instructor with both graduate, and undergraduate training with the 1-223rd Aviation Regiment. When not in the cockpit of the Chinook, DAC Baker is the Brigade Deputy Security and Operations Officer assisting with the execution of current and future operations for the brigade. DAC Baker's contributions to Army Aviation and the community surrounding it are enduring and noticed. He is a competent and energetic standardization officer in the CH-47F while being a dedicated civilian leader who positively influences the Aviation Branch, its leaders, and aviators creating lasting impact. His mentorship influences the next generation of Army leaders making him the obvious choice as the 2022 Joseph P. Cribbins Department of the Army Civilian of the Year.



James H. McClellan Aviation Safety Award

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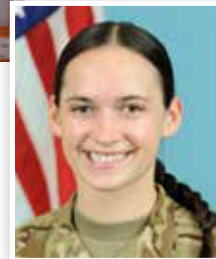
CW3(P) Miguel T. Miranda HHC, 1st Battalion, 3rd Aviation Regiment 12th Combat Aviation Brigade Katterbach Kaserne, Ansbach, Germany

CW3(P) Miguel Miranda is a steward of the profession and portrays the dedication and ingenuity demanded of a senior safety warrant officer in the US Army. In February of 2022, the Battalion deployed 20 AH-64D aircraft to Latvia and Lithuania in support of Saber Strike 22. The exercise, originally templated to last two and a half weeks ended up in an indefinite contingency mission status due to the Russian invasion of Ukraine and became known as "Operation Assure, Deter, and Reinforce." CW3(P) Miranda played a key role planning and executing the cross-country flight from Germany across Poland through the Suwalki Gap to Latvia. He aided in developing the flight's border crossings and oversaw all the flight safety considerations involved in a high visibility company/battalion flight movement. He has proven himself a dedicated professional, a safety expert as a part of the 1-3 Attack Battalion. Through his transition from Company A to battalion Aviation Safety Officer, CW3(P) Miranda lead the Safety ARMS program, promoting safety standards throughout the organization. His disciplined demeanor creates a climate of trust throughout the entire formation, setting the example for junior enlisted and officers alike to follow. CW3(P) Miguel Miranda has absolutely earned the 2022 James H. McClellan Aviation Safety Award.



Gary G. Wetzel Aviation Soldier of the Year

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SPC Megan A. Weir Company D, 1st Battalion, 3rd Aviation Regiment, 12th Combat Aviation Brigade Katterbach Kaserne, Ansbach Germany

Throughout 2022, SPC Weir has shown immeasurable enthusiasm and motivation to work her way from a Private First Class to becoming an experienced and trusted Specialist as a 15Y Armament Electrical Avionics Systems Repairer. In February of 2022, SPC Weir deployed with 1-3rd Attack Battalion as part of Saber Strike 22 to Lielvarde, Latvia. When the three-week deployment was reflagged as a named mission, SPC Weir took the unexpected extension as an opportunity to hone her skills. She was selected to lead her first FARP Team while in Latvia, loading 30mm and rockets in support of the Battalion's aerial gunnery. This was SPC Weir's inaugural Battalion event, and to receive that level of responsibility on her initial iteration is exceptional, and indicative of the chain-of-command's trust. She was selected to provide downed aircraft recovery team support, over 50 other qualified soldiers for two AH-64Ds and their movement to Kielce, Poland. She drove over 1000KM with the maintenance support package, across multiple countries, maintaining contact with the higher HQ and was one of only a handful of battalion members present in support of their NATO partners in Poland. SPC Weir's focus, dedication and clear professionalism make her the only selection for the 2022 AAAA Aviation Soldier of the Year.

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AAA 2022 National Award Winners



Henry Q. Dunn
Crew Chief
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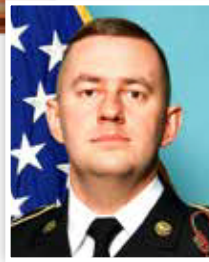
SSG Travis J. Wilson
Company C, 1st Battalion,
160th Special Operations Aviation
Regiment (Airborne)
Fort Campbell, Kentucky

SSG Wilson has served as the Charlie Company Standardization Instructor (SI) and a Fully Mission Qualified crew chief for the Army's only attack helicopter company consisting of 13 highly modified MH-60M Direct Action Penetrator Black Hawks. In his position as SI, he has personally overseen and managed the training and qualification of crew tasks such as aerial gunnery, deck landing qualifications, helicopter aerial refueling, close air support, strategic airlift operations and Chemical, Biological, Radiological and Nuclear Individual and crew tasks. During a no-notice overseas contingency operation, he was awarded the Air Medal with Valor for repeatedly exposing himself to withering enemy fire and directly engaging the enemy, with his rifle, from the cabin of the MH-60M DAP. He is a seasoned professional and combat leader who has flown over 1,600 flight hours (370 hours in combat), conducted over 175 named combat operations, and has led the execution of 10 combat deployments, 3 of which were no-notice contingency operations directed by the National Command Authority. His leadership in the role of company SI was instrumental in the training and proficiency of 36 non-rated crew members. SSG Wilson's tenacity, professionalism, and unparalleled contributions to the defense of our nation's vital interests identify him as the AAAA Henry Q. Dunn Crew Chief of the Year.



Rodney J.T. Yano
Noncommissioned
Officer of the Year

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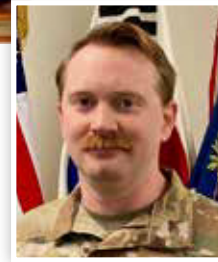
SGT Dmytro Aleksandrenko
Company A, 3rd Battalion,
Combat Aviation Brigade,
1st Infantry Division
Fort Riley, Kansas

SGT Aleksandrenko redeployed from Europe in late December 2021 and volunteered to assume duties outside of his MOS (15T) when the 1st Infantry Division on short notice requested Soldiers fluent in Ukrainian. Within one week, he deployed to Poland and began his new duties as a translator and instructor for Ukrainian Forces. He translated for the employment, maintenance, and supply chain of newly provided equipment to Ukrainian Forces to repel the Russian invasion. He taught classes to three air defense artillery brigades, seven field artillery brigades, one armor brigade, four mechanized infantry brigades, two sustainment brigades, and the Zhytomyr Military Institute. Not being familiar with the equipment as a UH-60M Crew Chief, he utilized his spare time to read technical manuals, field manuals, and training circulars to best teach Ukrainian Forces to employ the following equipment: M142 HIMARS, M1089 Wrecker, PUMA and Switch Blade UAS, M113 APC, M109 Howitzer, M777 Howitzer, and FIM-92 Stinger. He also translated for targeting groups and combat life-savers courses and conducted maintenance and troubleshooting through video calls 24/7. During his time on the border of Poland and Ukraine, SGT Aleksandrenko made a tremendous impact on the combat readiness of over 1,500 Ukrainian Soldiers identifying him as the 2022 Rodney J.T. Yano Noncommissioned Officer of the Year.



Michael J. Novosel
Army
Aviator of the Year

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CW3 Christopher A. Brannon
Company B, 3rd Battalion,
2nd Aviation Regiment
2nd Infantry Division
Republic of Korea

CW3 Brannon's hard work and dedication as a CH-47F maintenance test pilot (MTP) for the Army's only heavy lift asset in the Republic of Korea has been instrumental in ensuring combat readiness on the peninsula. As the sole company MTP, he worked tirelessly to maintain a fleet of 13 CH-47F. After the Aviation Safety Message (ASAM) grounded all Chinooks, he created a deliberate program to return all aircraft back quickly and safely to a flyable status. In just three months, he brought the company's operational readiness (OR) rate from 33% to 75%, allowing the unit to conduct critical training, crewmember progression, and air mission support. He utilized his expertise and experience to train and mentor junior maintainers and pilots throughout this period. He ensured Bravo Company could support critical missions. In May 2022, he enabled a presidential support mission in both Korea and Japan. He distinguished himself by coordinating and completing a critical action with minimal maintenance crews in a short timeline. His efforts ensured Marine One could transport presidential staff in support of key diplomatic meetings with foreign partners. CW3 Brannon's accomplishments prove yet again, that Army Aviation will answer every call, and identify him as the 2022 Michael J. Novosel Aviator of the Year.

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AAAA 2022 National Award Winners



Robert M. Leich Award

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SSG Trevin M. Dean

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

SSG Dean's dedication to mission and maintenance and his innovative problem-solving led to a wide-spread, positive impact on the Army Aviation Enterprise. During the summer of 2022, while serving at an overseas combat location, his actions as an MH-47G Chinook helicopter Technical Inspector resulted in the discovery of a mechanical issue which caused the H-47 T-55 engine to leak and consequently catch on fire. This issue, while not always resulting in an engine fire, would result in the grounding of the entire Chinook fleet across the United States Army. Upon discovery, SSG Dean worked tirelessly to troubleshoot, diagnose, and repair these engines while messaging the severity of this fault throughout the aviation enterprise, possibly saving many lives in the process. His dedication to his unit and the Army caused him to assiduously research the cause of these leaks, utilizing every available resource to him both OCONUS and CONUS until he and his supporting elements had identified the faulty part responsible. His initial actions and experience were the first steps in a solution implemented across all Boeing H-47 aircraft, Army-wide. SSG Dean's extraordinary performance identify him as the winner of the 2022 AAAA Robert M. Leich Award.



AAAA Army Reserve Aviation Unit of the Year

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LTC Hector Rodriguez
(Commander)



CSM Richard McCurdy
(Senior NCO)

**7th Battalion, 158th
Aviation Regiment**
11th Expeditionary Combat Aviation
Brigade,
Fort Hood, Texas

7-158th General Support Aviation Battalion deployed to OPERATION SPARTAN SHIELD 22/ OPERATION INHERENT RESOLVE 22 for eight months in 2022. The Longhorn Team took on the challenge of distributed operations from over ten locations in five countries across an area of operations spanning over 310,000 square miles (nearly double the geographic area of Texas) as the only deployed GSAB in the U.S. Army in 2022. They played a critical role providing utility, heavy lift, VIP movement, MEDEVAC, fueling, and air traffic services as the only means of movement between numerous sites throughout CENTCOM. The Longhorns flew 10,399.5 flight hours, moving 19,394 personnel and 3,136,172 pounds of cargo, 210 MEDEVAC missions, pumping 824,293 gallons of fuel at three FARPs, flying 401 VIPs, 25,428 air traffic control movements, and 116,028 maintenance hours, all under the most environmentally and operationally challenging conditions available. The battalion performed flawlessly in supporting a POTUS visit to Israel, sending a team of 6 aircraft for two weeks, and later sending four ships to Saudi Arabia to support the CENTCOM commander visit for 10 days. Truly, the contributions of the Soldiers and leaders of 7-158th GSAB identify them as the AAAA U.S. Army Reserve Aviation Unit of the Year.



AAAA John J. Stanko Army National Guard Aviation Unit of the Year

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LTC Steve D. Witherington
(Commander)



SFC Bret J. Crenshaw
(Senior NCO)

**Detachment 1, Group
Support Battalion**
20th Special Forces Group (Airborne)
Alexandria, Alabama

The 20th Special Forces Unmanned Aircraft Systems (UAS) Detachment returned home in early 2022 having completed their combat deployment in support of Operation Inherent Resolve. Despite being met with overwhelming equipment issues and manpower shortages, the platoon more than doubled the flight hours of the unit they replaced with significantly less time in theatre. The UAS detachment completed 423 flights with the RQ-7B V2 Unmanned Aircraft System amassing 3,492.9 accident-free flight hours. The UAS platoon's innovative employment of their assets provided on-station target handovers and round-the-clock support to 5th SFG and adjacent forces in theatre. 20th SFG efforts resulted in deterred attacks by ISIS members on coalition forces and Syrian civilians, the apprehension of HVTs, weapons confiscation, and a reduction in smuggling operations throughout the region. Efforts to free ISIS members from the custody of SDF were thwarted on more than one occasion with the support of 20th SFG assets. Continued surveillance assisted in preventing attacks on key defense positions and targets of interest to enemy forces. The accomplishments of the Soldiers of Det. 1 are above and beyond what is expected and earned for them the AAAA John J. Stanko Army National Guard Aviation Unit of the Year award.

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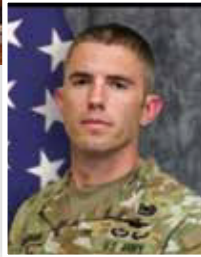


AAAA 2022 National Award Winners

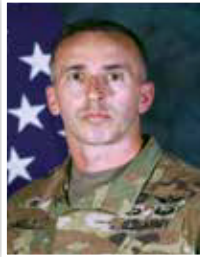


AAAA Active Army Aviation Unit of the Year

Sponsored by
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LTC Zachary L. Dadisman
(Commander)



CSM Jackie Mills
(Senior NCO)

2nd Battalion, 160th Special Operations Aviation Regiment (Airborne) Fort Campbell, Kentucky

In 2022, the Darkhorse Battalion provided unprecedented levels of crisis response to U.S. Central Command and U.S. European Command. The Darkhorse conducted 3 POTUS-directed crisis response deployments, 5,358.7 total RW hours flown; 2,758.6 (52%) of which were flown under Night Vision Goggles (NVGs), and 456.4 combat RW hours flown in 3 countries. 2-160th executed 15 joint SOF exercises, 52 aerial gunnery ranges, and additionally conducted various UAS exercises. Darkhorse UAS operated at two forward deployed sites while simultaneously executing home-station training and customer support requirements for a combined 17,513 flight hours and 1,013 sorties across three continents between both companies. 2/160th was Regiment's lead Battalion for expanded capabilities by continuously pushing the envelope through operational workload, crisis response and UAS operations. The battalion provided unique capabilities in support of integrated deterrence in multiple COCOMs, holding a continuous footprint and command node in two combat theaters, supported several joint external training events throughout the continental United States, and flawlessly executed steady state operations in Iraq, Afghanistan, and Africa. The successful completion of this myriad of complex tasks demonstrates the magnitude of 2-160th's contributions to Army Aviation and clearly identify them as the 2022 AAAA Active Aviation Unit of the Year.

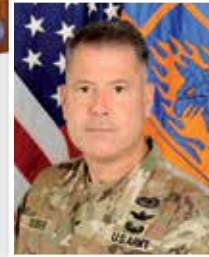


AAAA Outstanding Army Aviation Unit of the Year

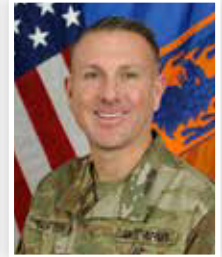
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COL G. Patrick Schuck
(Commander)



CW5 Robert S. Slider
(Command CWO)



CSM Kyle P. Clutter
(Senior NCO)

12th Combat Aviation Brigade Ansbach, Germany

On February 24th, 2022, Russia invaded Ukraine and the European theater called upon 12 CAB to provide precision aviation support to bolster NATO's eastern flank. Within days of notification, 12 CAB deployed its full complement of rotary-wing and fixed-wing capability to sites covering an 86,000 square mile area across Germany, Poland, Lithuania, and Latvia. Throughout the extended deployments to Latvia and Poland, 12 CAB sustained MRC4 rates below 0.1% as well as ground and air operational rates above DA Goal. The Brigade continued to sustain readiness upon redeploying from Eastern Europe while executing tactical aviation operations in Bosnia, Norway, Finland, the Czech Republic, Georgia, Italy, the Netherlands, and a CTC rotation in Germany. In 2022, 12 CAB exceeded its annual flying hour program both in aggregate and across each airframe while sustaining an average operational readiness rate of 80.3% without a single class A or B accident. 12 CAB also completed an Aviation Resource Management Survey inspection in December 2022 which resulted in 30/31 inspected areas receiving "Satisfactory" ratings in addition to receiving "best practice" recognition for the Griffin AMTP program. The dedication and accomplishments of 12 CAB Soldiers during a most demanding year clearly identify them as the 2022 AAAA Outstanding Unit of the Year.



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AAAA 2022 National Award Winners

Top Super Chapter of the Year

Sponsored by AAAA National



Washington Potomac Chapter

Arlington, Virginia

Chapter President: COL (Ret.) Ronald G. Lukow

During 2022, the Washington Potomac Chapter, to advance membership networking and support, held 11 monthly membership meetings, sponsored The Army Aviation Brigade Dinning Out, and experienced a 5% increase in membership after a very successful membership drive. Also, the chapter provided 34 scholarship evaluation volunteers, and raised/transferred \$33,265 to the AAAA SFI permitting the awarding of 23 scholarships. This was done by raising donations primarily during 2 golf tournaments and a very successful formal scholarship dinner. To advance member recognition, the chapter reinstated Soldier/NCO of the Quarter awards recognition programs and processed/presented 39 total AAAA individual awards. To advance membership voice, the chapter coordinated the National Guard Bureau Aviation Luncheon during the 2022 AAAA Summit. Finally, the chapter held 12 Committee meetings and staffed two new officer positions showing an increased excitement of volunteers within the chapter. Congratulations to COL (Ret.) Ron Lukow and team!

Top Senior Chapter of the Year

Sponsored by AAAA National



Old Tucson Chapter

Cortaro, Arizona

Chapter President: CW4 Latny Salt

Supporter of the greater Tucson area, the Old Tucson Chapter supports Army Aviation, families and the community through the Western Army National Guard Aviation Training Site (WAATS). They networked with the local community, holding meetings and events all around town with an emphasis on the community and creating new partnerships with industry, civil, veteran, and charity organizations. This included sponsoring the WAATS Maintenance Battalion Ball, and the band for the WAATS Warrant Officers Promotion Party, conducting the Armed Forces Day Golf Tournament, supporting the WAATS Family Day and the Tucson Foster Kid Initiative at the WAATS in December. They continued and improved recognition of the Soldiers, NCOs, and Aviators by inducting 5 Orders of St. Michael. Additionally, the chapter supported their members and community by raising the funds to sustain 3 scholarships. Congratulations to CW4 Latny Salt and team.

Top Master Chapter of the Year

Sponsored by AAAA National



Mount Rainier Chapter

Joint Base Lewis McChord, Washington

Chapter President: CW5 (Ret.) Teresa Burgess

The Mount Rainier Chapter is the U.S. Pacific Northwest based Master Chapter that serves the local Army Aviation Community especially its 345+ members. The Chapter is a mix of currently serving or retired Active Duty, Washington Army National Guard, Army Reserve, DAC, Civilian Contractors many of whom work and or live in-around Gray Army Airfield at Joint Base Lewis-McChord (JBLM; formerly Fort Lewis and McChord AFB). The chapter has a storied history since Fort Lewis was a power projection platform for Army Aviation since the Vietnam era. Units supported include the 16th Combat Aviation Brigade and subordinate units, 4th Battalion, 160th Special Operations Aviation Regiment, 96th Aviation Troop Command, and the 168th General Support Aviation Battalion. The chapter inducted 14 members into the Order of St. Michael, 1 Knight, 4 Our Lady of Loreto and supported 2 scholarships. Congratulations to CW5 (Ret.) Teresa Burgess and chapter members!

Top AAAA Chapter of the Year

Sponsored by AAAA National



Mohawk Chapter

Latham, New York

Chapter President: LTC Paul Bailie

The Mohawk Chapter kicked off 2022 with a new line of chapter officers and its first in person event in the post-COVID environment with their Annual Chapter Holiday Party at Rivers Casino with 85 members and spouses/partners. 2022 has been extremely challenging for the Chapter as 3-142 AHB responded quickly with a short-notice mobilization to OIR/OSS and as in fixed wing detachment, 642 ASB, and its S&S detached deployed or was preparing to deploy to contingency operations around the world. In light of these struggles, the Chapter adjusted its plans and was able to conduct its 14th Annual Chapter Golf Outing at Fairways of Halfmoon. The Chapter is actively rebuilding and preparing for significant growth in 2023 as its units return from overseas deployments and its board members become more actively involved in National Level efforts. Congratulations to the chapter team headed up by LTC Bailie!

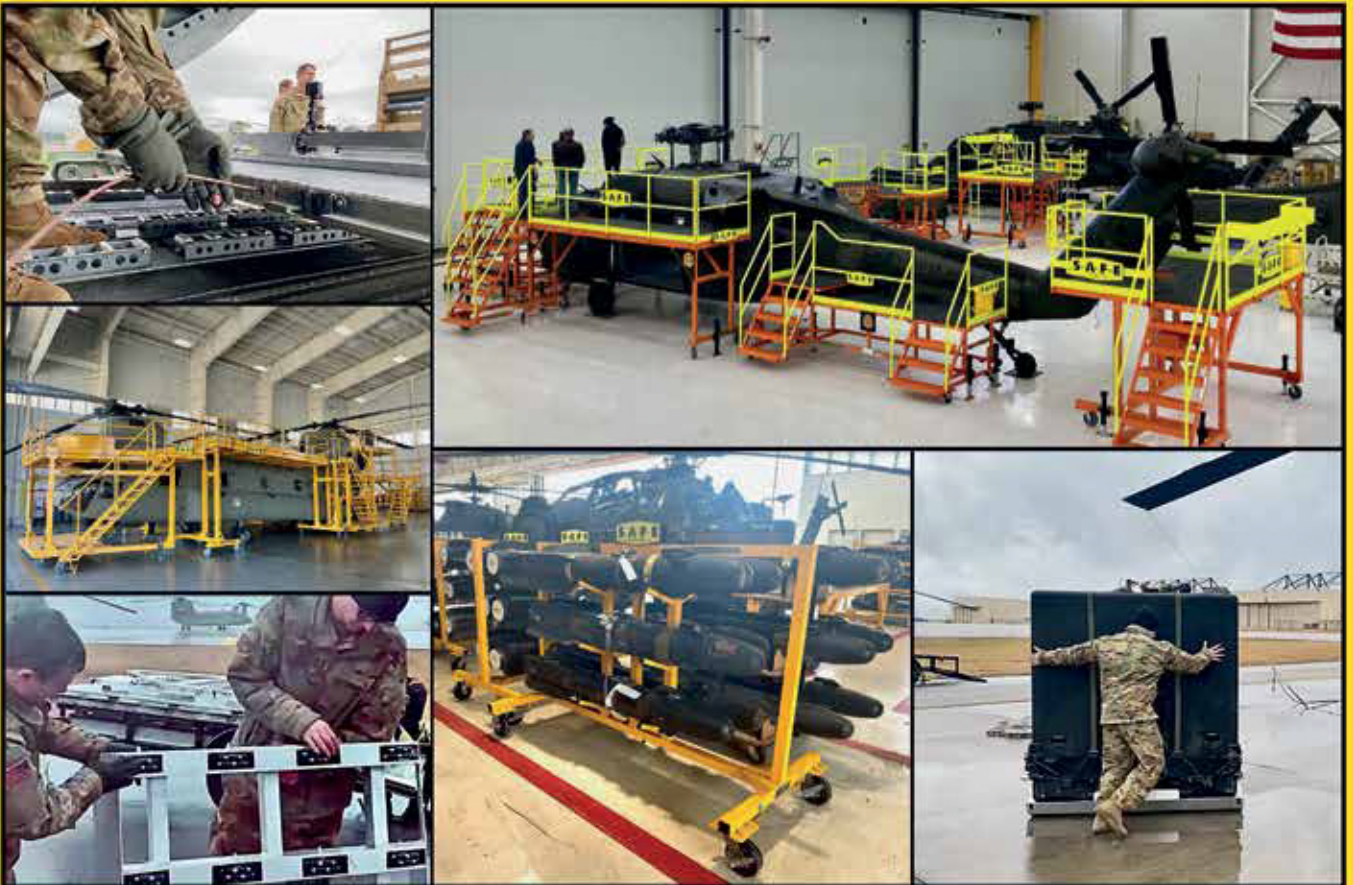
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Hall of Fame 2023 Inductees



LTC James A. Scott III
Deceased

A Fixed Wing and Rotary Wing combat leader, flight instructor, tactical officer at West Point, Pershing Missile commander, and section, company, and battalion commander, LTC James A. Scott III did it all.

He graduated from the United States Military Academy with the Class of 1961 and was commissioned a Second Lieutenant of Field Artillery. Airborne and Ranger-qualified, he completed flight school at Fort Rucker in 1963. Among the Army's youngest and most decorated aviators at the time, he was selected as the AAAA Army Aviator of the Year in 1966 for his exploits flying the O-1 Bird Dog during hundreds of missions at tree-top level in South Vietnam.

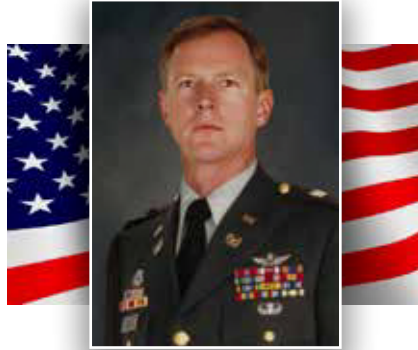
During his second tour in Vietnam from 1967 to 1968, he was wounded on an air assault operation during the TET Offensive. After his aircraft was struck multiple times, he flew back to his base camp, re-armed, re-fueled and returned to engage enemy ground forces until he was forced to successfully execute an emergency landing without anti-torque control. For his actions he was awarded the Distinguished Service Cross.

Less than two months later, after recovering from his wounds, he earned the Silver Star for gallantry as lead gunship and fire team leader while deliberately drawing enemy fire by placing his aircraft between enemy positions and a medical evacuation aircraft and ultimately evacuating wounded with his own gunship. His additional combat awards include two Distinguished Flying Crosses, 28 Air Medals, 2 Bronze Stars and 2 Purple Hearts.

He served three years as a company tactical officer at West Point and later culminated his career in 1980 as commander of 6th Battalion, 1st Aviation Brigade at the U.S. Army Aviation Center.

Renowned for personal integrity and moral courage, his inspirational leadership led to many further contributions.

Following his 2019 induction into the Georgia Veterans Hall of Fame for valor, he succumbed to an almost three-decade struggle with Agent Orange related complications in 2022.



CW5 Thomas J. Janis
Deceased

Drafted in 1966 and completing flight school in 1969, Tom Janis deployed to Vietnam where he distinguished himself as an OH-6 pilot, flying hundreds of missions and earning multiple decorations.

Returning from Vietnam he became an Instructor Pilot, which truly capitalized on his ability and passion to teach and mentor. Tom spent the rest of his career as an instructor pilot, influencing thousands through his selfless leadership, instruction, and mentorship – a role model to everyone he served with, regardless of status or rank.

Spending the final ten years of his career assigned to a Special Mission Unit, CW5 Janis flew multiple platforms, deploying on numerous classified missions. Selected to lead the first practical application of recently invented classified Unmanned Aerial Vehicles, he developed the techniques, tactics, and procedures to employ UAVs on classified national security missions which are still used today.

Retiring from the Army in 1998 with over 32 years of service and 9,300 flight hours, he began flying sensitive State Department missions. On February 13, 2003, over the mountain jungles of Colombia, his aircraft suffered an engine failure. He miraculously found a small clearing and “dead-sticked” the airplane to a crash landing that everyone on board survived. After safely exiting the aircraft and while trying to protect his injured Colombian Crew Chief, Janis was murdered by FARC (Revolutionary Armed Forces of Colombia) rebels. The remaining three Americans were instantly captured and spent the next five years in captivity.

At the time of his death, CW5 Janis amassed more than 17 separate aircraft type ratings and over 11,000 flight hours. More importantly he had taught and instructed hundreds of aviators the finer points of aviation skills, all while being an exceptionally caring and compassionate leader, who always set an unequivocally positive example for all with whom he served.



CW5 Stanley L. Wood
Retired

In 1978 CW5 Stan Wood enlisted as an Army Airborne Ranger in 2-75th Ranger Battalion where he cultivated his ground force mentality and underlying leadership principles that became the foundation of his success.

After his selection as Flight School Honor Graduate, Wood served in Panama, flying hundreds of missions fighting drug cartels. Here he learned the importance of detailed flight planning while leading aviation missions in austere environments.

Wood served 6 years in the 160th Special Operations Aviation Regiment (Airborne), deploying on many sensitive missions as a pioneer of the new MH-60 Direct Action Penetrator. During Operation DESERT STORM, Wood led a rescue of U.S. forces deep inside Iraq, earning a Silver Star for his gallantry under fire. In 1993 Wood conducted a daring nighttime resupply mission of isolated ground forces in Mogadishu. Demonstrating extraordinary composure under withering enemy fire, he ensured U.S. military forces could fight through the night and was awarded the Distinguished Flying Cross for these actions.

From 1999 until retirement in 2009, Wood served as flight lead and mission commander in a Special Mission Unit. He led hundreds of combat missions in Bosnia, Afghanistan, and Iraq; spearheading the employment of decisive tactical over-watch capabilities. A testament to his leadership, Wood was selected as his unit's first Command Warrant Officer.

He has fought in every major conflict and many other classified operations, including 12 deployments to Iraq. He retired with over 7,000 flight hours, including 1,700 combat hours and 2,200 under NVGs.

Upon retirement, CW5 Wood was one of the most decorated Chief Warrant Officers in the U.S. Army.

He continues to serve aviation as one of the leaders of his aviation engineering company which develops cutting-edge combat capability for U.S. Army and special operations units.



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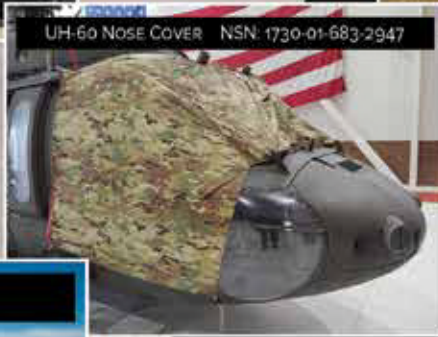
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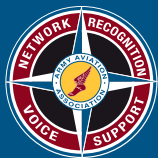
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2023 AAAA Chapter Directory



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NETWORK | RECOGNITION | VOICE | SUPPORT

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 Novosel, AL



Category: Super Chapter; 1322 Members
Activation Date: 11/1/1957

Website:
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 Novosel, Alabama. Its diverse membership is derived from the 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 Command, Aviation Center Logistics Command, U.S. Army Aeromedical Research Labora-

tory, U.S. Army Combat Readiness Center, U.S. Army School of Aviation Medicine, and U.S. Army Warrant Officer Career College. Our demographics consist of flight training students, permanent party Soldiers, DACs, contractors, and retirees. The Chapter plans to meet with members on a quarterly basis and will host an annual golf tournament in support of a fund drive for the AAAA Scholarship Foundation.

Officers:

COL Marcus A. Gengler, President
CW5 Sam R. Baker, III Ret., Senior VP
MAJ William J. Lewis, Secretary
CW2 Bryan J. Nelson, Treasurer
CSM Micheal D. Sutterfield, Ret., VP Scholarship
CW5 Demetrio Castro, VP Awards
MSG Michael Patrick, VP Enlisted Affairs
COL Ray D. Gentzyl, Ret., VP Industry Affairs
COL John W. Dzizielowski, VP National Guard & Reserves
LTC Mark C. Taylor, Ret., VP Membership
CW5 Bryon K. McCrary, Ret., VP Programs
LTC James R. Bullinger, Ret., VP Publicity

Tennessee Valley Chapter Huntsville, AL



Category: Super Chapter; 2082 Members
Activation Date: 2/1/1976

Website:
www.quad-a.org/TennesseeValleyChapter

Description: The Tennessee Valley Chapter (TVC) of the Army Aviation Association of America (AAAA) remains the largest and most involved professional military association serving the Redstone Arsenal and the greater Tennessee Valley/North Alabama region. The Chapter is passionate about providing its membership with unique and useful Aviation professional development and networking programs, events, and social activities. TVC Leadership maintains a close relationship with the Huntsville/Redstone community including the Army Materiel Command, AMCOM, and PEO Aviation. Indeed, the chapter is the first place for Aviation system commands and Hunts-

ville professional and community organizations to turn to for support of their events. The TVC has built a well-earned reputation supporting the aviation government and commercial Army Aviation enterprise. Each quarter we recognize outstanding support to the Aviation Enterprise by awarding functional Mission Area Awards to our civilian workforce. Through engagement and selfless service, our membership takes to heart the mission of the AAAA, to support the United States Army Aviation Soldiers and their families.

Officers:

Mr. Gary S. Nennering, President
COL John J. Maher, Senior VP
Ms. Shannon L. Murphy, Secretary
COL Gerald R. Davis, Jr. Ret., Treasurer
COL David N. Gereski, Ret., VP National Guard & Reserves
LTC Jason L. Galindo, Ret., VP Operations
LTC Tom T. Huff, Ret., VP Scholarship
CW4 Steven L. Sanders, Sr. Ret., VP Awards
1SG Matthew D. Shattuck, Ret., VP Communications
COL Theodore T. Sendak, Ret., VP Industry Affairs



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2023 AAAA Chapter Directory

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 COL Michael P. Cavalier, Ret., Member at Large
 CSM Chad J. Cuomo, Ret., Member at Large
 Ms. Christine L. Henderson, Member at Large
 COL Joseph B. Jellison, Ret., Member at Large
 Ms. Bonnie M. Nennering, Member at Large
 COL Norb Patla, Ret., Member at Large
 COL Curtis D. Potts, Ret., Member at Large
 Mr. Louis Scipioni, Jr., Member at Large
 COL Michael N. Thome, RET, Member at Large
 COL Gary W. Toney, Ret., Member at Large
 COL Nicholas Dille, VP Chapter Affairs
 LTC Bradley N. Bruce, VP Community Relations
 COL AI M. Niles, Jr., VP Cribbins APS
 CSM Leon Hite, Jr. Ret., VP Enlisted Affairs
 Mr. Ray K. Sellers, VP Government Affairs
 CW4 Michael J. Durant, Ret., VP MembEnrollment
 MAJ Christian Abney, VP Military Affairs
 Mrs. Janice L. Sanders, VP Publicity
 COL Johnathan B. Frasier, Ret., VP Veterans Affairs

Yellowhammer Chapter Hope Hull, AL



Category: AAAA Chapter; 34 Members
 Activation Date: 8/1/2016
 Website: www.quad-a.org/YellowhammerChapter

Description: We are central Alabama's platform for Alabama Army National Guard Aviation, Industries, and Retirees to connect with the Army Aviation Enterprise, foster professional networks, and enhance the exchange of ideas.

Officers:
 BG Johnny R. Bass, President
 MAJ Zachary L. Burton, VP MembEnrollment

Alaska

Northern Lights Chapter Fort Wainwright/Fairbanks, AK



Category: AAAA Chapter; 65 Members
 Activation Date: 10/1/1971
 Website: www.quad-a.org/NorthernLightsChapter

Description: Located in the Interior of Alaska at Fort Wainwright, we support two active duty aviation battalions (1-52 GSAB (CH-47/UH-60) and 1-25 ARB (AH-64), a Gray Eagle Company (D/25 AVN), and a National Guard Detachment (UH-60).

Officers:
 CW4 Eric W. Collier, SeniorVP
 Mr. Robert D. Marcinkowski, Treasurer
 CSM Ronnie B. Littler, VP Enlisted Affairs
 CW4 Jason Ingraham, VP Memb Enrollment

Arizona

Arizona Chapter Mesa, AZ



Category: Master Chapter; 327 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 national 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:
 LTC Robert Solano, President
 COL James Barker, Ret., SeniorVP
 Mrs. Katie Yursky, Treasurer
 LTC B.J. Wiley, Ret., VP Scholarship
 Mr. Scott Lenzmeier, VP Awards
 CW5 Steve A. Lapping, Ret., VP Programs
 Mr. Scott R. Swinsick, VP Golf Tourney
 COL Jessie O. Farrington, Ret., VP At Large
 LTC Jack H. Denton, VP MembEnrollment
 CW4 Michael Anderson, VP Military Affairs
 LTC Justin Douglas, VP Military Affairs

Old Tucson Chapter Cortaro, AZ



Category: Senior Chapter; 94 Members
 Activation Date: 5/1/1987
 Website: www.quad-a.org/OldTucsonChapter

Description: Old Tucson Chapter is proud to support the greater Tucson area and especially the Western ARNG Aviation Training Site residents and guests! Meetings and events take place all around town to keep U.S. Army Aviation Branch Soldiers, families, and enthusiasts all entertained while raising funds for the AAAA SFI. Join us- you won't regret it!

Officers:
 CW4 Latny L. Salt, President
 Ms. Jacqueline Gordon, SeniorVP
 SSG John A. Maez, Secretary

Thunder Mountain Chapter Fort Huachuca, AZ



Category: AAAA Chapter; 67 Members
 Activation Date: 10/1/2006

Website: www.quad-a.org/ThunderMountainChapter

Description: The Chapter is composed of membership from the 2/13th Aviation Regiment, the UAS training Battalion, and D Company of the 304th Military Intelligence Battalion, the Special Electronics Mission Aircraft (SEMA) training company. Membership in the Chapter is diverse, consisting of supporters from all parts of the Army Aviation community including rotary-wing, fixed-wing, and Unmanned Aircraft Systems. A large percentage of the membership consists of Unmanned Aircraft Systems Soldiers, civilians, and contractors.

Officers:
 CW5 Luis Zamudio, Ret., President
 CW5 Karl S. McKenzie, VP Scholarship
 Mr. Miguel A. Ortiz, VP MembEnrollment

California

Grizzly Chapter Fresno, CA



Category: AAAA Chapter; 48 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:
 LTC Shiloh Briggs, President
 LTC David Lovett, SeniorVP
 MAJ Joe Gentry, Secretary
 MAJ Marco Acevedo, Treasurer
 MAJ Joseph Burke, VP Scholarship
 SFC Lindsey Denee Tillman, VP Awards
 SGM Janet L. Graves, VP Enlisted Affairs

High Desert Chapter Fort Irwin, CA



Category: AAAA Chapter; 62 Members
 Activation Date: 3/1/1991
 Website: www.quad-a.org/HighDesertChapter

Description: The High Desert Chapter is comprised of OC/Is of Eagle Team and Eagle Team Flight Detachment and aviators from 2916th Aviation Battalion "Raptors", including MEDEVAC, VIP, SOKOL, and Gray Eagle. Aside from being a professional forum, we also provide camaraderie and

cross-organization coordination in a very small and remote Army post.

Officers:
 LTC Eric Megerdoojian, President
 LTC Patrick J. Taylor, SeniorVP
 CPT Christopher A. Malachosky, Secretary/VP Scholarship
 MAJ Kyra J. Willyerd, Treasurer
 CPT Timothy C. Naifeh, II, VP Operations
 CPT Gregory E. Gibbons, VP Awards
 CPT Dustyn E. Ruble, VP MembEnrollment

Southern California Chapter Huntington Beach, CA



Category: Master Chapter; 325 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 members are industry members, another 40% are active, guard, and reserve personnel, and the remaining 20% are individuals. 10% of the members are Life Members. The chapter's center of mass and focus on the Army Aviation Soldier, is the Los Alamitos JFIB 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, US 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., SeniorVP
 COL Russell W. Chung, Ret., Secretary
 COL Russell W. Chung, Ret., VP, Scholarship
 CSM Ronald D. Cabrera, VP Awards
 Mr. Michael N. Letson, VP MembEnrollment

Colorado

Pikes Peak Chapter Fort Carson, CO



Category: Master Chapter; 278 Members
 Activation Date: 6/1/1959
 Website: 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

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2023 AAAA Chapter Directory

NETWORK ■ RECOGNITION ■ VOICE ■ SUPPORT

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. Acknowledging AAAA's commitment to supporting the United States Army Aviation Soldier and Family, the Pike's Peak Chapter similarly exists to support the more than 3,000 Ivy Eagles assigned to 4CAB, 4ID. Specifically, the Pikes Peak Chapter draws on its unique Mountain Post location and unit lineage to curate events that foster camaraderie, enhance unit pride, and contribute to participants' professional development as members of the Army Aviation community.

Officers:
COL Joshua R. Ruisanchez, President
CW5 William Kearns, SeniorVP
CW5 Corey N. Mallard, Secretary
MAJ Austin T. Moore, Treasurer

Connecticut

Connecticut Chapter Stratford, CT



Category: Master Chapter; 415 Members
Activation Date: 3/1/1973
Website:
www.quad-a.org/ConnecticutChapter

Description: The Connecticut Chapter is located in Monroe, Connecticut, supports the following Units: 1109th TASMG Connecticut National Guard, Groton, CT 06430-5300, Defense Contract Management Agency (DCMA) Stratford, CT 06615, 1st Bn, 169th Aviation Regt, Windsor Locks, CT 06096-1086, Connecticut ARNG Support Facility, Windsor Locks, CT 06096-1086, Det. 6 OPN Spt. Airlift Agency (OSA4), Windsor Locks, CT 06096-1086. The chapter is made up of Military and Civilian personnel.

Officers:
Mr. John H. Palumbo, President
CW4 Charles H. Brady, Ret., SeniorVP
Mr. Ronald B. Kwalek, Secretary
Mr. Matthew Lisk, Treasurer
Mr. Douglas C. Shidler, Past President
LTC Paul B. Hoar, Ret., VP Scholarship
Mr. Jay Hurley, VP Communications
Mr. Domingos Fernandes, VP Programs
CSM Anthony V. Savino, VP Enlisted Affairs
Mr. Tom Nicolett, VP Government Affairs
Ms. Christina Beale, VP MembEnrollment
COL William P. Shea, Ret., VP Military Affairs
MAJ Arthur J. O'Leary, Jr. Ret., VP Special Projects

Florida

Central Florida Chapter Oviedo, FL



Category: Super Chapter; 568 Members
Activation Date: 3/1/1989

Website:
www.quad-a.org/CentralFloridaChapter

Description: The Central Florida Chapter is made up of former Aviation Soldiers and volunteers mostly with ties to Simulation because of the proximity of PEO STRI. Our footprint includes Orlando, Tampa, Miami, and everything in between. We support mainly two aviation locations Clearwater and Brooksville where both USAR and ARNG reside. The chapter's success is based on a core of volunteers and social attendees with Vietnam and Desert Storm roots who attend every social. Our battle rhythm has been tweaked over the years but routine and continuity through Google drives and a savvy social media campaign truly is the reason for our success.

Officers:
Mr. Michael G. Younce, President
Mr. Chris C. Wanitshka, SeniorVP
Mr. Robert M. Puglisi, Treasurer
COL Kevin A. Vizzarri, Ret., Past President
MAJ Daniel E. Gallagher, Ret., VP Scholarship
MSGT Sean OsmondVP Publicity
COL Marcus L. Varnadore, USAR Ret.
VP STRI Affairs

Embry Riddle Eagle Chapter Daytona Beach, FL



Category: AAAA Chapter; 25 Members
Activation Date: 1/1/1978
Website:
www.quad-a.org/EmbryRiddleChapter

Description: Our Chapter's goals are to help individuals learn, network, and succeed in the aviation sector of the army. We have both military and civilian members primarily comprised of ROTC cadets and prior service aviators. Located in Daytona Beach on the campus of Embry Riddle Aeronautical University, we have many Florida General Aviation members. Our main focus is to support the ROTC Eagle Battalion cadets.

Officers:
2LT Jacob Struhs, Secretary

Flying Gator Chapter St. Augustine, FL



Category: Senior Chapter; 95 Members
Activation Date: 2/1/1990
Website:
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; - 2-111th AOB

Officers:
CPT Kevin L. King, Secretary
MAJ Joshua D. Peek, Treasurer
SFC Mark D. Rickel, VP Enlisted Affairs

Georgia

Follow Me Chapter Columbus, GA



Category: AAAA Chapter; 48 Members
Activation Date: 4/25/2018
Website:
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:
MAJ Kevin M. Power, President
CW4 Michael Bryan, SeniorVP
CW2 Kenneth Robinson, Treasurer
CW2 Jose Benitez, VP Scholarship

Greater Atlanta Chapter Marietta, GA



Category: Senior Chapter; 157 Members
Activation Date: 1/1/1968
Website:
www.quad-a.org/GreaterAtlantaChapter

Description: Greater Atlanta Chapter supports all Army Aviators and their families both past and present in the North Georgia area. We are dedicated to advancing and educating the units of the 78th Aviation Brigade on the future of Army Aviation and the benefits of AAAA.

Officers:
COL Barry B. Simmons, President
MAJ Jonathan A. Sellars, Treasurer

Savannah Chapter Hunter AAF, GA



Category: Master Chapter; 172 Members
Activation Date: 11/1/1966
Website:
www.quad-a.org/SavannahChapter

Description: The Savannah Chapter is in Savannah, Georgia, and supports the Soldiers and Aviators on Hunter Army Airfield from the 3rd Infantry Division. The Chapter assists the 3rd Combat Aviation Brigade, 3rd Battalion - 160th SOAR, 224th Military Intelligence Battalion, and the Georgia National Guard's 78th Aviation Troop Command.

Officers:
COL Michael S. McFadden, Ret., President
LTC Frederick Clapp, SeniorVP
1SG Jeremy Kuryla, Secretary
1SG Roque J. Garcia Aponte, Treasurer
CW4 Jonathan M. Morrison, VP Scholarship
1SG Christopher J. Cashell, Ret., VP Awards
CSM Jason D. Huff, VP Enlisted Affairs
CW5 Timothy M. Slifko, VP Government Affairs
CSM Marcus Pitts, VP MembEnrollment

Hawaii

Aloha Chapter Wahiawa, HI



Category: Master Chapter; 179 Members
Activation Date: 2/1/1958
Website: www.quad-a.org/AlohaChapter

Description: The Aloha Chapter holds a long history within Army Aviation and the Pacific. Based out of the historic Wheeler AAF, its members are forward deployed across the Pacific yearly, supporting multinational training opportunities and leadership engagements among allied nations within the USINDO-PACOM AOR. The Combat Aviation Brigades' subordinate units allow the 25th ID the ability to deploy a scalable force in support of emerging requirements/contingencies. Furthermore, the chapter contains a plethora of experienced aviators who stand ready to execute various aviation tactical and technical tasks.

Officers:
COL Dave P. Brostrom, Ret., President
CPT Mikayla Stewart, Treasurer
LTC Matthew McNeal, VP Scholarship
CPT Zachary Horowitz, VP Awards
CW4 Mark Bales, VP MembEnrollment

Idaho

Idaho Snake River Chapter Boise, ID



Category: Senior Chapter; 148 Members
Activation Date: 5/1/2008 Website: www.quad-a.org/IdahoSnakeRiverChapter
Description: The chapter is located in Boise, Idaho at Gowen Field. An organization that supports Idaho soldiers and their families by participating in events that foster camaraderie and fellowship throughout the military community - both

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past & present, provides 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:

LTC Granger M. Amthor, President
CW4 John C. Jacobs, SeniorVP
CPT William F. Miller, Treasurer
CW5 Robert M. McKinstry, VP Scholarship
SFC Tammi K. Crnkovich, VP Awards
SFC Wes Lee Obenauer, VP
MembEnrollment

Illinois

Land of Lincoln Chapter Peoria, IL



Category: AAAA Chapter; 27 Members
Activation Date: 4/1/1996
Website:
www.quad-a.org/LandofLincolnChapter

Officers:

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

Iowa

Iowa Chapter Cedar Rapids, IA



Category: Senior Chapter; 108 Members
Activation Date: 6/1/1981
Website:
www.quad-a.org/CedarRapidsChapter

Description: We are the Iowa Chapter for AAAA. We are based out of Cedar Rapids, Iowa, and are working towards building our membership. We support the Iowa Army Reserve in multiple locations.

Officers:

Mr. Tony Allou, President
LTC Eric M. Nelson, SeniorVP
Ms. Erin Clemen, Secretary
Mrs. Kelley Kirtz, Treasurer

Kansas

Flint Hills Chapter Manhattan, KS



Category: Senior Chapter; 95 Members
Activation Date: 4/1/1959
Website:
www.quad-a.org/FlintHillsChapter

Description: The Flint Hills Chapter is located in the Flint Hills region of central Kansas supporting the 1st Infantry Division and surrounding Kansas National Guard units.

Officers:

COL Jason Arriaga, President
LTC Bradley C. Gates, SeniorVP
CW5 Jeffrey D. Starritt, Secretary
LTC James E. Brant, Treasurer
LTC Pearl H. Christensen, VP Scholarship
SGM Nathan D. Mullins, Sr., VP Enlisted Affairs
LTC Ryan S. Atkins, VP MembEnrollment
LTC Lucas R. Anderson, VP Publicity

Frontier Army Chapter Fort Leavenworth, KS



Category: Senior Chapter; 106 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:

LTC Edward D. Jennings, Ret., Treasurer
LTC Willis F. Jackson, Jr. Ret., VP
MembEnrollment

Kentucky

Air Assault Chapter Fort Campbell, KY



Category: Super Chapter; 608 Members
Activation Date: 12/1/1959
Website:
www.quad-a.org/AirAssaultChapter
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 costs for younger soldiers to attend organizational events with their families. We also provide scholarship 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 C. Ruth, III Ret., President

COL Stephen C. Smith, Ret., SeniorVP
CW5 George C. Arzente, Ret., Secretary
CW5 Jeff Gregg, Ret., Treasurer
CW5 Robert L. Huffman, Ret., VP Scholarship
Mrs. Tamela Taliento, VP Industry Affairs
SFC Andrew J. McClure, Ret., VP Enlisted Affairs
MAJ Patrick E. Wade, Jr., VP
MembEnrollment

Bluegrass Chapter Frankfort, KY



Category: AAAA Chapter; 48 Members
Activation Date: 3/1/2007
Website:
www.quad-a.org/BluegrassChapter

Description: Bluegrass Chapter encompasses all past, present, and future Kentucky army national guard aviation members. The chapter is located at Boone National Guard Center, Frankfort, KY. The chapter supports UH-60M Assault, UH-60L MEDEVAC, LUH-72 S&S, C-12, and accompanying maintenance companies in the KYARNG.

Officers:

LTC Gabriel D. Spicer, President
COL Michael Armstrong, SeniorVP
WO1 Amanda N. Marlow, Secretary
CPT Jacob Conner, Treasurer
MSG Michael R. Ball, VP Scholarship
MAJ Jessica Miller, VP Awards
CW5 Troy A. DeGolyer, Ret., VP
MembEnrollment

Gold Standard Chapter Fort Knox, KY



Category: Master Chapter; 174 Members
Activation Date: 8/1/1959
Website:
www.quad-a.org/GoldStandardChapter

Description: The Gold Standard Chapter operates from the Fort Knox, KY area, supporting the Central Kentucky and Southern Indiana regions. Current membership sits at 174 personnel which includes Reserve, Active Duty, and National Guard Soldiers, Civilians, Retirees, and Contractors. Members are primarily affiliated with 8- 229th Aviation Regiment (AHB), the Army Reserve Aviation Command (ARAC), Human Resources Command Aviation Branch Personnel Management (Officer, Warrant Officer, NCO, and Enlisted), 244th Expeditionary Combat Aviation Brigade, 1st Theater Support Command, 5th Corps, Aviation Support Facility - Fort Knox, and C Co (TAC), 6-52nd Aviation Regiment (TAB), C Co (Medevac) & F Co (ATS), 5-159th Aviation Regiment (GSAB). The chapter also supports two matching scholarships via the AAAA Scholarship Foundation of \$1,000 to two worthy students annually.

Officers:

COL Andrew D. Doehring, Ret., President

CW5 Chris A. James, SeniorVP
CW3 Michael B. Argus, Treasurer
CW3 Timothy A. Dailey, VP Scholarship
MAJ Stephen Kramer, VP Programs

Louisiana

Bayou Chapter Camp Beauregard Pineville, LA



Category: AAAA Chapter; 33 Members
Activation Date: 2/15/2017
Website: www.quad-a.org/BayouChapter

Description: Bayou Chapter primarily consists of Louisiana Army National Guard Soldiers stationed at AASF #2 Esler Field, Pineville, Louisiana. Units consist of UH-60L MEDEVAC, UH-60M Air Assault, LUH-72A S&S, Air Traffic Services, and Aviation Support.

Officers:

MAJ Chad Allen Hines, President
LTC Joseph W. Deville, Jr., SeniorVP
CPT David A. Carroll, Secretary
CW4 Jesse Curtis, Treasurer
CW3 Jeffrey N. Ballew, VP Awards

Ragin' Cajun Chapter Fort Polk, LA



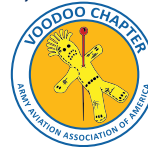
Category: AAAA Chapter; 36 Members
Activation Date: 4/1/1973
Website: www.quad-a.org/RaginCajunChapter

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

Officers:

LTC Edward A. Williams, Ret., President
CW2 Jeffrey Speck, Secretary

Voodoo Chapter Hammond, LA



Category: Senior Chapter; 107 Members
Activation Date: 6/1/2002
Website:
www.quad-a.org/VoodooChapter

Description: The Voodoo Chapter is a smaller 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 that openly welcomes new members. Voodoo Chapter has

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continuously given out \$10,000.00 in scholarships for about 8 years now and wishes to keep that going and hopefully increase it within the next few years.

Officers:

LTC Brian P. Guilbeau, President
COL John P. Plunkett, SeniorVP
SGM Rudolph M. Cambre, Treasurer
SSG Stephen L. Gifford, Jr., VP
MembEnrollment

Maryland

Mid-Atlantic Chapter Aberdeen, MD



Category: Master Chapter; 298 Members
Activation Date: 9/1/1966
Website:
www.quad-a.org/Mid-AtlanticChapter

Description: Mid-Atlantic Chapter is at the top of the Chesapeake Bay on Aberdeen Proving Ground, Maryland. Promotes Army Aviation among the following units: 1100th TSMG, 29th CAB, 1-224th AVN S&S, Co A 1-224th S&S, Co C 2-224th AVN (ASLT), Co B 3-126th AVN (Cargo), Co C 169th AVN (AA), Det 2 Company C 2-641st AVN Regt, 20th CBRNE, and Aberdeen Test Center Flight Detachment.

Officers:

COL Charles H. Schulze, Ret., President
COL David M. Paolucci, SeniorVP
1SG Matt T. Gwin, Treasurer
LTC Michael G. Olmstead, Ret., VP
Membership
CW5 Albert B. Isenock, RET, VP
Scholarship
CW3 Teri C. Thomas, VP Awards
COL David W. Carey, Sr. Ret., VP Industry Affairs
SGM Joyce M. Wilson, Ret., VP 244th Programs

Massachusetts

Minuteman Chapter Hanscom AFB, MA



Category: Master Chapter; 174 Members
Activation Date: 12/1/1991
Website:
www.quad-a.org/MinutemanChapter

Description: Our Minuteman Chapter is comprised of personnel from Massachusetts and New Hampshire. The largest of the Aviation units in this area is the 3126 Aviation (GSAB) headquartered at Joint Base Cape Cod, MA as well as in Westfield, MA. Our New Hampshire Aviation personnel are assigned to C/3-238th Aviation (Medevac) in Concord, NH.

Officers:

COL Matthew J. Kennedy, President
COL Robert W. O'Connell, SeniorVP
LTC James R. Paulette, Jr., Treasurer
COL Jonas Patruno, VP Scholarship

CW4 Timmy L. Tompkins, VP Programs
CW4 Thomas E. McNulty, VP Retired Affairs

Michigan

Great Lakes Chapter Grand Ledge, MI



Category: Senior Chapter; 157 Members
Activation Date: 4/1/2000
Website:
www.quad-a.org/GreatLakesChapter

Description: The Great Lakes Chapter of the Army Aviation Association of America is your local resource for all things Army Aviation. Here in Michigan, we work closely with the 3-238th GSAB in Grand Ledge, the C-12 detachment in Lansing, the AASF#2 in Selfridge, and the UAS unit in Grayling. As a member of the Army Aviation family, we are your professional organization.

Officers:

CW4 Ronald F. Ziehmer, President
CW3 Bryan Zischke, SeniorVP
Mr. Anthony T. Kruckeberg, Secretary
CW4 Lee A. Fuller, Treasurer
CW3 Aaron Lee Cartwright, Sr., VP
Scholarship
CPT Todd M. Osborne, Jr., VP Awards
SPC Manuel Vasquez, VP MembEnrollment

Minnesota

North Star Chapter St. Paul, MN



Category: Master Chapter; 203 Members
Activation Date: 3/1/1991
Website:
www.quad-a.org/NorthStarChapter

Description: The AAAA North Star Chapter is located in St. Paul, MN. The organization supports the 34 Expeditionary Combat Aviation Brigade which consists of HHC/34 ECAB, 2-147 Assault Helicopter Battalion, and 834 Aviation Support Battalion.

Officers:

COL Gregory D. Fix, President
LTC David Wagner, SeniorVP
SSG Meghan Bramley, Secretary
MAJ Jonathan P. Andrews, Treasurer
CPT Brandon S. Hale, VP Scholarship
SFC Caleb T. Oberg, VP Enlisted Affairs
CW5 Steven M. Shoemaker, Ret., VP Retired Affairs

Mississippi

Magnolia Chapter Jackson, MS



Category: Senior Chapter; 115 Members
Activation Date: 5/1/2001
Website:
www.quad-a.org/MagnoliaChapter

Description: The Magnolia Chapter represents 12 Aviation units, 3 flight facilities, 1 AVCRAD, and 1 TASMG throughout Mississippi. The Chapter officers are made up of representatives from several of these units and therefore exist all over the State.

Officers:

LTC Mark Walker Johnson, President
LTC Len A. Fortenberry, SeniorVP
CW4 Robert S. Herrington, Secretary
MAJ Jeremiah R. Malmberg, Secretary
MSG Perry L. Molden, Jr., Secretary
CPT Brandon L. Dixon, Treasurer
CPT Colin Sullivan, VP Scholarship
CW3 Anthony J. Impastato, II, VP MembEnrollment

Missouri

Lindbergh Chapter Defiance, MO



Category: Master Chapter; 203 Members
Activation Date: 8/1/1960
Website:
www.quad-a.org/LindberghChapter

Description: The Lindbergh Chapter's history goes back to its formation in 1960. One of the chapter's major contributions to AAAA was the establishment of the Cribbins Product Support Symposium which has grown over the years to become one of the major annual events of AAAA. Our membership is made up of industry and current/retired government personnel across the Bi-state area of Missouri and Illinois centered around the Saint Louis metropolitan area. We currently have over 200 members and sponsor an event each quarter to support our membership and the goals of AAAA.

Officers:

Mr. David J. Weller, President
Mr. Timothy Hughes, SeniorVP
Ms. Vicki L. Schmitz, Secretary
Mr. Michael G. Tesi, Treasurer
Mr. Robert Stenberg, VP Scholarship
Ms. Jan J. Garmon, VP MembEnrollment

ShowMe Chapter Sedalia, MO



Category: AAAA Chapter; 50 Members
Activation Date: 5/1/1998
Website:
www.quad-a.org/ShowMeChapter

Description: The chapter Location is in Missouri for the Missouri Army National Guard. It supports the 35th Combat Aviation Brigade, the 1107th Aviation Group, 1-135th Assault Helicopter Battalion, the 935th Aviation Support Battalion, Co-B, 1-376th S&S, & Det 2, Co-C, 2-245th Aviation (FW).

Officers:

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

Montana

Big Sky Chapter Helena, MT



Category: AAAA Chapter; 65 Members
Activation Date: 3/1/2018
Website: www.quad-a.org/BigSkyChapter

Description: The Big Sky Chapter is based out of Helena, MT and supports all current and prior Army Aviation members for the State of Montana. It directly supports the 1-189th GSAB as the only Army Aviation unit in Montana. 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 Robert Oleson, President
LTC Noah Genger, SeniorVP
CPT Thomas Meredith, Secretary
MAJ Dustin Horswill, Treasurer
CW3 Patricia Osborn, VP Scholarship
1SG Dan Johnson, VP Awards
1LT Kevin Stein, VP MembEnrollment

Nebraska

Prairie Soldier Chapter Grand Island, NE



Category: Senior Chapter; 81 Members
Activation Date: 7/14/2009
Website:
www.quad-a.org/PrairieSoldierChapter

Description: Prairie Soldier Chapter is located in Nebraska supporting 5 Companies and 7 Detachments. The chapter is comprised of 81 members.

Officers:

CW4 Zachary Hartmann, President
CPT Jeb Myers, SeniorVP
CPT Derek Zulkoski, Secretary
1LT Andrew Hunt, Treasurer
1SG Ronald Kary Schroeder, Retired, VP Scholarship
MSG Wade Kopetzky, VP Enlisted Affairs
CW3 Stephen C. Gonifas, VP MembEnrollment

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Nevada

Battle Born Chapter Reno, NV



Category: Senior Chapter; 78 Members
Activation Date: 3/1/2018
Website: www.quad-a.org/BattleBornChapter

Description: Mainly comprised of Nevada Army National Guard Members within the State's Aviation Units including the Nevada Companies of 1-189th GSAB, 2-238th GSAB, and 3-140th AVN REGT, OSA-A Det 45; and the 991st Aviation Troop Command. Supporting its units' members through deployments has been a priority for the Battle Born Chapter. The Nevada Companies of 1-189th GSAB and 2-238th GSAB both deployed during the onset of the COVID-19 Pandemic and returned in late 2020. The Nevada Companies of 3-140th AVN REGT are currently preparing for a Border Mission Rotation.

Officers:

LTC Michael Bordallo, President
MAJ Zackary A. Taylor-Warren, SeniorVP
CW3 Jacob Houser, Secretary
CPT Jacob Pestana, Treasurer

New Jersey

Jersey Chapter Neptune, NJ



Category: AAAA Chapter; 40 Members
Activation Date: 3/1/1959
Website: www.quad-a.org/JerseyChapter

Description: Jersey Chapter is located in Ocean County, NJ. Members' backgrounds vary from military members to government civilian employees and support contractors working for the C5ISR Center Flight Activity located in the JB-MDL, Lakehurst, NJ.

Officers:

COL Mike LaPoint, President
Mr. John G. Klubnick, Sr., SeniorVP
LTC Eric J. Tolska, Secretary
Mr. Jin Park, Treasurer
Mrs. Catherine C. Roache, VP
MembEnrollment
Ms. Nicole K. Zaretski, VP Social Media

New Mexico

Zia Chapter Santa Fe, NM



Category: Senior Chapter; 84 Members

Activation Date: 7/1/2007
Website: www.quad-a.org/ZiaChapter

Description: Zia Chapter is a mix of retired and national guard Army Aviation Soldiers as well as industry partners who live in New Mexico. Members are primarily from Albuquerque, Santa Fe, and Las Cruces where the New Mexico Army National Guard has aviation units garrisoned with Lakotas, Black Hawks, and Fixed Wing Aviation units. We focus on a mix of activities including those down south near the Las Cruces facility and other activities up north servicing the Santa Fe facility.

Officers:

MAJ Michael A. McGahie, President
SFC Ryan Haworth, SeniorVP
Mr. Guy C. Gleason, Secretary
CW4 Trudy Truax, Ret., Treasurer
LTC Linda M. DuMoulin, VP Scholarship
1SG Ashley Azzalina, VP Awards
SPC Jose Hernandez, VP Community Relations

New York

Black Knights Chapter Warwick, NY



Category: AAAA Chapter; 51 Members
Activation Date: 2/1/1988
Website: www.quad-a.org/BlackKnightsChapter

Description: The Black Knights Chapter of AAAA is located at the United States Military Academy at West Point, NY, and currently supports almost 200 chapter members. The Black Knight Chapter's main purpose is to mentor and professionally develop West Point cadets in 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 future aviation leaders.

Officers:

COL Richard Melnyk, President
CPT Caitlin M. Withenbury, Secretary
LTC Andrew T. Bellocchio, Treasurer
MAJ Jeremy D. Paquin, VP Scholarship
MAJ Steven M. Hoak, VP MembEnrollment

Empire Chapter Rochester, NY



Category: AAAA Chapter; 59 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:

LTC Eric R. Fritz, President
LTC Scott C. Norcutt, Ret., SeniorVP
CW5 Mark A. Vahey, Treasurer

MacArthur Chapter New York / Long Island Area, NY



Category: Master Chapter; 173 Members
Activation Date: 2/1/1992
Website: www.quad-a.org/MacArthurChapter

Description: The MacArthur Chapter was formed in 1992 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.(-) 642 Support Battalion (ASB).

Officers:

CW5 James G. Freeman, Ret., President
BG Jack A. James, SeniorVP
CW4 Timothy Scott Dahlen, Sr. Ret., Secretary
MSG Mark Tyree, RET, Treasurer
CW4 Neal L. Humphries, VP Membership
Mrs. Louise Loyst, VP Scholarship
CW4 Thomas P. McGurn, Ret., VP Awards
LTC James P. Coan, Ret., VP Communications
SSG Carl J. Vecchio, Ret., VP Industry Affairs

Mohawk Chapter Latham, NY



Category: AAAA Chapter; 56 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 in Army Aviation.

Officers:

LTC Paul Michael Bailie, President
COL Jason C. Lefton, SeniorVP
LTC Henry T. Chandler, Secretary
MAJ Daniel T. Collier, Treasurer
MAJ Charles S. Ackley, Jr., VP Scholarship
MAJ Forest J. Thrush, VP Awards
CW2 John M. Grassia, VP Communications
CW3 Louis A. Malizia, Jr., VP Programs

North Country Chapter Fort Drum, NY



Category: Senior Chapter; 86 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:

CW5 James Vanmeter, President
MAJ Matthew R. Stockton, SeniorVP
MAJ Savannah Livingston, Secretary
CPT Mark McGinnis, Treasurer
CPT Daniel Zajac, Treasurer
MAJ John F. Wlasniewski, VP Scholarship

North Carolina

Iron Mike Chapter Fort Bragg, NC



Category: Master Chapter; 212 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 Bryan Morgan, President
LTC Ryan I. Moore, SeniorVP

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Ms. Ann Nollett, Secretary
CW5 Charles W. Roberts, Ret., Treasurer
1LT Russell Kraus, VP Awards
COL David O. Jernigan, Ret., VP Programs
CW5 Mark A. Meyer, VP MembEnrollment

Tarheel Chapter Raleigh, NC



Category: Senior Chapter; 128 Members
Activation Date: 12/1/1977
Website: www.quad-a.org/TarheelChapter

Description: The Tarheel Chapter is proud of our "First in Flight" heritage, supporting our Army Aviation Soldiers and family members now for over 44 years. We are considered an AAAA Senior Chapter and represent about 150 current and former North Carolina Army National Guard members across the great state of North Carolina. We are based primarily out of our unit locations in Morrisville, Raleigh, and Salisbury, NC. However, the chapter reaches across the entire state to support its varied and geographically dispersed aviation community. The 449th Combat Aviation Brigade, 1-130th Attack Recon Battalion and 2-130th Airfield Operations Battalion and their subordinate units are the focus of our support. All of which have been extensively engaged in training and deployments over the last several years. The 449 TAB was awarded the AAAA Unit of the Year in 2019 and the 1-130 ARB was the National Guard Unit of the Year in 2020. The Tarheel Chapter continues to build momentum with our new chapter officer team and hopefully exit the restrictive COVID-19 environment. We want to maintain the gains made over the last several years, especially through support to the scholarship program. We have donated over \$100,000 to scholarships including about \$15,000 in 2021. We have been more consistent with our Order of St. Michael Awards including several NCOs this year. Although 2022 was a bust for most events due to numerous factors we look forward to getting back on track with at least one social engagement per quarter and hopefully two scholarship-raising events this year.

Officers:

LTC Mark E. Pickett, President
LTC Mark VanVeldhuizen, SeniorVP
CW3 Carl A. Glover, Ret., Secretary
MAJ Timothy Joel Thomas, VP Scholarship

Ohio

Wright Brothers Chapter Columbus, OH



Category: Master Chapter; 250 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 their knowledge, techniques, and skills. Recognize outstanding contributions to Army Aviation. Exchange ideas and disseminate information promoting Army Aviation to the media/community. 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 Kristopher J. Johnson, President
MAJ John D. Howard, SeniorVP
CPT Jeffrey S. Gyurcsik, Ret., VP Scholarship
CW5 Rolando Sanchez, VP Scholarship
SFC Bernard J. Miesse, Ret., VP Social Events

Oklahoma

Thunderbird Chapter Tulsa, OK



Category: Master Chapter; 219 Members
Activation Date: 1/26/2012
Website: www.quad-a.org/ThunderbirdChapter

Description: Thunderbird Chapter is located in Tulsa, Oklahoma at the Army Aviation Support Facility #2. We support members of HHC 2-245th AVN REG, C Co 2-245th AVN REG, 3-238th ATC, 1-169th AVN REG, 2-149th GSAB, Det 1 Co C 3-140th S&S, C Co 1-244th AHB (D, E, HHC detachments), and Co B 834th ASB.

Officers:

LTC Chad C. Mihalek, President
MAJ Scott E. Collins, Jr., SeniorVP
SSG Stephanie M. Cowart, Secretary
1LT Martin R. Howell, Treasurer
CPT Michael Senn, VP Scholarship
MAJ John R. Pollard, VP Awards
1SG James A. Mahan, VP Communications

Oregon

Oregon Trail Chapter Salem, OR



Category: Senior Chapter; 149 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).

Officers:

LTC Nathan P. Edgecomb, President
1SG Patrick Casha, Treasurer
MAJ Timothy Heater, VP Operations
Mrs. Helen Dumbrava, VP Scholarship
Ms. Larissa Hamilton, VP MembEnrollment
CW3 Michael Newgard, VP MembEnrollment
CW3 Jeremy Andrew, VP Salem Area

Pennsylvania

Delaware Valley Chapter Philadelphia, PA



Category: Master Chapter; 258 Members
Activation Date: 4/1/1969
Website: www.quad-a.org/DelawareValleyChapter

Description: The Delaware Valley (Philadelphia) Chapter is centered around the Ridley Park Boeing facility that 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 is 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:

Mr. Ed C. Hassiepen, III, President
Mr. Patrick Donnelly, SeniorVP
LTC Christopher P. Downey, Ret., Secretary
1SG John R. Keim, Jr. Ret., Treasurer
Ms. Cathy Anthony, VP Scholarship
Mr. Dave R. Eck, VP Programs

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 Infan-

try 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:

LTC Greg Gobel, President
CPT Nathan A. Bevans, SeniorVP
CPT Abby V. Yox, Secretary
CPT Diego Wilson, Treasurer
1LT Dane Boltz, VP Scholarship
MAJ Rory Joseph Lipsett, VP Awards
2LT Stephen Perneli, VP Communications
CW4 Terrance E. Bale, Ret., VP At Large
CW5 Dale A. Yoder, VP At Large
1SG Matthew D. Stohrer, Sr., VP Enlisted Affairs
1LT Matthew Nieberding, VP MembEnrollment
COL Howard R. Lloyd, Jr. Ret., VP Retired Affairs
CW5 Richard G. Adams, II, VP WO Affairs

Rhode Island

Narragansett Bay Chapter North Kingston, RI



Category: AAAA Chapter; 47 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 John S. MacDonald, President
MAJ Jarred Rickey, SeniorVP
CW3 Rachel Giblin, Treasurer
CW4 Gregory S. Jones, VP Scholarship
MAJ Tessa L. Baptista, VP Programs
SFC Jason R. Garland, VP Enlisted Affairs
CPT Tyler W. Donovan, VP MembEnrollment

South Carolina

Jimmy Doolittle Chapter Columbia, SC



Category: Master Chapter; 210 Members
Activation Date: 3/1/1997
Website: www.quad-a.org/JimmyDoolittleChapter

Description: The Jimmy Doolittle Chapter is the only AAAA Chapter in South Carolina



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and supports 1200 Soldiers and their families. The Jimmy Doolittle Chapter is the bridge from the past, present, and future of Aviation in South Carolina. We strive to connect our rich heritage in the state as well as the nation as we continue to support Aviation Soldiers and Families.

Officers:

COL John W. McElveen, President
CPT Joshua R. Blizzard, SeniorVP
SFC Stephen T. Snodgrass, Secretary
1LT Connor Thornton, Treasurer
CW3 James Brian Cox, VP Membership
CPT James A. Smith, VP Scholarship
CPT Victor R. Wakefield, III, VP Awards

Tennessee

Volunteer Chapter Smyrna, TN



Category: Master Chapter; 177 Members
Activation Date: 10/1/2005
Website: www.quad-a.org/VolunteerChapter

Description: The 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:

LTC John Lodes, IV, President
CW3 Richard L. Rogers, Treasurer
CW5 John S. McConnell, VP Membership
COL Jeffery A. Roach
VP National Guard & Reserves
CPT Phillip W. Draper, VP East
MAJ David R. Swan, VP Middle
CW4 William R. Newman, VP West

Texas

Corpus Christi Chapter Corpus Christi, TX



Category: Senior Chapter; 163 Members
Activation Date: 1/1/1964
Website: www.quad-a.org/CorpusChristiChapter

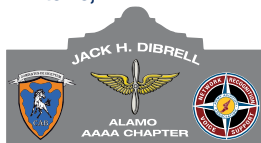
Description: The Corpus Christi Chapter is located on the Texas Gulf Coast in Corpus Christi, Texas. The primary military organiza-

tion 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 the 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:

Ms. Suellen D. Dennett, President
Mr. Marc Gonzalez, SeniorVP
Mr. Timothy L. Moore, Jr., Secretary
Ms. Jahna D. Fulton, Treasurer
Ms. Jessica Y. Hernandez Mendoza, VP Programs
Mr. Samuel E. Villalobos, VP Marketing
Mr. Kevin S. Rees, VP MembroEnrollment

Jack H. Dibrell/Alamo Chapter San Antonio, TX



Category: Senior Chapter; 163 Members
Activation Date: 4/1/1960
Website: 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 members 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 Robert Guevara, President
CW4 Pedro J. Vargas-Lebron, SeniorVP
CW2 Daniel L. Hillner, Secretary
CPT Bobby K. Woods, Secretary
CW3 Jacob Keaton Jones, Treasurer
CPT Joshua M. Tauer, VP Awards
LTC Jose L. Reyes, Ret., VP Industry Affairs

North Texas Chapter Fort Worth, TX



Category: Master Chapter; 471 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, Air-

bus 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 the 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 Carl R. Coffman, Ret., President
COL Michael E. Demirjian, Ret., Secretary
LTC Noma C. Martini, Ret., Treasurer
LTC Terrance L. Reiningger, Ret., VP Scholarship
COL Gary L. Cunningham, RET, VP Programs
CW4 Anne Wiley, Ret., VP MembroEnrollment

Phantom Corps Chapter Fort Hood, TX



Category: Master Chapter; 263 Members
Activation Date: 11/1/1958
Website: www.quad-a.org/PhantomCorpsChapter

Description: The Phantom Corps Chapter is located at Fort Hood / Killeen, Texas. We serve the Aviation community in central Texas with the tenant units (1st Air Cavalry Brigade, 15th Military Intelligence Aerial Exploitation, maneuver Brigade UAV units); Army/Division/Brigade Staff Aviation Professionals across the installation, and Aviation retirees and families.

Officers:

CSM Douglas K. Greene, Ret., President
CSM Albert Rodriguez, SeniorVP
CW5 Jeff L. Wagner, Ret. SeniorVP
CW2 Joann L. Courtland, Treasurer
CW4 Ignacio Becera, VP Operations
MAJ Nicholas Craig, VP Scholarship
MAJ D. Kyle MacWillie, VP Awards
1SG Brandon J. Casey, VP Enlisted Affairs

Rio Grande Chapter El Paso, TX



Category: Senior Chapter; 104 Members
Activation Date: 9/1/1972
Website: www.quad-a.org/RioGrandeChapter

Description: The Rio Grande Chapter is located in El Paso, Texas and supports Active duty and retired soldiers from the 1st Armored Combat Aviation Brigade, the 204th MI Battalion, The Sergeant Majors Academy, and various staff members throughout the 1st Armored Division.

Officers:

SGM Michael R. Teague, President
LTC George W. Benter, IV Ret., SeniorVP
SFC Edwin Marquez-Rosado, Treasurer

1LT Natalie Schorr, VP Operations
CW2 Patrick C. Sullivan, VP Awards
1SG Joshua D. Gary, VP Enlisted Affairs
MAJ Victor A. Munoz, VP MembroEnrollment

Utah

Utah Chapter West Jordan, UT



Category: Senior Chapter; 105 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:

LTC Jon Richardson, President
CW3 Matthew Garrand, SeniorVP
CW3 Frederick R. Bittner, Secretary

Vermont

Green Mountain Boys Chapter Green Mountain, VT



Category: Senior Chapter; 79 Members
Activation Date: 11/1/2021
Website: www.quad-a.org/GreenMountainBoysChapter

Description: The Green Mountain Boys Chapter of AAAA is made up of Aviation soldiers from Vermont and the New England area as well as industry and retired members. 2021 was our inaugural year, and we look forward to building a community that supports the various deployments from the Vermont Army National Guard aviation units!

Officers:

CPT Samuel T. Slater, President
MAJ David Johnston, SeniorVP
1LT Ryan Farina, Secretary
MAJ John Lescure, Treasurer
CPT Dan Davis, VP Scholarship

Virginia

Colonial Virginia Chapter Fort Eustis, VA



Category: Master Chapter; 380 Members
Activation Date: 7/1/1958
Website: www.quad-a.org/ColonialVirginiaChapter



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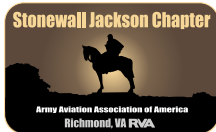
NETWORK ■ RECOGNITION ■ VOICE ■ SUPPORT

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 (ARCI); 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 include a MACOM, capabilities integration and futures planning, science and technology, research and developmental testing, maintenance training, and a United States Army Reserve unit.

Officers:

LTC Ryan M. Miedema, Ret., President
LTC Sam Redding, SeniorVP
SGM Martin J. Moreno, Ret., Secretary
SFC Steven Lamar Burge, Ret., Treasurer
Mr. Bob Tamplet, VP Scholarship
LTC William R. Cristy, Ret., VP Awards
LTC David C. Meyer, Ret., VP Industry Affairs
SFC Jeremy Michael McNichol, VP MemEnrollment

Stonewall Jackson Chapter Sandston, VA



Category: Senior Chapter; 78 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 Matthew Craig Lewis, President
LTC Alva L. Pace, Ret., SeniorVP
SSG David DeWeese, Secretary
Mr. Jacob Grubbs, Treasurer
CPT Ethan J. Bradshaw, VP Scholarship
CPT Jared R. Varney, VP Awards
1LT Valerie Gwen Harter, VP Programs
CPT Christopher Jackson, VP MemEnrollment

Washington-Potomac Chapter Arlington, VA



Category: Super Chapter; 1021 Members
Activation Date: 8/1/1958
Website: www.quad-a.org/Washington-PotomacChapter

Description: This "Super Chapter" of 1000 members covers the National Capitol

Region. We are best known for supporting AAAA Scholarships and our unique and diverse membership of Active/ARNG/USAR 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. Throughout 2022, the WPC focused on advancing the four primary AAAA pillars (Network, Recognition, Voice, and Support) throughout the National Capitol Region through a variety of accomplishments.

1) Network: Despite COVID challenges, the WPC held 11 in-person monthly membership meetings/networking events which have progressively attracted more and more members. We now average consistently around 40 - 45 members at our meetings composed of Active/ARNG/USAR Soldiers, Army Civilians, Industry members, Contractors, and Retirees. On 19 AUG 22, the WPC coordinated and sponsored the 100 Black Men Virginia Peninsula Chapter's Student visit to Davison Army Airfield. This visit was attended by ~35 students with their family members which included airfield facilities and aircraft tours provided by The Army Aviation Brigade (TAAB), and guest speakers who talked about what Army Aviation has meant to them. This advanced our mentorship ties with this organization in which in 2021 the WPC established a perpetual scholarship. The WPC held a very successful membership drive with the TAAB and experienced a 5% increase in membership between March and April.

2) Recognition: In 2022, the WPC reinstated the Soldier/NCO of the Quarter awards recognition program which had been dormant over the last 5 years. The WPC continued to aggressively work to recognize deserving members. In 2022, the WPC processed and presented 39 total AAAA individual awards (4 x SOSM, 27 x BOSM, 4 x KOSM, and 4 x OLL) which was 4 more than what was presented in 2021. In 2022, the WPC filled the vacant Vice President for Communications, and as a result, forwarded 17 AAAA magazine articles which helped capture individual awards and Changes of Command occurring throughout our chapter. This was 10 more article submissions than what was accomplished in 2021. Additionally, the WPC reenergized our Facebook page where multiple entries on chapter events and awards were publicly recognized for our membership.

3) Voice: Coordinated the NGB Aviation Luncheon during the 2022 AAAA Mission Solutions Summit which supported the National Guard Aviation leadership in their discussion of Aviation branch issues.

4) Support: The WPC contributed monetary funds and had committee representation present in support of both The Army Aviation Brigade's BBQ and Unit Dining Out which greatly advanced the understanding of the AAAA purpose. The WPC provided 34 evaluation volunteers, and actively raised/transferred \$33,265 to the AAAA SFI permitting the awarding of 23 scholarships ranging between \$2,000 - \$4,000 each. This was done by raising donations during 2 golf tournaments, the

AAAA Summit NGB Aviation luncheon, the WPC annual formal scholarship dinner, and monthly membership meetings. The WPC sponsored a TAAB Soldier and his spouse to attend the 2022 AAAA Mission Solutions Summit. Finally, the WPC held 12 Chapter Committee meetings and staffed two new chapter officer positions (Operations and Communications VPs) showing an increased excitement of volunteers within the chapter.

Officers:

COL Ronald G. Lukow, Ret., President
MG Rudolph Ostovich, III Ret., SeniorVP
MAJ Terry Mullis, II, Secretary
LTC Frank A. Tedeschi, Ret., Treasurer
CW3 Matthew DuWayne Vennie, VP Operations
COL Stephen T. Burns, Ret., VP Scholarship
CW5 Daniel R. Curry, Ret., VP Awards
CW5 Michael R. Zanders, VP Communications
MAJ Ronald A. Putnam, Ret., VP Industry Affairs
LTC David W. Crocker, VP Programs
SGM Derrick Kuhns, VP Enlisted Affairs
LTC Michael W. Server, VP MemEnrollment

Washington

Mount Rainier Chapter Fort Lewis, WA



Category: Master Chapter; 348 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 340+ members. This Chapter is a mix of currently serving or retired Active Duty, Wash. Army National Guard, Army Reserve, DAC, Civilian Contractors 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:

CW5 Teresa M. Burgess, Ret., President
COL Derek S. Finison, SeniorVP
MAJ William Todd Kuebler, Treasurer
SSG David Michael Goodhue, Ret., VP Scholarship
CW5 Paul Dulfer, VP Awards
CPT Matthew Ziegeler, VP Communications
MAJ Jonathan A. Uran, VP MemEnrollment
1LT Theodore Oh, VP Publicity

Wisconsin

Badger Chapter Madison, WI



Category: Senior Chapter; 154 Members
Activation Date: 5/24/2012
Website: www.quad-a.org/BadgerChapter

Description: The Badger Chapter is based out of Madison, WI. It is the first "virtual" chapter, designed to connect SMs across WI. The chapter supports units assigned to the 1-147th AHB, including C Co (-) 1-168 GSAB, Det 1 G Co 2-104th GSAB, Det 2 D Co 1-112th GSAB, Det 1 B Co 168th ASB, and Det 5 A Co 1-641st AVN (OSACOM).

Officers:

LTC Daniel J. Allen, President
MAJ Joshua Allan Felber, SeniorVP
MAJ Lucas J. Sivertson, Secretary
MAJ Jeremy J. Duffy, Treasurer
CW3 Craig Hatfield, VP Scholarship
CPT Meredith Porter, VP Awards
CW3 William Ryan
VP Communications
LTC Tammy L. Gross, Historian
CPT Patrick J. Peterson
VP Fund Raisers
SSG Timothy Robert Hass, VP Enlisted Affairs
MAJ Nils D. Henderson, VP Government Affairs
MAJ John P. Langeberg, VP MemEnrollment

Wyoming

Cowboy Chapter Burns, WY



Category: AAAA Chapter; 55 Members
Activation Date: 4/1/2008
Website: www.quad-a.org/CowboyChapter

Description: Cowboy Chapter is located in Cheyenne, Wyoming. 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:

CW4 Steven J. Atencio, President
CW4 Derek R. Fisbeck, SeniorVP
SGT Matthew Jacob Connary, Secretary
SFC Morgan Elizabeth Graham, VP



2023 AAAA Chapter Directory

NETWORK ■ RECOGNITION ■ VOICE ■ SUPPORT

Scholarship
SSG Andrew T. McCown, VP Awards
MSG Jason L. Cox, VP MembEnrollment

OCONUS

Bavarian Chapter Hohenfels, Germany



Category: AAAA Chapter; 32 Members
Activation Date: 8/1/1994
Website:
www.quad-a.org/BavarianChapter

Description: The Bavarian Chapter is located in southern Germany and affiliated with JMRC. The Unit conducts rotational Unit readiness and helps observe, coach, and train for deployment readiness. Currently, there are approximately 50 members mostly service members and DOD civilians. Our Chapter enjoys street biking, golfing, and skiing. The Bavarian Chapter includes the Falcons which is in charge of coaching Aviation Units throughout the Army. We also conduct coaching with multi-national Units to enhance interoperability. The Falcons utilize the UH-72A Lakota helicopter to conduct observation throughout Europe.

Officers:
LTC Paul W. Moreshead, President
CPT Jake Veness, Secretary
CW5 Nate Stewart, Senior VP/VP Scholarship
CPT Becca Marshall, Treasurer
MAJ Ryan C. Sommer, VP Operations
CPT Lee Oeschger, VP Programs
CW4 Daniel J. Layman, VP MembEnrollment

Desert Oasis Chapter Saudi Arabia



Category: AAAA Chapter; 42 Members
Activation Date: 7/1/2016
Website:
www.quad-a.org/DesertOasisChapter

Description: Desert Oasis Chapter is located in Riyadh, Kingdom of Saudi Arabia; currently comprised of 22 individuals assigned to the Office of Program Management-Saudi Arabia National Guard (OPM-SANG), and United States Military Training Mission (USMTM).

Officers:
COL Shawn M. Barnes, President
LTC Brian J. Silva, SeniorVP
CW4 Roger H. Passie, Secretary
MAJ Jeremy G. Larson, VP Operations
CW4 William Joseph Johnson, VP MembEnrollment

Griffin Chapter Katterbach, Germany



Category: Senior Chapter; 98 Members
Activation Date: 1/1/1976
Website: www.quad-a.org/GriffinChapter

Description: Griffin Chapter is headquartered in US Army Garrison Ansbach at Katterbach Army Airfield in Bavaria, Germany. Two satellite locations are part of the Griffin Chapter. One in Wiesbaden, located in the State of Hesse in Germany,

and is also the location of USAREUR HQ. The second satellite location is Illesheim, Germany which is part of the USAG Ansbach, also in Bavaria. Supported Units are the 12th Combat Aviation Brigade consisting of, Task Force Duke 1-214th Aviation Regiment, and Task Force Viper 1-3 Attack Reconnaissance Battalion. Satellite supporting locations at Grafenwoehr Training Area, and Hohenfels Training Area.

Officers:
COL Gerald P. Schuck, President
MAJ James R. Antonides, Secretary
Mr. Heath Morecraft, Treasurer
MAJ Ryan Kline, VP Scholarship
MAJ James Raymond, VP MembEnrollment

Morning Calm Chapter Seoul, Korea



Category: Senior Chapter; 123 Members
Activation Date: 5/1/1958
Website:
www.quad-a.org/MorningCalmChapter

Description: The Morning Calm Chapter directly supports the only permanent forward deployed aviation brigade, stationed at Camp Humphreys and Seoul, South Korea. The chapter consists primarily of permanently assigned Soldiers of the 2nd Infantry Division, however, it is also supported by a rotational aviation battalion (2022 consisted of units from Fort Riley, Kansas, and Fort Lewis, Washington--and their associated AAAA chapters).

Officers:
SFC Adam R. Bock, President
MSG Paul Bush, SeniorVP
MAJ Thomas Werner Moentmann, Secretary
MAJ Peter E. Nickloff, Treasurer
LTC Ty Huffman, VP Scholarship
1LT Patrick Menkhaus, VP Awards
CPT Colby M. Hyde, VP Programs
CW5 Colin Page, Deputy VP Awards
MAJ Brandon Lee Andreasen, VP MembEnrollment
Mr. John Bilton, VP WO Affairs

Rising Sun Chapter Camp Zama, Japan



Category: AAAA Chapter; 36 Members
Activation Date: 12/1/1995
Website:
www.quad-a.org/RisingSunChapter

Description: The Rising Sun Chapter is a proud supporter of the only Army Aviation organization in Japan, U.S. Army Aviation Battalion Japan. Since the re-establishment of the chapter in 2016, the Rising Sun Chapter serves as a gateway to network with host nationals, service members and their families, and civilian counterparts.

Officers:
CW4 Thomas B. Johnson, Vice President
CW2 Brenley Ransome, Secretary
CW2 Cristobal Quiroz, Treasurer
CSM Marcell Scott, VP Awards

Winged Warriors Chapter Soto Cano Airbase, Honduras



Category: AAAA Chapter; 14 Members
Activation Date: 3/1/2008
Website:
www.quad-a.org/WingedWarriorsChapter

Description: The Winged Warriors AAAA Chapter consists primarily of Soldiers from the 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 Charles W Hall, President
1LT Allison Raiff, Treasurer

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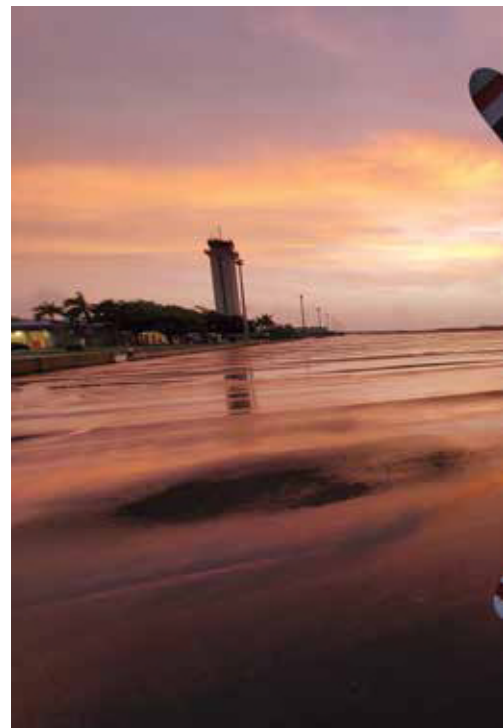
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First Place



Second Place



ARMY AVIATION

Photography Contest Winners

ARMY AVIATION Magazine is proud to present the winners of our annual photography contest. 56 qualified AAAA members, submitting 101 Army Aviation related photographs taken during CY 2022, 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 2023 contest. Visit the AAAA website, quad-a.org for details and submission requirements.

Bill Harris, Publisher

First Place – “At the Cabin Floor” by MAJ Alec DeGroat, Yakima, WA

SSG Mitchell Robbs lifts SSG Brendan Silkey and his simulated patient, Justin Jansky. August 28, 2022; Yakima Training Center, WA

Second Place – “Take Me to the Pilot” by SSG Adeline R. Witherspoon Tacoma, WA

Army National Guard Officer School Candidates, enrolled in Phase III, conduct a platoon raid and helicopter exfil at Joint Base Lewis-McChord. July 24, 2022; Joint Base Lewis-McChord

Third Place – “C26 at Homestead, FL” by MAJ Jonathan Sellers, Marietta, GA

B Co 2-245th Supporting Air Reserve emergency response. July 27, 2022; Homestead Base, FL

Fourth Place – “Serenity in the Land of the Morning Calm” by CPT Frank E. Spatt, Seoul, Republic of Korea

A CH-47F Chinook helicopter from B Company, 3rd Battalion, 2nd Aviation Regiment, 2nd Combat Aviation Brigade flies over foggy mountains near Busan, South Korea. September 26, 2022; Busan, Republic of Korea



Third Place



Fourth Place



Honorable Mention – “Aircraft Off the Rail”
by SFC James A. Young
 Colorado Springs, Colorado

CPL Lathan Green, CPL Randall Speigelmyer, SPC Jarred Mitchell and SPC Taylor Vass of C Troop, 6-17 ACS launch an RQ-7B in support of Task Force Mustang (2-4 GSAB). August 29, 2022; Agony South UAS Strip, Fort Carson, CO



Honorable Mention – “LUH Offensive”
by Mr. Roger Tismeer
 Gilbert, Arizona

An LUH-72 prepares for a Target Detection Sensor flight. July 28, 2022; Hohenfels, Germany



Honorable Mention – “Soldiers Dunked”
by SSG Thomas Mort
 Bremerhaven, Germany

Soldiers from 12th Combat Aviation Brigade swim toward a life raft as part of helicopter overwater survival training., October 18, 2022



Honorable Mention – “Pre-Mission Rocket Check at MAWTS”
by CW5 Jared S. Jones
 Salt Lake City, Utah

An AH-64E V6 being prepped for gunnery as part of the Fall 2022 MAWTS-1 class. October 19, 2022; YUMA MCAS, AZ



Honorable Mention - “Inbound”
by CW2 Bryce Potter
Manhattan, Kansas

An AH-64 Apache turns inbound for a rocket engagement during gunnery tables. March 23, 2022; Fort Riley, Kansas



Honorable Mention - “IVAS Egress”
by Mr. Collin Magonigal
Huntsville, Alabama

Soldiers from the 82nd Airborne Division participate in aircraft egress testing while equipped with the Integrated Visual Augmentation System. August 10, 2022; Fort Bragg, NC



Honorable Mention - “Dust-Off Nights”
by CW3 Mehdi Javanmardi
La Vernia, Texas

Milky Way overhead, 0% illumination. September 14, 2022



Honorable Mention - “Karen, can you see your manager from 8KMs away?”
by CW2 Frederick Bittner
West Jordan, Utah

SGT Karen Florez rolls back in after her orientation flight. May 21, 2022, West Jordan, Utah

From
the Field ▶



CCAD Completes Delivery of Upgraded UH-60 to Army National Guard Battalion

By Della Adame



U.S. ARMY COURTESY PHOTO

LTC Kenneth Ferguson (left), managing director for aircraft operations, Corpus Christi Army Depot, hands over the keys for the final UH-60V Black Hawk helicopter to CPT Charlie Auer on the ramp of the Army Aviation Support Facility #2 in Kankakee, IL in January 2023.



Two companies of the Illinois Army National Guard 106th Aviation Regiment (Assault), received their final UH-60 Victor Black Hawks in January 2023. The 1st Battalion, 106th Aviation Regiment, Illinois Army National Guard was selected to do the final operational testing for the Army and the first unit to be fielded with UH-60V helicopters.

The UH-60V is a recapitalization of the venerable UH-60L and allows enhanced situational awareness using a digital environment in a modern, digital version of the Army's workhorse. The Global Positioning System in the

The view from the left seat as LTC Kenneth Ferguson, Managing Director for Aircraft Operations, Corpus Christi Army Depot, piloted the final UH-60V Black Hawk helicopter to the Army Aviation Support Facility #2 in Kankakee, IL in January 2023.

Victor model enables pilots to fly GPS instrument approaches in the digital environment and fly tactical missions with greatly enhanced situational awareness. Corpus Christi Army Depot Managing Director for Aircraft Operations, LTC Ken Ferguson explained, "The aircraft were produced and completed according to the Pentagon's fielding schedule."

In a March 2022 news article by SGT Trenton Fouche, LTC Jason Celletti, the Illinois Army National Guard's state aviation officer, said, "Almost 60 aviators needed to train to fly the UH-60V. First, the aviators had to spend six weeks qualifying in the Army's existing digital UH-60 'M' model. This was followed by a two-week training support plan to become qualified on the latest 'V' model."

CCAD commander, COL Kyle Hogan, who piloted one of the final aircraft delivered said, "Think of it as a book. We are finishing the introduction

of the Victor. A modernized, reliable, dependable aircraft, which arguably is the best in the fleet right now, of all the UH-60s.” He went on to thank the CCAD workforce, “All of you enabled this to happen. This aircraft is going to deploy in support of our nation’s Army, and you enabled that.”

The driving force behind each task performed at CCAD is to provide our nation with the best value for modification, repair, and overhaul of rotary-wing components and aircraft in support of the strategic readiness of the Army. The depot vision is to continue to be the world’s premier helicopter and component repair and remanufacture facility. With that focus, CCAD remains postured to ensure we synchronize aviation assets, material support, and enterprise resources to ensure we keep the Army flying.

“Be proud of what you have done,” said Hogan. “We look forward to the next chapter of this great tool for our nation’s warriors to operate.”

Ms. Della Adame is a public affairs specialist at the Corpus Christi Army Depot in Corpus Christi, TX.



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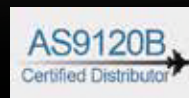
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Special Focus ▶

40th Anniversary of the Army Aviation Branch

We Have Only Just Begun

By Major General Carl H. McNair, Jr., U.S. Army Retired, Founding Army Aviation Branch Chief

Reprinted from the April/May 2018 issue of Army Aviation Magazine



1981: The author commanded the Army Aviation Center of Excellence for three years (1980-1983), during which he maintained full flight proficiency in both fixed and rotary wing aircraft for VFR and IFR operations. Here, he is pictured standing by for the arrival of a delegation of allied officials coming to visit their students in the Euro-NATO flight training program, a major part of the dozens of allied nations whose rotary wing pilots are trained at Fort Rucker, now Fort Novosel.

As I once reflected years ago, our nation's 21st Century formidable fighting force with Army Aviation as the "point of the spear" would come to be in spite of the technological challenge, roles and missions, personalities and pundits. Our successes have been achieved through the American insight, spirit, leadership, fortitude and ingenuity of our soldiers and citizens of this great nation we serve. And the recent decades have shown us so.

Paramount are our treatments of combat evolutions and weapons capabilities of the ever changing threats which Army Aviation has faced from decade to decade on the battlefields of Europe, Korea, Vietnam, Iraq and countless other nameless places. A critical gap in the third dimension of land combat has been filled and is ever improving with today's tactics, technology and talent.

Simply look back on our 76 years of Army Aviation history from the "Grasshopper" days of the Piper Cub in World War II which extended the range and accuracy of our artillery and liaison of our senior commanders to today's sophisticated fixed and rotary wing aircraft that are organic to all our fighting units. With the Combat Aviation

Brigade structure of today's Army, even with more recent resource constraints, today's U.S. divisions have a much higher punch than did the units of yesteryear which had only a single aviation battalion and less capable aerial vehicles.

We have truly earned and lived up to our motto, "Above the Best." In the soldiers' eyes, they look skyward confidently from commitments around the globe, north, south, east and west, "In Harm's Way" wherever our troops are deployed. Sources indicate that there are US personnel today serving in 150 different countries – 75% of the nations of our world have some level of support, which varies in degrees according to scenario and location.

Looking back to the many contingencies and conflicts our nation has faced since the Aviation Branch became a reality on April 12, 1983, we can be justifiably proud of the performance of our forces and the results achieved in ever growing commitments, as deployments increased and resources diminished in the war on terror. Army aviation has again and again demonstrated flexibility and ability to execute fast deployments under time/distance pressures which other elements cannot achieve – and recover more rapidly.

Building Consensus

But, it is important to note that the creation of the Aviation Branch did not come without controversy! As the first Branch Chief, I tried to be a consensus builder across the many commands involved in the difficult transition from multiple Aviation proponents to only one, and needed the support of the entire Army – not that we were going off by ourselves to become another Army Air Corps. Thanks to General Bill Richardson, the TRADOC Commander, I was later selected as Deputy Chief of Staff for Combat Developments and later Chief of Staff of TRADOC, where I stayed in daily contact with all the other Branch Chiefs and installations involved: Infantry, Armor, Field Artillery, Air Defense, Engineers, Military Intelligence, Transportation Corps, Signal Corps and the Medical Service Corps.

The decision had been made; and to be honest, in losing officers in their branches and training spaces in their own schools, they did give up a lot, not to mention the lost control and decision-making power on requirements, organizational structure, tactics, and doctrine of those systems. There were other significant losses, as well: the Black Hawks and the structure of the utility tactical transport companies for Ft. Benning, GA; the Cavalry and the attack helicopter doctrine and structure at Ft. Knox, KY; the Chinooks and the Flying Cranes of the Transportation Corps earlier, both at Ft. Eustis.

While these branches all lost something, the Army was the big winner, gaining cohesion; so I tried hard to cultivate support. While most are unaware of this, the one aspect for which I fought the hardest was to ensure that Army Aviation be designated as a combat arm and not just a combat support or combat service support branch. We were all of those, but we were foremost a "fighting force." I was proud to be an Infantry soldier, part

The Influencers



General John R. "Jack" Galvin

Chaired the Training Panel of the Army Aviation Systems Program Review (AASPR). At the time, he was the Commanding General of the 24th Infantry Division at Fort Stewart, Georgia, but later became the Supreme Allied Commander in Europe.



General Glenn K. Otis

Commanding General, TRADOC, 1981–1983. In October of 1982, he briefed the Army's four-star conference, where opposition to the branch proposal still remained strong.



General Bill Richardson

Combined Arms Center Commander at the time of the Branch decision and later the TRADOC Commander – two very critical positions that weighed heavily on the Branch. McNair served as his deputy director of requirements in ODCSOPS as a BG, then as CG at Rucker, he was McNair's boss at CAC.



General Edward C. Meyer

Chief of Staff Army 1979-1983. On 9 March 1983, despite remaining opposition, the Chief of Staff Army, General Edward "Shy" Meyer, sent Secretary of the Army John O. Marsh a memorandum recommending that Aviation become a basic branch. Marsh's subsequent approval was the official birth date of April 12, 1983.



General Bernard W. Rogers

Chief of Staff Army, 1976-1979. A real supporter of Army Aviation – his son was an Army aviator. But, opposition to the Branch remained strong when he was the CSA and approval was not yet possible.



General Hamilton H. Howze

Howze is recognized as the intellectual force behind the concept of air-mobility doctrine. His iconic stature and important role on the Howze Board and Air Assault Tests gave him great credibility in Washington. Howze advocated for a stronger air cavalry, i.e., air cavalry brigades like the 6th ACCB. His support was absolutely critical.



Honorable Edward A. Miller

Assistant Secretary of the Army for Research and Development. McNair was the Deputy of Aviation R&D to Secretary Miller for two years through major decisions on the CH-47D, AH-64, and the UH-60, all of which were giant steps of capability for Army Aviation.



LTG Robert R. Williams

(1974 Command Photo) Lifelong friend and mentor to generations of Army Aviators. Inscription reads: "To COL Carl McNair, The past years of association and work with you have been inspirational. I will watch you climb to many stars with pleasure. Robert R. Williams LT GEN"AAAA refers to General Robert R. Williams as the "Father of Army Aviation."



Colonel John J. Stanko

The one person most responsible for the Army National Guard Aviation Program. He headed the first aviation logistics element of the National Guard, and then directed the Aviation Division where he was responsible for the ARNG's massive aviation program that included more than 2,500 Army National Guard aircraft located in the 50 states and territories of the U.S.



Vietnam: After nine months of command of the 121st Assault Helicopter Company "Soc Trang Tigers" and over 1,000 combat hours including Tet '68, Major McNair was promoted to Lieutenant Colonel and selected to command the 145th Combat Aviation Battalion, "Old Warriors."

of the combat arms, such as the Infantry, the Armor, and the Field Artillery, because they are on the cutting edge.

The Fourth Maneuver Brigade

I respect and I admire all our branches and would have been proud to serve in any one, but Infantry was my first choice at the Academy and I stood high enough in class rank to have my choice. Also, for the first time in history, we had advocated that the combat aviation brigades would be the fourth maneuver brigade of a combat division. They could do rear area security, counter-attack planning, and exercise command and control of other division elements. By the time the Army Aviation Branch became a reality in April of 1983, we had earned that respect and support. We already knew that in Vietnam, Aviation was invaluable to the ground troops; and today in Afghanistan and Iraq, they don't go outside the wire without it.



The OH-6 'Little Bird' has been constantly modified. Shown is an AH-6, sporting rockets and mini-guns.

Ironically, the greatest support and true patronage in those studies and decisions leading to formation of the Aviation Branch came from non-flight-rated senior officers of Infantry, Armor, and Artillery, such as Generals Shy Meyer, Glenn Otis, Jack Galvin, and Dick West. They not only had a similar vision, but they also provided the horsepower to make it happen. I simply offered the ground level leadership as one of the few Academy graduates at the time who had served in every grade, from second lieutenant to major general, wearing the wings of Army Aviation, proudly alongside my Ranger Tab and Airborne Wings.

Looking back over Grenada, Panama, Somalia, Southwest Asia, Kosovo, the War on Terrorism, Afghanistan, and Iraq, there have been 33 Campaign Streamers

the Little Bird gunship. In the following decade the U.S. military and Army Aviation would soar over its international competitors in technology, training, and tactics, in a sweeping overhaul which would be showcased in Operation DESERT STORM.

Key Member of the Combined Arms Team

Army Aviation became a key member of the true combined arms team during Operation DESERT STORM when Apaches led the way, prepping the battlefield and rolling back enemy air defenses for the first air attacks of the ground war, and later taking out more tanks than armor units themselves. Joining the fourteen Apache battalions deployed were the other Army helicopters, the Black Hawks,



AH-64 Apache advanced attack and OH-58D Kiowa Warrior helicopters of the 101st Airborne Division (Air Assault) stand ready at a forward operating base during Operation Desert Storm.

added to the Army flag since the Aviation Branch stood up 35 years ago. It is significant to note that there had been only 28 Streamers added in the previous 40 years, one for the Dominican Republic, 17 for Vietnam and 10 for Korea.

To put this all into perspective, our country's opening engagement and long struggle against terrorism began on April 24, 1980 when the military mission EAGLE CLAW was sent into Iran to rescue 52 Americans held hostage at the American Embassy in Tehran since the previous November. The mission fell apart at a remote refueling area in the Dasht-e-Kavir Desert and the order was given to abort the mission. The heartbreak caused by its failure spurred many military reforms, starting with the creation of the 160th Special Operations Regiment and the development of

Chinooks, and Kiowas, all operating in some of the toughest environments they would ever face in combat. But these modern battlefield helicopters are capable of nothing until manned by good and capable Soldiers. Army Aviation had finally come of age and extended operations in Afghanistan and Iraq would await them.

It is also further significant to note that the 17 Vietnam War Streamers were awarded over a period of only 10 years, with a number of high op-tempo intense campaigns, such as TET '68 and TET '69. They were all included in what has been titled "The Helicopter War." U.S. Forces and critical modern Army Aviation support played a crucial role and vital part in that War supporting a developing nation against insurgent forces supported by outside powers.



Vietnam: A Medical Evacuation Huey in Vietnam. The Legend of DUSTOFF and the "Miracle Hour" saved many lives.

Vietnam

Thus it might be appropriate to look back briefly on the Vietnam conflict where the major battles were won and ultimately, the Paris Peace Accords were then signed on January 17, 1973, after a cease fire was achieved through negotiation and mediation. The Army Aviation Branch did not come into being until 10 years after the Vietnam War where Army Aviation and our valiant soldiers fought to bring that war to an end.

*Helicopter Air Assault
was the most innovative
tactical development in
the Vietnam War.*

GEN William C. Westmoreland,
Commander U.S. Military Assistance
Command Vietnam

- 2,594,000 US Personnel served in South Vietnam
- Total number of Army Aircraft doubled from 1962-1970
- Over 40,000 Army Aviators

- graduated to serve in the same period
- 12,000 helicopters served in Vietnam (Army, Navy, USMC, and USAF)
- Lost one helicopter in 15,999 sorties
- 7,013 UH-1s served in Vietnam (3,305 UH-1s were lost in combat)
- Army UH-1s flew 7,531,955 hours between Oct 1966 and Dec 1975 (more combat hours than any other aircraft in history of warfare; nine Army Huey pilots and crewmen would receive the Medal of Honor)
- Army AH-1G Cobras flew 1,038,969 flight hours in Vietnam
- "DUSTOFF" evacuees totaled over 850,000, 1962-1973

Today, we all know that Aviation is the most expensive Branch that the Army has. The Army wants to get the maximum value out of that investment. It sometimes comes with some tough decisions. An example of this is what occurred on February 23, 2004, when the Army cancelled the Comanche program, essentially to provide funds necessary to begin modernization activities across the Army's manned aircraft fleet which included purchasing new airframes, fixing existing aircraft and equipment shortages, and enhancing survivability. Evidence of that modernization commitment continues to this day.

Reserve Components

And lastly, I need to mention Army National Guard and Army

Reserve Aviation. If you look at what happened in Iraq and Afghanistan over the past decade, probably a third of those units were National Guard and Army Reserve. Back in 1978, if you advocated that, it was heresy! There were some folks who took exception to that philosophy, but of course over time, it was the only way we could fight because our Active Force was drawn down so far. Colonel John J. Stanko, was an absolute expert in National Guard Aviation in the Pentagon's National Guard Bureau. John had long indicated that we really needed to modernize the Guard. The other view was that we should probably not modernize the National Guard and the Reserves until such time that the active force was filled out. We were reaching a point in 1978, where the Guard and the Reserves were beginning to take on more. Today, Guard and Reserve assets are critical to Army Aviation's mission accomplishment, especially in the realm of humanitarian and relief operations.

Without doubt, as history has shown us, Army Aviation with their rotary wing aircraft, armament and unmanned aircraft systems clearly have the most advanced land combat, command, control and communications, intelligence, battlefield mobility, tactical agility, survivability, supply and logistics, and synergistic combat power capabilities. Many new innovations and engineering achievements are yet ahead in our Army laboratories and research, development and acquisition facilities to counter emerging threats.



*MG (Ret.) Carl
H. McNair, Jr.
is a graduate of
the U.S. Military
Academy at
West Point and
the Founding
Army Aviation
Branch chief.
He served 32*

years in uniform culminating as the TRADOC chief of staff and continues providing support to the U.S. Army and Army Aviation to present day. He is an inductee of the Army Aviation Hall of Fame (see inside back cover of this issue); a past President of AAAA, and of the AAAA Scholarship Foundation Board of Governors.

Editor's Note: MG McNair passed away on May 2, 2022 at age 88. May he rest in peace.



AAAA **TLC** Foundation

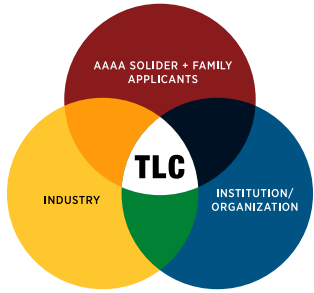
AAAA Trade School Licensing and Certification Foundation (TLC) –

Building Skills For The Future By BG Steve Mundt, U.S. Army Retired



What Is TLC?

The Army Aviation Association of America (AAAA) is proud to introduce the Trade School, Licensing and Certification Foundation Inc., which was established in 2020 as a 501(c)(3) to support members of AAAA and their families pursuing a life skill in the Trades and Craftsmanship programs.

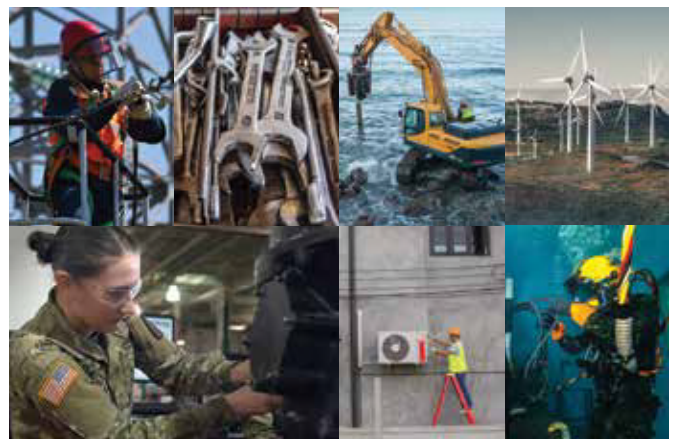


Why Was It Created?

With a rich history dating back to its formation in 1957, AAAA has always had a strong focus on supporting Army Aviation soldiers and their families. However, over the last few years, the organization realized that not everyone wants or needs to attend college which is supported through AAAA's Scholarship program. Many are seeking certified trade schools or professional licenses and certifications to support their current careers (e.g., A&P License) or make a transition to a new endeavor. The TLC was founded to address this need by connecting the demand from industry for skilled workers with the talented pool of AAAA members and their families.

What Is Our Plan?

Industry recognizes its aging workforce and the lack of artisans in so many critical positions, therefore the requirement for skilled workers is high today. The aviation and automobile industries, as well as construction and trucking industries, need certified mechanics, welders, plumbers, HVAC/R technicians, and truck drivers who can handle hazardous materials. The TLC is in a unique position to bring these groups together, connecting job seekers with potential employers and providing financial grants to help make their training and certification a reality through numerous institutions and organizations that can provide the needed training.



How Can You Help?

Applicants – TLC provides a path to obtaining a life skill or craft that will support your career goals and aspirations. Simply fill out an application online at www.quad-a.org (under the membership tab). We may not be able to pay all your expenses, but we do provide grants to deserving applicants as a starting point.

Industry – Partnering with the TLC Foundation is a valuable opportunity to find talented and dedicated workers. By posting job openings on the TLC website, employers can connect with potential employees who are interested in pursuing careers in their field. We also need your help, if this program would be beneficial for you, by providing some financial assistance that will allow increasingly substantial grants to deserving applicants, ultimately helping to build a skilled and talented workforce.

Credential Institutions/Organizations – The TLC provides a platform to connect with those looking to obtain professional licenses and certifications. You can help by partnering with the TLC Foundation by providing your geographical area whereby we can help link you into the process.

Readers/ Chapters – Help support the TLC by spreading the word and sharing information about the organization and its mission.

You can learn more about the TLC at www.quad-a.org (under the membership tab) and how together, as we stand on the shoulders of giants, we can continue the legacy of supporting the Army Aviation Soldier and Family. We look forward to seeing and talking to many of you at this year's Annual Army Aviation Mission Solutions Summit in Nashville, TN April 26-28, 2023.

BG Steve Mundt is a former president of AAAA and the inaugural president of the AAAA TLC Foundation, Inc.

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.

U.S. Army Apaches Achieve 5M Flight Hours and Boeing to Produce 184 More



BOEING COURTESY PHOTO/408R C&B

The U.S. Army's AH-64 Apache attack helicopters have officially reached five million flight hours, including 1.3 million flight hours during combat, according to a statement by Katie Yursky, interim vice president of Attack Helicopter Programs and senior Mesa site executive. And, on Mar. 17, DoD announced Boeing was awarded a contract mod to build 184 AH-64E Apaches for the U.S. Army and international customers, including the first Apaches for Australia with an estimated completion date of Dec. 31, 2017. This \$1.9 billion award brings the total current funded value of the contract to \$2.1 billion and has the potential to increase to more than \$3.8 billion with future obligations. The U.S. Army will receive 115 remanufactured Apaches, with an additional 15 Apaches to be procured as options. The remaining 54 aircraft will be delivered to partner nations as part of Foreign Military Sales.

AeroVironment and Textron Downselected for FTUAS



AEROVIRONMENT PHOTO

JUMP® 20



TEXTRON PHOTO

Aerosonde® Hybrid Quad
AeroVironment, Inc. announced it was selected by the United States Army on Feb. 28, 2023, to move forward in the Future Tactical Unmanned Aircraft System (FTUAS) program; and on Mar. 2, 2023 Textron Systems Corporation announced that it has been notified of a successful down select in the competition

for the FTUAS Increment-2 Program. AeroVironment's JUMP® 20 and Textron's Aerosonde® Hybrid Quad (HQ) will compete with several other vendors in the FTUAS Increment 2 multi-phased effort. Ultimately, FTUAS Increment 2 aircraft will be fielded to brigade combat teams (BCTs) throughout the Army, replacing the RQ-7B Shadow UAS.

Leidos

The Leidos board of directors selected Thomas Bell, president of Rolls-Royce's defense unit and chairman and chief executive of Rolls-Royce North America, to be the U.S. company's next CEO. Bell takes up the post May 3, Leidos said in a Feb. 27 statement. He will succeed Roger Krone, who is retiring.



ROLLS-ROYCE PHOTO

Contracts – (From various sources. An "*" by a company name indicates a small business contract / "*" indicates a woman-owned small business)

General Dynamics Information Technology, Falls Church, VA, was awarded a \$1,796,323,441 firm-fixed-price contract for

flight simulation training services; work locations and funding will be determined with each order, with an estimated completion date of March 31, 2035.

Malmrose Heli Services Inc.,* North Salt Lake, UT, was awarded an \$8,133,200 firm-fixed-price contract for overhaul of the dampener-flutter for Black Hawks; work locations and funding will be determined with each order, with an estimated completion date of Mar. 23, 2028.

Sikorsky, a Lockheed Martin Company, Stratford, CT, was awarded a \$164,300,383 modification (P00017) to contract W58RGZ-22-C-0010 to exercise an option for UH-60M aircraft; work will be performed in Stratford with an estimated completion date of June 30, 2027.

System Studies & Simulation Inc., Huntsville, AL, was awarded an \$81,465,200 hybrid (firm-fixed-price and time-and-materials) contract for technical engineering support; work will be performed in Huntsville, with an estimated completion date of March 15, 2028.

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AAAA Scholarship Foundation AAAASFI President's Report

By BG (Ret.) Michael Flowers

We recently finished evaluating a record 631 complete applications for an AAAA Scholarship! This number is up from 560 last year and 515 in 2021.

I'm going to spend some time discussing our applicants, my observations, and how some could do better in the evaluation process with a little more effort. The quality of the applicants is outstanding!

AAAA Scholarships are merit based. Applicants are evaluated based on their demonstrated performance in academics, essays, and references. Names, gender, and sponsors are purged from evaluation information. This year we had 172 evaluators for the files (we want more). Freshmen are evaluated against Freshmen, upperclassmen (Sophomores, Juniors, and Seniors) against upper classmen and graduate students against graduate students. ACT and SAT scores are no longer mandatory, keeping in line with many colleges and universities around the United States.

One big change that took place dur-

ing my tenure as President is the timing of scholarship applications and the announcement of results. The AAAASFI Board of Governors enacted this change in reaction to our members and families asking that our scholarship recipients have a chance to be recognized at high school graduation. Previously scholarships weren't awarded until August. The award date is now May.

If you are a chapter officer, you can increase your chapter members' and family-members' chances of a scholarship by participating in the matching program. The Scholarship Foundation **Chapter Matching** program matches \$3-5K annually depending on the size of the chapter. Super Chapters are matched up to \$3K, Master Chapters are matched up to \$4K and Senior and AAAA Chapters

are matched up to \$5K. Someone from your chapter will be awarded a scholarship (your number will be matched).

I've evaluated hundreds of scholarship packets and it is very competitive. Applications are scored on a 1-10 basis, with 10 being the highest, then added and averaged from all voters in that category and placed on an order of merit list (OML). A high GPA alone will not likely put the applicant at the top of the OML. It's about the complete package. The essay question this year was "Identify a community that is important for you (perhaps school, neighborhood, team, church, club, family, etc.). Why is this Community important to you and how does your support make the Community better?" Failure to answer the essay question means the applicant lost the opportunity to be evaluated on one of the three main criteria.

Grades, current activities, and references are all important as well. Grades are definitive and in the absence of ACT or SAT scores provide more weight about the applicant's academic performance and potential than previously. Current activities provide insight into what the applicant has been doing and why they may have a slightly lower GPA due to activities. Applicants should select a reference who can provide a positive evaluation.

We had an outstanding inaugural Army Aviation Scholarship Dinner Concert, sponsored by AAAA at the Cribbins Aviation Readiness Conference in Huntsville, AL, where over \$78,000 was raised! Hope to see you there next year!

April will be my last meeting as President of AAAASFI. Thanks so much for the support from AAAA and MG Crosby, industry, and the AAAASFI Board of Governors. Thanks also to my wife Lesia for her support and patience. I look forward to seeing many of you at the summit.

Out Front!

BG (Ret.) Mike Flowers is the Army Aviation Association of America Scholarship Foundation, Inc. President.



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Learn more at www.quad-a.org/scholarship

Contact Joanne Hansrote
203-268-2450, ext. 130
or scholarship@quad-a.org

Consider adding the AAAA Scholarship Foundation to your will. Your gifts will continue to help others fund their college education after your lifetime.

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 March 2022 through March 2023. 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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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

I appreciate the support from COL Charles Schulze (Ret.), the Mid-Atlantic Chapter President for providing and sharing this information to our membership.

The Mid-Atlantic Chapter

Origins of the Mid-Atlantic Chapter are linked to the Washington-Potomac and Monmouth Chapters.



Before relocating to the Army National Guard (ARNG) Readiness Center in Arlington, Virginia, the Army National Guard Aviation Division was located at the Operating Activity Center at Aberdeen Proving Ground, MD. The Chesapeake Chapter membership included members from the ARNG's Aviation Division and Maryland Army National Guard. After the ARNG Aviation Division moved to the ARNG Readiness Center the Chesapeake Chapter membership folded into the Washington-Potomac Chapter and Chesapeake Chapter dissolved.

The 2005 Base Realignment and Closure decision relocated the Army's Communications-Electronics Command (CECOM) to Aberdeen Proving Ground, Maryland in 2010. When the Mid-Atlantic Chapter became operational, members of the Monmouth Chapter were folded into the Mid-Atlantic Chapter. In recent years the Jersey Chapter became operational and Mid-Atlantic Chapter members in New Jersey transferred to the Jersey Chapter.

Mid-Atlantic Chapter Today

The Mid-Atlantic Chapter supports the U.S. Army Aviation Soldier and Family Army Aviation across Maryland and Delaware. The Chapter is affiliated with the Maryland Army National Guard's State Army Aviation Office (SAAO), 29th Combat Aviation Brigade (CAB) Headquarters and 1100th Theater Aviation Sustainment Group (TASMG), CECOM C4ISR, 20th CBRNE Command, and Aberdeen Test Center based at Aberdeen Proving Ground, Maryland. The Chapter is also affiliated with the Delaware Army National Guard (DEARNG) through DEARNG's State Aviation Office based at Delaware National

Guard JFHQ New Castle, DE and 244th ECAB, headquartered at Joint Base McGuire-Dix-Lakehurst, NJ.

Network

Through Aviation fellowship and connectivity with retirees, the Mid-Atlantic Chapter facilitates opportunities for education, training, and employment. The Mid-Atlantic Chapter participation in the MDARNG Annual Aviation Day serves to market AAAA membership benefits and promote FAA certification opportunity. You will also see many Mid-Atlantic long-time members at the AAAA National Summit.

Recognition

Promoting, processing, and presenting Order of Saint Michael and Order of Our Lady of Loreto awards enables the Mid-Atlantic Chapter to publicly recognize individuals who have contributed significantly to the promotion of Army Aviation in ways that stand out in the eyes of the recipient's seniors, subordinates, and peers. The Chapter sponsored deployment ceremonies for 1100th TASMG, Co C 2-224th AVN, and Co B 3-126th AVN. Additionally, Chapter leadership attended the 29th CAB Headquarters Change of Command ceremony.

Voice

Army Aviation magazine is one of the most visible means of communication within the AAAA family. Mid-Atlantic Chapter events and awards are highlighted throughout the year in the magazine. Chapter members also have access to AAAA's social media platforms for real time updates and communication with AAAA. At the local level, Chapter sponsored Aviation Fellowship events bring retired, active, and industry

members together to promote good dialogue within the Aviation Community.

Support

The Mid-Atlantic Chapter in coordination with the MDARNG State Army Aviation Officer has sponsored a number of MDARNG Aviation deployment ceremonies, annual Aviation Safety Day events, and Aviation Soldier retirements. The Mid-Atlantic Chapter promotes AAAA National initiatives such as the Scholarship Program, Airframe and Powerplant License Soldier Support Grant, and Trade School, Licensing and Certification Support Foundation programs.

Proud Chapter

The Mid-Atlantic Chapter has been one of AAAA's cornerstone Chapters. It has evolved as Army, Reserve and National Guard Aviation Units have restructured. What hasn't changed is the Chapter's long time support to its membership, AAAA, Army Aviation and its Aviation families. They embrace the four pillars of AAAA – Network, Recognition, Voice, and 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.

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

ORDER OF ST. MICHAEL INDUCTEES

Arizona Chapter



CHAPTER PHOTO BY MS. MICHELLE WAILEY

Ms. Kathleen "KJ" Jolivette is inducted into the Bronze Honorable Order of St. Michael, by chapter president, LTC Jack Denton, and Ms. Katie Uyrsky, chapter secretary and treasurer, on March 16, 2023 in Mesa, AZ. Jolivette was recognized for her outstanding support of Army Aviation while serving as vice president of Attack Helicopter Programs and Senior Mesa Site Executive for The Boeing Company. She has recently been named as vice president and general manager of Boeing's Vertical Lift Division.

Greater Atlanta Chapter



CHAPTER COURTESY PHOTO

1SG Justin S. Dotson is inducted into the Bronze Honorable Order of St. Michael by COL Jacob "Jake" Miller, president of the Colonial Virginia chapter on behalf of COL Barry Simmons, Greater Atlanta Chapter, on Feb. 6, 2023 at Ft. Eustis, VA. Dotson was recognized for his dedicated support of Army Aviation while serving as the Senior Department of the Army Regional Representative NCO to the Federal Aviation Administration. He is currently serving in his new position as 1SG for C Co., 1st Battalion, 210th Aviation Regiment, 128th Aviation Brigade at Ft. Eustis.

Griffin Chapter



CHAPTER COURTESY PHOTO

CSM Zane Hansen was inducted into the Silver Honorable Order of St. Michael during a ceremony at Katterbach Kaserne, Ansbach, Germany on Feb. 16, 2023. Hansen was recognized for his outstanding support of and contributions to Army Aviation throughout his career to include in his current position as the command sergeant major for 12th Combat Aviation Brigade.

Mid-Atlanta Chapter



CHAPTER COURTESY PHOTO

MAJ Richelle L. Healey is inducted as a Knight of the Honorable Order of St. Michael by LTC Marvin Chase, commander of the 2-228th Theater Fixed Wing Battalion, during a March 5, 2023 ceremony at Join Base McGuire-Dix-Lakehurst, NJ. Healey was recognized for her contributions to Army Aviation while serving as the 2-228 headquarters and headquarters company commander.

Tennessee Valley Chapter



CHAPTER PHOTO BY MISTY GRICHOWSKI

LTC (Ret.) Jason Galindo is inducted into the Gold Honorable Order of St. Michael

by AAAA National President, MG (Ret.) Tim Crosby, during a Feb. 24, 2023 ceremony at the Rapid Capabilities and Critical Technologies Office on Redstone Arsenal, AL. Galindo was recognized for his more than 20 years of service to the chapter and Army Aviation and continuing support in his position as a program manager for Axient Corp.

Washington-Potomac Chapter

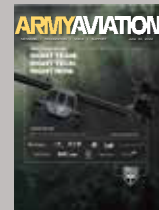


CHAPTER COURTESY PHOTO

CW5 William D. Kilgore, Jr. is inducted into the Silver Honorable Order of St. Michael on March 3, 2023 at the Pentagon Hall of Heroes, Washington, DC by the director of Army Aviation, MG William D. "Hank" Taylor. Kilgore was recognized for over three decades of faithful, impactful service to Army Aviation, culminating with his position as the Aircraft Survivability Equipment Officer for HQDA G-3/5/7 (DAMO-AV).

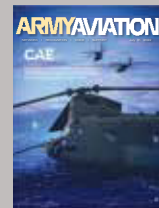
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AAAA Membership Update By CW4 (Ret.) Becki Chambers

The Membership Corner

Every year, in the August/September issue of this magazine, we publish the names and faces of those that have been awarded AAAA scholarships.

But have you ever wondered how the scholarship might have affected their lives? Here is the story of Spencer Reeder, a 1985 scholarship recipient.

W. Spencer Reeder, son of retired Colonel Bill Reeder, received a AAAA college scholarship in 1985. Spencer reflects that, “As a young high school kid, to have someone, outside your family, invest in your future... well, it just creates a different mindset, one that elevates your attention to academic pursuits.” That AAAA scholarship helped Spencer earn a Bachelor of Science degree in chemical engineering from the University of Washington which launched him on an incredible life’s journey of adventure and professional success.

Upon graduation from UW, Spencer was an R&D engineer for the Boeing Company until returning to school, this time the University of Colorado. There, he earned a master’s in aerospace engineering and his career progressed through increasingly responsible roles: Field Engineer, University of Colorado Corporation for Atmospheric Research; Technical Director, Central Washington University Geophysics Laboratory; Lead Policy Strategist for Climate Change, State of Washington; Director, Climate Change Practice, Cascadia Consulting Group Director, Climate & Energy Program, Paul Allen’s Vulcan Corporation; and Director, Government Affairs & Sustainability, Audi of America.

At the University Corporation for Atmospheric Research, Spencer designed and emplaced systems to track the earth’s tectonic plate movements in far-off places: Antarctica, South America, eastern Mediterranean, the Caucasus, and the Philippines.

Spencer was twice selected as a NASA Astronaut finalist. He became a Bosch Fellow with the European Space Agency, and later a McCloy Fellow in Germany. He was lead author for a chapter in the *U.S. National Climate Assessment* in 2014. Since 2018, he has been the director of Government Affairs & Sustainability for Audi of America.

Even in weighty positions, Spencer Reeder maintains a healthy balance between work and family. He grew up accompanying his dad on many quests, including summiting several 14,000-foot peaks and completing a Pacific to Atlantic trek across the Isthmus of Panama through a remote jungle region. Devoted to Joanne and their 8-year-old son, Muir, the family enjoys biking, skiing, and backpacking together, often embarking on adventurous travels around the globe. As a mountaineer, Spencer became a climbing guide and expedition



PERSONAL PHOTO FROM SPENCER REEDER

Spencer Reeder, Joanne Harman, their son Muir, and Mather.

organizer, submitting Mount Olympus and Mount Rainier multiple times. He played football and lacrosse at the University of Washington and became head lacrosse coach at Central Washington University. He joined the Seattle Men’s Lacrosse Team and won national and world championships on the *Seattle Sockeye* Ultimate Frisbee team. He still competes on a master’s team, the *Relics*. Spencer met Joanne, an athlete in her own right, while playing Ultimate. She excelled in track and field (King County mile champion in high school, college track scholarship) and was an Ultimate national champion with the *Seattle Riot*. Their young son, Muir, follows suit, already skilled in soccer, frisbee, skiing, and rock climbing.

Spencer is also a musician and songwriter. His undergraduate major was chemical engineering, his minor, music. While at Boeing all those many years ago, Spencer formed a band with other engineers. They still perform whenever band members find themselves back in Seattle at the same time together. Rounding out his interests, he qualified as a NAUI master scuba diver, got a private pilot license, and became fluent in German. One final note: He hikes a portion of the Pacific Crest Trail each year with the goal of completing the whole 2,653-mile route soon. Joanne hiked the entire John Muir section with him.

Spencer Reeder believes that professional associations “provide a forum to communicate best practices, lessons learned and even to advance innovations at a quicker pace through the sharing of new insights.” He serves as a fine example of the importance of our AAAA Scholarship Program.

CW4 Becki Chambers
AAAA Vice President for Membership



New AAA Life Members

Air Assault Chapter
Mr. Bryan L. Corbett, Sr.
CPT Joshua Stagl
Aviation Center Chapter
COL Jim Muskopf
Badger Chapter
CW4 Richard Ready
Colonial Virginia Chapter
MAJ Robert J. Ferrainolo
Follow Me Chapter
SFC James Tourville
Gold Standard Chapter
LTC George Chew
CW4 Ronald Paye
Jersey Chapter
BG David Fleming
Lonestar Chapter
MAJ Stephen Saflin
Minuteman Chapter
CW3 Michael Byrne
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COL Michael E. Demirjian, Ret.
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Tennessee Valley Chapter
MAJ Richard Hudgens
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2LT Honghong Yang
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Mr. John Harris
Mr. Anthony Lemieux
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W01 Craig M. Firmin
2LT Christopher B. Frazier
W01 Allen Garcia
W01 Justin L. Garrett
2LT Joshua M. Goff
W01 Christopher D. Gomez

W01 Jacob C. Gonzalez
W01 Kyle Gorrell
W01 Brent T. Gracey
W01 Kyla J. Graham
CW2 David W. Grimes
W01 Jacob R. Harsch
CW2 Kristopher J. Hayhurst
2LT Jesse Hernandez
W01 Michael T. Holmes
2LT Ryan D. Hostetter
W01 Taylor Hovious
2LT Knoll M. Hunt
W01 Daniel A. Jansen
W01 Darius T. Johnson
W01 Hunter W. Johnson
2LT Daniel R. Jones
W01 John K. Karbo
W01 Matthew R. Kasbon
2LT Jake T. Killian
W01 Brian J. Kohler
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W01 Guillermo Lopez Garcia
W01 Jaeger J. Kohler
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W01 Cameron T. Lynch
2LT Will Lynch
2LT Jack W. Machorek
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2LT Austin G. Minson
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W01 Zachary C. Morgan
W01 Lloyd A. Mosher, III
W01 Jacob M. Myers
W01 Jason R. Norelli
W01 Andrew R. O'Brien
W01 Sebastian P. Velasco
2LT Vincent T. Patterson
W01 Kelly A. Payan
W01 Ashley M. Piccirilli
CW2 Will J. Pingrey
1LT Bruno Prestigiaco
1LT Remigio L. Principe
Mr. Jesse Quillen
2LT Christopher I. Reddeck
2LT Ransom K. Redman
2LT Sebastian Restrepo

W01 Matthew Riggins
W01 Andrew N. Risenhoover
W01 Darvyn M. Robinson
W01 Mathew Rosado
W01 Nicholas J. Roy
2LT Matthew T. Rushing
2LT Jevon Schmitz
W01 Tyler J. Schuening
W01 Byron H. Schwartz
W01 Andrew J. Scott
W01 Andrew T. Seifert
W01 Samuel T. Sievert
W01 Anthony W. Sirmons
W01 Adam C. Smart
W01 Steven E. States
W01 Calvin A. Steven
W01 Damear L. Still
W01 Dakota J. Swaney
W01 Zachary R. Tanner
W01 Miguel Telles
W01 Nathan C. Thomas
W01 Bryon E. Thompson
W01 Joshua J. Tucker
2LT Finnian E. Valle
2LT Luke J. Vandenberg
2LT Benjamin E. Walker
W01 Henry J. Walters
W01 Jack H. Walton
2LT Thomas F. Wassel
W01 John D. Watson
2LT John J. Wehrkamp
2LT Finn A. Willman
W01 Johan G. Zarate
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Mr. Michael Krueger
CW4 Richard Ready
PV2 James W. Schaeffbauer
Mr. Crandall Smith
Central Florida Chapter
Mr. Jeff D. Gardner
Mr. Stefan Herzog
LTC Gary Hyde
Mr. Matthew Jordon
W01 Mackenzie R. Penny
Mr. David M. Wagner
Mr. Jonathon Wells
Mr. Fred Zalzal
Colonial Virginia Chapter
SSG Mark Bove
Connecticut Chapter
Mr. Daniel Darling
Mr. Ben Kearns
W01 Andrew C. Lerman
Delaware Valley Chapter
Mr. Alex Denning

SPC Andrew Eshelman
PV2 Alphonso N. Killen, Jr
Embry Riddle Eagle Chapter
Mr. Garrett Britz
Flying Gator Chapter
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PV2 Wyatt Andrew Smith
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Ms. Dawn Cook
Mr. Nicolas Lata

New Members Continued on Page 123



One of the MANY benefits of being an AAAA member is a FREE subscription to **ARMY AVIATION Magazine!**



Join us at quad-a.org and stay in touch!



AAAA

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AAAA Family Forum By Judy Konitzer

Over the years our Aviation First Ladies have not only supported their own families but have graciously and sincerely supported our Aviation Soldiers and their families in ways too numerous to count. As the wife, mother of 6, and grandmother of two, Sadie McCurry joined MG Michael (Mac) McCurry at the helm of USAACE in July 2022. To say we are blessed to have her there alongside her husband is an understatement. Not only is Sadie leading by example in her pursuit of a nursing degree by showing how important it is to fulfill one's own individual goals, but she has also shown that personal involvement and networking with our Aviation families is equally a high priority. I thank her for taking the time to address our readers and look forward to seeing them all again soon in Nashville. - Judy

From the Desk of the Army Aviation First Lady By Sadie McCurry

Hello and greetings from the "Home of Army Aviation." It's so exciting to think that in just a few weeks we will be gathering once again in Nashville as an Aviation Family for the 2023 Summit.

Having grown up in an Army Aviation family, marrying an Army Aviator, and raising a daughter who is now an Army Aviator, I certainly feel that this is a family affair. There is a special bond that exists in this community, and I feel blessed to be a part of it. In our short time back here at Fort Rucker, Mac and I have had the pleasure of hosting and breaking bread with many of the wonderful friends and colleagues we have met over the years. One of the greatest lessons we have learned recently is that as time goes on and changes take place (from policies and procedures to battle rhythms and daily schedules) the important things remain the same.

Mac often talks to the Aviation community about having a "sacred trust" with the Soldiers on the ground. I would contend that we Spouses and

Families have a similar "sacred trust" with other military families. And while our day-to-day schedules may look far different from those of 20 or 30 years ago, military spouses have a rich history of taking care of one another, and this is one of the things that I pray will stay the same.

I think we learned all too well over the past few years that there is nothing quite like spending time, in person, with the people we care about. And we learned about the importance of living life to its fullest and not putting off important decisions and conversations. As a result of reflecting on these lessons, I personally have taken on a huge challenge in my own professional life. And fortunately, I have found nothing but support from my fellow military spouses.

Speaking of supporting military spouses, AAAA has some wonderful




MCCURRY PERSONAL PHOTO

events lined up for us when we are there in Nashville! As if staying at the beautiful Gaylord Opryland Resort wasn't enough, there will be a tour of the Cheekwood Mansion and Gardens on Wednesday, and on both Thursday and Friday Yoga, Professional Programs, and a fabulous Winery Tour! You won't want to miss these events. And of course, remember the Army Aviation Hall of Fame Induction Banquet on Thursday and the Soldier Appreciation Dinner Concert featuring Jennifer Nettles on Friday. This week is sure to be memorable!

In the coming months, I hope to meet more of you and hear about the great things you are doing in your personal and professional lives, and of course within your Aviation communities. I look forward to seeing many of you in Nashville, and if you happen to be back here at the Home of Army Aviation, we will always greet you with a smile, a glass of sweet tea, and a "Welcome Home!"

Judy Konitzer is the family forum editor for ARMY AVIATION; questions and suggestions can be directed to her at judy@quad-a.org.



ARMYAVIATION
2023 Bluebook Directory

Update Your Unit!!

Instructions and forms for updating units available online at Quad-a.org

Submission deadline is July 20, 2023



UPCOMING EVENTS

JUNE 2023

- 1 Submission Deadline – Hall of Fame Nominations
- 15 Award submission deadline Donald F. Luce Depot Maintenance Artisan Award

JULY 2023

- 1 Submission Deadline – ASE, AMSO, Avionics Awards
- 2-5 VHPA 40th Annual Reunion, San Antonio, TX
- 20 Blue Book Updates Submission Deadline
- 24-30 EAA AirVenture, Oshkosh, WI
- 27-28 AUSA Warfighter Summit & Expo, Fayetteville, NC



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*Each month, one 2023 ARMY AVIATION Magazine advertiser will be spotlighted. If chosen, your company may submit newsworthy information that will appeal to the Army Aviation community. **To qualify, your company must have a signed 2023 insertion order for print advertising (1 Ad Minimum).** Selected company will be randomly chosen by the 15th of the month prior.*



AAAA Legislative Report

By LTC (Ret.) Patrick "Josh" Baker
AAAA Representative to the Military Coalition (TMC)
josh.baker@quad-a.org

The Budget Slow Burn

As predicted in last month's article the Fiscal Year 24 (FY24) budget is slowly revealing itself to the Hill in the form of Justification Books (J Books). As of March 19, 2023, most of the J Books are a matter of public record withstanding Aircraft Procurement Army (APA) and Research, Development and Evaluation (RDT&E). However, the Army did provide a decent FY24 budget highlight. Overall, the Army's total ask is close to what was enacted in the FY23 Appropriations Bill. Those totals are as follows – (FY23 Enacted) \$191.1B, (FY24 Request) \$185.5B. These numbers include the base request, OMA, OCO and OCO operational costs. More specifically see the breakout of the Army's Procurement and RDT&E requests at Fig. 1.

The budgetary highlight clearly states that continued investment in modernization and focused deterrence against China and Russia remain paramount. The burning question is what are the details of the Army Aviation budget request in FY24? The budget highlight provides much more insight into the FY 24 APA request when compared to RDT&E. With that said, we will not truly know the Army's detailed "ask" in RDT&E until the J Books are released. What we can derive from the Army published information at the time of this article is at Fig. 2 and what follows.

FY 24 Army Aviation RDT&E- Aviation Advanced Development (FY23 Enacted- \$1,158M) vs (FY 24 Request- \$1,502M)

The Army's budgetary highlight only calls out the "Aviation Advanced Development" program element. It further segregates the FLRAA and FARA requests within the program element. A comparison of the FY 23 and FY 24 numbers for FLRAA and FARA are : FARA- (FY 23 Enacted)- \$436.1M vs (FY 24 Request)- \$458M; FLRAA- (FY 23 Enacted)- \$698M vs (FY 24 Request)- \$1,044M

What is to be determined are the FY 24 funding requests for the host of "other" Aviation RDT&E initiatives including but not

limited to; Future Tactical UAS, Improved Turbine Engine Program, and Aviation Rocket Systems Universal Products. For reference, there are at least (23) total Army Aviation RDT&E programs with dedicated program elements. We only know of (1) program element based on the budgetary highlight- Aviation Advanced Development.

The top line of the (23) Army Aviation RDT&E programs in FY23 are - FY 23 Army Aviation RDT&E Programs- (FY23 Request) \$1,927M vs (FY 23 Enacted) \$2,133M. If the FY24 RDT&E request includes the (23) programs from the previous year, much is to be determined on the total modernization request for the Aviation branch.

\$M	FY 2023 Enacted	FY 2024 Request
Procurement	23,640	23,381
RDT&E	17,142	15,775
Total	40,782	39,156

Figure 1. <https://www.asafm.army.mil/Budget-Materials/>

\$M	FY 2023 Enacted	FY 2024 Request
Aircraft	2,613	2,039
CH-47 Chinook Cargo Helicopter MYP	369	202
CH-47 Chinook Cargo Helicopter Adv Proc	19	19
UH-60 Black Hawk Helicopter MYP	992	761
UH-60 Black Hawk Helicopter Adv Proc	0	0
AH-64 Apache Block IIIA Reman	525	719
AH-64 Apache Block IIIA Reman Adv Proc	169	110
MQ-1 UAV	350	0
UH-60 Blackhawk L- and V-Models	179	153
Future UAS Family	0	53
Small Unmanned Aircraft System	11	21
Modifications	600	401
Gray Eagle Mods2	133	15
AH-64 Apache Mods	86	113
Utility Helicopter Mods	39	36
CH-47 Cargo Helicopter Mods	50	21
Network and Mission Plan	42	32
Comms, Nav Surveillance	72	75
Global Air Traffic Management (GATM)	15	9
UAS Mods	0	2
Multi-Sensor Airborne Reconnaissance	21	0
Enhanced Med Alt Recon/Surv System SEMA Mods	2	0
Aviation Assured PNT	66	67
Degraded Visual Environment	0	17
MQ-1 Payload	73	14
Support Equipment and Facilities	636	573
Survivability Counter Measures	1	7
Aircraft Survivability Equipment	168	162
Common Missile Warning System	107	72
CIRCM	284	261
Common Ground Equipment	21	26
Aircrew Integrated Systems	26	23
Air Traffic Control	27	21
Launcher, 2.75 in Rocket Industrial	1	2
Total	3,848	3,012

Figure 2. FY 24 Aircraft Procurement Army- Top Line (FY 23 Enacted) \$3,847M vs (FY 23 Request) \$3,012M <https://www.asafm.army.mil/Budget-Materials/>

EXTRACT FROM U.S. ARMY BUDGET

EXTRACT FROM U.S. ARMY BUDGET

The Slow Budget Burn and Congressional Oversight Hearings

The Authorizations committees are seemingly aligning their oversight hearings with the roll out of the various Army budget documents. Historically, posture hearings kick start the mark up process with Service Secretaries and Chiefs testifying in front of entire defense committees. To date, scheduled posture hearings are relegated to Combatant Commands or those focused on specific geographical areas. The assumption is that the full posture hearings will occur following the submission of the procurement and RDT&E requests. It will be at that point when the total budget request will be known by the sub-committees and committees of jurisdiction. In the meantime, the Army and the Hill are diligently executing the Congressional oversight process within the confines of the known budget requests (i.e. OMA). With that, hearing schedules indicate that “regular order” is taking precedence whereby the Authorizations committees (HASC/SASC) are kick starting the NDAA process first. We can expect the Appropriations committees to follow only after all of the justification books are delivered.

National Guard & Reserve Incentive Pay Parity Act (S.1859 May 26, 2021)

Senator Tammy Duckworth (D-IL) and 6 Bi-Partisan co-sponsors referred the “National Guard and Reserve Incentive Pay Parity Act” to the Armed Services Committee on the 26 May 2021 for inclusion in the FY22 NDAA. In short, the act requires the Service Secretaries to pay a member of the reserve component of an armed force a special bonus or incentive pay in the same monthly amount as that paid to a member in the active component performing “work requiring comparable skills.” This means that National Guard and Reservist rated Air Crew members will be entitled to flight bonuses and incentive pay commensurate to that of the active component. The language was signed into law as part of the FY22 NDAA. Included in the language was a reporting requirement due to the Defense committees no later than 30 September 2022 on the implementation plan, cost and any impacts to force structure. The report is delayed, and additional research is required to determine if there was an Appropriations request in the FY23 or FY24 budget requests to pay for the incentives. AAAA will continue to monitor and research this very important initiative.



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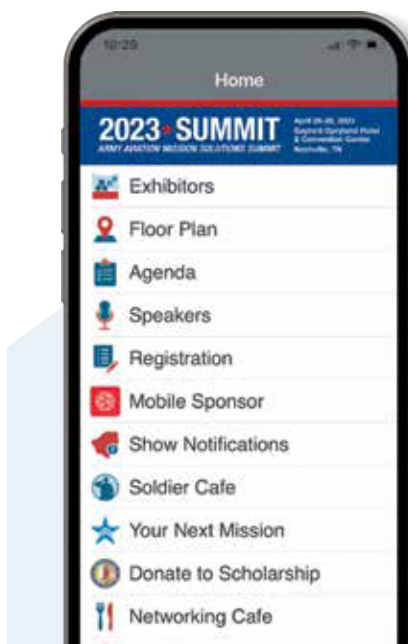
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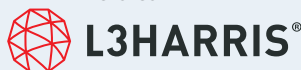
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AAAA Awards



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Aviation Center Chapter
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Badger Chapter
 CW5 Troy J. Bittner
Corpus Christi Chapter
 CW4 Christopher K. Fyffe
 Laurence G. Hoffman
Gold Standard Chapter
 CW5 Travis Baty
 COL Clinton Williams

Griffin Chapter

CSM Zane B. Hansen
Iron Mike Chapter
 John F. Iampietro
Keystone Chapter
 COL Michael P. Hosie
no chapter

CW5 Gary Kita

CW3 Hiram J. Torres
Savannah Chapter
 CSM Jason D. Huff
 CW5 Timothy M. Slifko
Tennessee Valley Chapter
 COL Steven R. Braddom
Washington-Potomac Chapter
 CW5 William D. Kilgore Jr.

Bronze

Air Assault Chapter

CSM Christopher D. Cooper
 CW3 Keith G. Garrie
 SFC Justin Kaneshiro
 CW5 Thomas E. Kunkle
 MSG John Lloyd, Ret.
 CW5 Michael G. Pounds
 CW4 Guinzy L. Taylor

Aloha Chapter

SSG Eric Emmons
Arizona Chapter
 LTC Justin C. Douglas
 LTC Justin Horsfall

Aviation Center Chapter

SSG David C. Camp
 SFC Daniel J. Dartt
 SFC Blake M. Harrell
 SFC Roberto Landa

Badger Chapter

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Colonial Virginia Chapter
 Brian M. Stevens
Iron Mike Chapter

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 1SG Louis J. Fitch
 LTC Calvin R. Hoover, Jr
 CW4 Matthew D. Russell

Keystone Chapter

MSG Francis E. Caldwell
 CW5 Joseph Fogg
 CW4 Richard Jones
 CW3 Douglas E. Kephart
 CW4 Frank Madeira
 SFC Kyle Moyer

Mount Rainier Chapter

SFC Adam T. Bishop
 MSG Jared B. Wood

North Star Chapter

1SG Kevin J. Johnson
Old Tucson Chapter
 SFC Robert S. Benke
 CW5 Allen D. Lewis
 CW4 Christopher J. Marcott
 LTC Ben A. Ramos
 SGT Lucas D. Stidham
 SSG Juan L. Valle

Phantom Corps Chapter

CPT William A. Armstrong, Jr.
 CPT Jacob Nerhus

Savannah Chapter

SSG Zaw M. Aung
 MAJ Ross M. Skilling

ShowMe Chapter

LTC Derrick S. Jennings

Thunderbird Chapter

CSM William C. Ritter



Knight Inductees

Colonial Virginia Chapter

SFC Brandon Bender

Phantom Corps Chapter

CPT Edward Garibay
 SFC Robert W. Moser



Our Lady of Loreto Inductees

Air Assault Chapter

Annmarie Taylor

Aviation Center Chapter

DeSha Budraitis
 Heather Fairburn
 Andrea Upchurch

Bavarian Chapter

Veronica A. Wardlaw

Colonial Virginia Chapter

Missy McFarland

Morning Calm Chapter

April Liner

AAAA Awards Excellence!



AAAA Functional Awards

Suspense: August 1

- Logistics Technician of the Year Award
- 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 Operation Technician of the Year
- UAS Unit of the Year
- Fixed Wing Unit of the Year
- Logistics Technician of the Year

Suspense: September 1

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

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.




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2023 Army Aviation Mission Solutions Summit



People On The Move

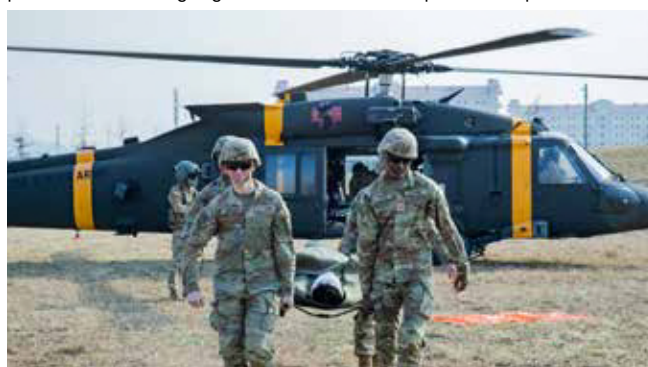
Training

U.S. AIR NATIONAL GUARD PHOTO BY CSST, CRISTAL HOUSMAN



U.S. Army 1LT Nick D'Alencon, from the California Army National Guard's 1st Assault Helicopter Battalion, 140th Aviation Regiment, 40th Combat Aviation Brigade, works with a military helicopter equipment manager from the California Department of Forestry and Fire Protection (Cal Fire) to look up information in an incident action plan during a class on Cal Guard and Cal Fire interagency operations

March 17, 2023, on Joint Forces Training Base, Los Alamitos, California. The annual classroom refresher session is required of all Cal Guard aircrew members who will fly on wildfire missions and precedes a training flight for water bucket dips and drops.



U.S. ARMY PHOTO BY CPL PARK, JON WHEAT

With the help of 2nd Combat Aviation Brigade, Soldiers of Eighth Army Headquarters and Headquarters Battalion trained on MEDEVAC procedures on Camp Humphreys, March 20 during exercise Freedom Shield 23.

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.

38 Officers February 23, 2023 Class 23-008

Commissioned Officers

- 1LT Leach, Ryan D. - DG
- 1LT Dudgeon, Stephanie M. - HG
- 1LT Laird, Billy Z. - HG
- 1LT Williams, Grant R. * - HG
- 1LT Briggs, Madeline E. *
- 1LT Broehmer, Daniel A.
- 1LT Caccamo, Kimberly K.
- 1LT Chase, Samuel R.
- 1LT Gardner, Ashley G. *
- 1LT Hart, Calvin C.
- 1LT McGeough, Daniel S.

- 1LT Ming, Luke B. *
- 2LT Nielsen, Trevor S.
- 1LT Pulles, Wes W.
- 2LT Snow, James H.
- 2LT Stegall, Jacob D.
- 1LT Watson, Haley M.
- 1LT Witkop, Christian J.
- 1LT Yoon, Sanha
- Warrant Officers**
- WO1 Brandon, Zachary S. - DG
- WO1 Bergum, Daniel P. - HG
- WO1 Earnest, Luke A. - HG
- WO1 Jordan, Kyle K. - HG
- WO1 Antley, James L. *
- WO1 Apontecastro, Victor M.
- WO1 Burnes, Connor A. *
- WO1 Devillier, Trey N. *
- WO1 Dobson, Bo A. *
- WO1 Dobson, William S. *
- WO1 Hamilton, Dalton J. *

- WO1 Harvey, James E., Jr. *
- WO1 Hickey, Aaron D. *
- WO1 Laine, Jeremy A.
- WO1 List, Joel T.
- WO1 Madison, Travis M. *
- WO1 Martinez, Lucas E. *
- WO1 Mendoza, Anthony R.
- WO1 Montgomery, Zachary W. *
- WO1 Nino, Wolfgang
- WO1 Rood, Benjamin R.
- WO1 Vincent, Brian A.

19 Officers March 9, 2023 Commissioned Officers

- 1LT West, Ashby D. - DG
- 1LT Moore, Scott E., Jr. * - HG
- 2LT Baird, Lexington M.
- 1LT Collie, Russell J.
- 1LT Johnson, Elizebeth M.
- 1LT Johnson, James T.

- 1LT Presley, Hannah M.
- 2LT Wiczek, Alexander D. *
- CPT Wilson, Jonathan G. *
- Warrant Officers**
- WO1 Thornton, Kyle A. * - DG
- WO1 Kemp, Tanner J. * - HG
- WO1 Berroteran, Alexander M.
- WO1 Bollmann, Connor J.
- WO1 Boyd, Robert K.
- WO1 Gillette, Shane W.
- WO1 House, Matthew D. *
- WO1 Janczarek, John A. *
- WO1 Mason, Logan M.
- WO1 Miller, David J., III *

-DG: Distinguished Graduate
-HG: Honor Graduate

* = AAAA Member
+ = Life Member



FSXXI Class 23-008



FSXXI Class 23-009

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People On The Move

Non-Rated Warrant Officer Graduates



USARMY PHOTO

AAAA congratulates the following officers graduating from the 151A Aviation Maintenance Warrant Officer Advanced course at the U.S. Army Aviation Logistics School, Joint Base Langley-Eustis, VA.

9 Officers Mar 14, 2023

CW2 Nicholas Davis + - DG
CW3 Chad Patterson - HG

CW2 Jason Christman
CW2 Jade Cowley
CW2 Ricky Fernandez
CW2 Nestor Genuino
CW2 Corey Labadie
CW2 Brandon Misener
CW2 Jared Richardson
+ = Life Member

UNMANNED AIRCRAFT SYSTEMS (UAS) GRADUATIONS

Tactical Unmanned Aerial Systems Operations Technician

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

Tactical Unmanned Aerial Systems Operations Technician Course

9 Graduates, 2 March 2023

WO1 Roobol, Patrick -DG
WO1 Bagby, Jason
WO1 Himes, William
WO1 Huffman, Steven

WO1 Luna, Luis Victor
WO1 Marinnegron, Josean
WO1 Monica, Jacob
WO1 Rendon, Adrian
WO1 Smith, Kenneth

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

4 Graduates, 3 March 2023
SGT Harrison, Miranda -DG
SPC Bush, Elias
SPC Harper, Nicholas
PFC Della-Badia, Omar

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

12 Graduates, 27 February 2023
PFC Culligan, Logan M. -DG
PFC Lovely, Sean -HG
SPC Punter, Sean
SPC Turner, Preston L.
PFC Armel, Christopher
PFC Edwards, Bryson M.
PFC Ledo, James
PV2 Day, Ashton
PV2 Fleming, Matthew B.
PV2 Olafson, Robert A.

PV2 Sanchez, Adonis
PVT Ransom, Michael T.

Gray Eagle UAS Operator Course

9 Graduates, 27 February 2023

PFC Roberts, Tyler J. -DG
SGT Lugo, Justin I.
SGT Marshall, Michael S.
PFC Bryant, Nickolas M.
PFC Calhoun, Ethan A.
PFC Morales, Juan L.
PFC Najera, Homero
PFC Pines, Jamal F.
PV2 Robinson, Kyle A.

DG = Distinguished Honor Graduate
HG = Honor Graduate

New AAAA Members

Continued

Lonestar Chapter

MAJ Stephen Saflin
COL Steven B. Waldrop
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Mr. Matt May
Mr. Don Patterson
PVT Kristopher Powell
PFC Daniil I. Usmanov
Magnolia Chapter
Ms. Brooklyn Bourgeois
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CPT Matthew Parish
Ms. Kayla Reed
PV2 Caden K. Wheat
Mid-Atlantic Chapter
PFC Jorge Gomezgaldos
Mr. Geoffrey Hermanstorfer
Mr. George Meyer
Mr. Harold Richard, Jr.
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Ms. Amanda Mathews
Mr. Mike Phillips
PFC Chance Michael Van
Phantom Corps Chapter
Mr. Aaron Lewis
Mrs. Caitlyn Wetterman
Pikes Peak Chapter
1LT Michele Barra
MSG Gabriel Hernandez
Mr. John Jackson
CPT Rachel J. Martin
Mr. Jeffrey Powell

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Mrs. Tracy Bohaboj
Ms. Terry Stehlik
Rio Grande Chapter
WO1 Norman Borders
CW3 Derik Douget
CW2 Ryan Madar
SPC Dylan Stalnaker
ShowMe Chapter
1LT Bobby Gentry
Mr. Michael David Webb
Southern California Chapter
Mr. Elijah Dobrusin
Mr. Ken Holmlund
Ms. Marie Hudson
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CW3 Joseph J. Abshier
Mr. Kevin Leitch
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Mr. Maurice Hudson
Mr. Dustin Jeffreys
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Mr. Daniel Lamar
Ms. Ashley Love
Mr. Jason Martin
Mr. Moe Moreland
Mr. Barrion Palmer
Mr. Steve Parker
Ms. Angela Parnell
Mr. Stephen Peskosky
Mr. Jonathan Prince
Mr. Dean C. Raymond
Ms. Suzanne Robinson
Miss Ricki Rockafellor
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Dr. Martin Sullivan
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LTC David L. Verploegen, Ret.
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Mr. Mathew Campbell
Mr. Mike Carman
Ms. Maria Hatfield
Mr. Angela Johns
Mr. Stephen Jonas
Ms. Abigail R. Laxa
Mr. Kevin Miller
Mr. SunJun Park
Mr. William Powers
Mr. Thomas Presecan
Mr. Felipe Rodriguez
Mr. Mark Shelton
Mr. Jason Smith
Mr. John Sommers
COL David Sullivan
Mr. Kenneth Todorov

New Members Continued
on Page 124



AAAA

AAAA News

New AAAA Members

Continued

Ms. Kate Urban
 MAJ Troy Wright *Winged Warriors Chapter*
 SGT Teagan Schmock *Wright Brothers Chapter*
 Mr. Ben Bosma
 Ms. Jenna Helton
 Mr. Neal Montour
 PFC Israel j. Risner *Zia Chapter*
 CPT Catherine Bradshaw
 PFC Colton Michael Bybee *No Chapter Affiliation*
 Mr. Gilbert Acevedo
 Mr. Miles Adcock
 Mr. Jim Aliberti
 Mr. Ryan Allen
 CPT Trevor Kyle Askins
 Mr. Muneer Baksh
 SPC Jacob Baldwin
 Mr. Robert Blackburn
 Mr. Mike Bontell
 CW2 John Bzdusek
 Mr. Eric Carrabotta
 PFC Jesse T. Chambers
 Mr. Mark Cicali

Mr. William Clark
 Mr. Brian L. Conger
 1SG Nicholas E. Conrad
 Mr. Phillip Davidson
 Mr. Jason Davis
 1LT Elena DeChecchi
 1LT Francesco Dindo
 Mr. Thomas Dolan
 WO1 Lance B. Dorn
 Mr. Eric Eif
 LtCol Stefan Everbrand
 Mr. Pete Faeth
 Mr. Jeremy Farfan
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 WO1 Christopher R. Glaser
 Ms. Beth Goode
 Mr. Jeffrey Green
 Mr. Gary Groah
 SSG Ismael P. Helbling
 Mr. Erik Hetel
 Mr. Graham Hoover
 Mr. Bernie Iglesias
 SGT Martin Infante
 Mr. Mankern Johal
 Ms. Trisha Jones
 Mr. Joseph Kelly
 SPC Shailyn M. Larson
 Mr. Dave Lau
 CPT Kenneth W. Leech
 PFC Markece D.

Lelandspencer
 Mr. Justin Lewing
 LTC Gart W. Loudon
 Mr. Gregg Lowenstein
 PVT Anthony D. Majerus
 Mr. Kevin Mays
 Mr. Jon McComb
 Mr. John Meehan
 PFC Shawn M. Morris
 Mr. Matthew Moylan
 Mr. Vernu Navarathnam
 Ms. Rebecca O'Brien
 Ms. Danielle Olson
 1SG Jason S. Perry
 CW2 Michael Powell
 Mr. Robert Power
 LtCol Marcus Preuss
 Mr. John Ranj
 Mr. Paul R. Raspino
 Mr. Mike Rathe
 SGT Gustavo Reina
 SGT Javier Restu
 PV2 Austin Anthony Ronning
 SGM Donald Rymer
 Mr. Will Sampson
 Mr. Paul Schreuder
 Mr. Rod Skotty
 Mr. Warren Smith
 Mr. Gary Snyder
 CPT Monique Spalding
 Mr. Duane Stevens

MAJ Glenn P. Thomas
 Mr. Dusty Tofteland
 Mr. Alex Torrente
 Mr. Alex Trujillo
 CSM Lucas M. Turner
 COL Craig J. Walker
 Mr. David Weghorst
 Mr. Thomas White
 SGT Taylor J. Yates

Lost Members

Help AAAA locate a lost member from this list and receive a FREE one month extension to your AAAA membership!

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 LTC Jeffery D. Brown
 Mr. Rickey J. Brown
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 Mr. E. W. Cavanaugh
 LTC Richard G. Cercone, Jr.
 LTC Tzu-Shan Chang
 COL James A. Coar, Ret.
 MAJ Harry L. Connors, Jr. Ret.
 Mr. Bruno Cussigh
 1LT Jimmy Joe Doe
 2LT Arthur W. Galloway

Mr. William H. Gillispie
 Mr. Michael F. Glass
 MAJ Gregory W. Glover
 Ms. Mary H. Gorman
 COL Gerhard Granz, Ret.
 LT Tyler Grubic, PhD
 COL Jose L. Hinojosa, Ret.
 CW4 Delbert Jackson, Ret.
 LTC Randy K. Jackson
 CW3 Jeffrey J. Jelonek
 MAJ David A. Jobe
 Dr. Morey J. Kolber, PhD
 LTC Peter D. Kowal
 CW3 Vladimir Kultschizky
 CW3 Timothy J. Larz
 MSG David W. Little, Ret.
 LT Chad Milam
 SGM Ivonne M. Morrison, Ret.
 MAJ Darrel B. Nerove
 Mr. Fred A. Newcomb
 SFC Henry R. Rathbone, Ret.
 LTC Martin Scheld
 Mr. Thomas R. Schiltz
 LTC Jerry D. Scott
 LTC Jay Q. Smith
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 LTC Friedrich Stern
 WO1 Armando B. Torres
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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 1998

Briefings

Charles H. Kaman, chairman and chief executive of Kaman Corp and, a rotary wing aviation pioneer, was presented with the National Aeronautics Association's Wright Brothers Memorial Trophy. This award was established in 1948, in

honor of Orville and Wilbur Wright. The trophy is presented annually to those who have reflected a significant public service of enduring value to aviation in the United States. Previous recipients include Charles Lindbergh, General James Doolittle, Donald Douglas and William Allen.

UAV Briefs

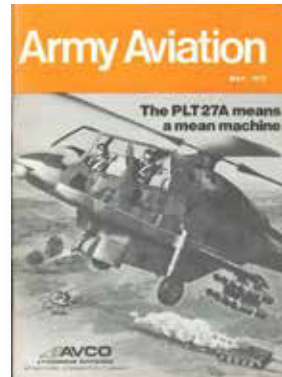
The Hunter UAV has logged over 3,400 flight hours in the last two years, proving the functionality of such tasks as: Assisting the Army in developing UAV concepts of operations (CONOPs) and providing initial UAV operator training; which includes teaching commanders how to effectively utilize UAVs to gain information dominance on the battlefield; integrating manned and unmanned aircraft operations; and demonstrations of alternative payloads. Hunter's unparalleled success during two rotations at the National Training Center at Fort Irwin, California, has led the Army to deploy a system there permanently to support continued UAV spiral development.



Outrider

With its ACTD phase drawing to a close, the Outrider UAV has logged 59 flights in 49 flight hours, as of March 9, 1998. It is

now ready to conduct a military utility assessment (MUA), March 16 through June 30, 1998 at Fort Hood, Texas. Both the Army and Marine Corps will evaluate the Outrider System, so as to determine whether it meets their UAV requirements.



50 Years Ago April-May 1973

"New Briefs"

The largest number of AAAA members to attend a Fort Benning Chapter meeting in the past three years – 146 – attended a presentation by Ralph Alex, Chief of R&D Marketing at the Sikorsky Aircraft Division. Mr.

Alex briefed the attendees on Sikorsky's UTTAS proposal at a late January AAAA meeting.

Airport on a Cushion

Reputed to be the first airborne landing pad has been successfully tested by the Canadian Coast Guard and the Northern Transportation Company Limited (NTCL), of Ottawa. A Canadian C.G. Jet Ranger helicopter is shown atop its 44- by 34-foot forward deck, as it docks on a NTCL's Voyageur Air Cushion Vehicle on Lake Ontario late last year; all while the Voyageur is floating off its cushion. When underway, the craft rides on a four-foot cushion of air retained by its flexible skirt.



Helicopter landings dockside and at sea were performed during the tests, proving the ACV's capability to serve as a mobile VTOL landing platform. NCTL's Voya-

geur is currently operating at Tuktoyaktuk, Northwest Territories, for Arctic trials.

To Pasture

Fort Eustis, Virginia: The UH-1 Research Helicopter that set an unofficial world speed record for rotary wing aircraft, is shown in retirement in a small meadow, just across the street from the USA Air Mobility Research and Development Lab. The twin-engine aircraft flew at 274.4 knots or 316 mph, April 15, 1969.





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 2024 induction is June 1, 2023

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

Lieutenant General
Kevin W. Mangum,
U.S. Army Retired

*Army Aviation Hall of Fame 2017 Induction –
Nashville, TN*



The son of Army Aviator, COL Bob Mangum, Kevin grew up wanting to be just like his Dad. He graduated from the U.S. Army Military Academy at West Point in 1982 and completed flight training in 1983. The key event in LTG Mangum's Army Aviation career was being accepted into Task Force 160... the Night Stalkers... in July 1984.

After later assignment to the 101st Airborne Division, he deployed to Operations Desert Shield and Desert Storm and following graduation from the Army Command and General Staff College in 1993, he rejoined the Night Stalkers where he served another 15 years culminating in him becoming the 160th Special Operations Aviation Regiment Commander in 2005.

Thirty-eight days after 9/11, he was the Air Mission Commander for the longest helicopter assault in the history of Army Aviation – 13 hours into Afghanistan. From the USS Kitty Hawk, Kevin commanded twelve helicopters, into enemy territory under zero illumination, into some of the harshest terrain in the world.

His leadership of the 160th led to significant special operations aviation modernization efforts including fielding the MH-47G Chinook, preparing to field the MH-60M Black Hawk, and establishing the 160th's 4th Battalion. In 2010 and 2011, Kevin helped create the U.S. Army Special Operation Aviation Command and became its first Commanding General.

Promoted to Major General, he became Army Aviation Branch Chief in 2012. The architect of a major reorganization of Army Aviation, he helped propel it to new standards of excellence.

In 2015, he was asked by the Chief of Staff of the Army to lead the Holistic Army Aviation Task Force (HAATF) which shaped the future of Army Aviation for decades to come. He retired in 2017 after 35 years of service as a model warrior, quiet professional, and Army Aviator... just like his Dad.



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