

ARMY AVIATION

NETWORK | RECOGNITION | VOICE | SUPPORT

June 30, 2024

FUTURE LONG RANGE ASSAULT AIRCRAFT



**REVOLUTIONARY MANEUVER
EXPANDING
TACTICAL OPTIONS**

Extending Operational Reach » Exploiting Temporary Domain Dominance
Leveraging Relative Sanctuary » Speed of Execution

bell.co/revolutionary





**TELEDYNE
FLIR**



ESSENTIAL CLARITY

Advanced 380X imaging includes multi-tile video management to enhance situation awareness by viewing multiple video sources simultaneously, and other essential capabilities for airborne surveillance during a variety of missions. Operators around the world rely upon the premier EO/IR imaging from Teledyne FLIR. Level up your capabilities with 380X.



LEARN MORE
[FLIR.COM/AA24X](https://www.flir.com/aa24x)



32



12



16



18



26

Contents

June 30, 2024 Vol. 73, No. 6

TO THE FIELD

- 10 Army Aviation Branch Chief's Corner**
By MG Michael C. McCurry II
- 12 This Is Your Army**
By LTG Jonathan P. Braga and LTC Lisa Klekowski
- 16 USASOAC Commander Update**
By BG Scott D. Wilkinson
- 18 USASOAC Command Chief Warrant Officer Update**
By CW5 Paul Duffer
- 22 USASOAC Command Sergeant Major Update**
By CSM Michael V. Telesco
- 24 Reserve Component Aviation Update**
By LTC Nicholas Tucker and LTC (Ret.) Tony Daschke
- 26 128th Aviation Brigade Update**
By CPT Andrew Lightsey IV
- 28 CCDEVCOM Tech Talk**
By Mr. Dave Cripps and Mr. Steve Braddom
- 30 Ask the Flight Surgeon**
By LTC Brett Matzek, MD, MPH

SPECIAL FOCUS — Army Special Operations Aviation

- 32 Enabling the Impossible: People are the Reason We Win!**
By MAJ Ben Prichet
- 34 Leveraging the Creative Soldier in the Arena**
By MAJ Charles Dalton
- 38 MH-47G Block II Fielding in Review: The Effectiveness of Bottom-up Solutions**
By MAJ John Farlow
- 40 Enabling the Impossible in the Arctic**
By MAJ Oliver Adams



46

Contents

June 30, 2024 Vol. 73, No. 6

SPECIAL FOCUS — Army Special Operations Aviation



48

42 How Digital Innovations Are Reshaping Army Aviation Maintenance

By SGM Carl Marshall

44 Trainability over Tenure: Bridging the Experience Gap

By MAJ Steven Cartwright and SFC Joshua Champion

SPECIAL FOCUS — Arming the Force



58

46 PEO Missiles and Space TAGM Team Provides Critical Support to Warfighters

By Mr. Craig Riedel and LTC Steve Cusack

SPECIAL FOCUS — AAAA Annual Summit

48 2024 AAAA Summit Photo Recap

FROM THE FIELD

58 Aviation Maintenance Support for Long-Range Large-Scale Air Assaults

By MAJ Michael Haynes, CPT William Mooney, and CPT Avery Adams



66

DEPARTMENTS

AAAA NEWS

AAAA President's Cockpit.....	8
AAAA VP Chapter Affairs.....	64
Chapter News.....	65
AAAA VP Membership.....	68
New Members.....	69, 70, 71
AAAA Family Forum.....	72
AAAA Legislative Report.....	81

ARMY AVIATION COMMUNITY NEWS

Advertisers Index.....	76
Art's Attic.....	82
Briefings.....	6
Calendar.....	61
Enlisted Spotlight.....	23
Hall of Fame.....	83
Historical Perspective.....	60
Industry News.....	80
People on the Move.....	76
VHPA Special Feature.....	62



68

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: \$35, one year; \$65, 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.



WHENEVER AND WHEREVER DUTY CALLS

At work in the world's most critical and demanding military applications, Thin Plate Pure Lead (TPPL) Hawker® batteries from EnerSys® combine high performance, no maintenance and long life. Whether in the air, on land or at sea, Hawker® batteries deliver the readiness and reliability that every mission needs to succeed.



Photo by: Marine Corps Lance Corporal Dalton S. Swanbeck



www.enersys.com



©2024 EnerSys. All rights reserved. Trademarks and logos are the property of EnerSys and its affiliates unless otherwise noted. Subject to revisions without prior notice. E.&O.E.



Founders / Art and Dotty Kesten

Publisher / William R. Harris Jr.

Editor / CW4 (Ret.) Joseph L. Pisano Sr.
editor@quad-a.org

Associate Editor / CW5 Adam Jarvis
adam@quad-a.org

Director of Design & Production
Anne H. Ewing
magazine@quad-a.org

Contributing Editor / Mark Albertson
mark@quad-a.org

Family Forum Editor / Judy Konitzer
judy@quad-a.org

Director of Advertising & Exhibit Sales
Robert C. Lachowski
bob@quad-a.org

Deputy Director of Advertising & Exhibit Sales
Erika Burgess
erika@quad-a.org

Advertising & Exhibit Sales Manager
Carmen Tuohy
carmen@quad-a.org

Marketing Director / Jennifer Chittum
jenn@quad-a.org

Social Media Manager / Chelsea Jarvis
chelsea@quad-a.org

Director Data Services / Ben Marini
ben@quad-a.org

Circulation Department
Mira Auxier
Deb Cavallaro
Debbie Coley
Jackie Harris

Editorial Address

593 Main Street, Monroe, CT 06468-2806
Tel: (203) 268-2450 / Fax: (203) 268-5870

For additional articles and updates visit:

ARMYAVIATIONmagazine.com

On The Cover

PAID ADVERTISEMENT:

As the U.S. Army faces new challenges posed by the modern battlefield, Bell is delivering FLRAA - the next generation of Army Aviation - providing significant speed, range, and lethality to its fleet.

Caption provided by the advertiser.

Aviation Key Leader Assignments

The Chief of Staff of the Army announces the following Aviation general officer assignments:



MG Clair A. Gill, deputy director for Regional Operations and Force Management, J-3, Joint Staff, Washington, D.C., to commanding general, U.S. Army Aviation Center of Excellence and Fort Novosel, Fort Novosel, Alabama.



MG Michael C. McCurry, Commanding General, United States Army Aviation Center of Excellence and Fort Novosel, Fort Novosel, Alabama to Chief of Staff, United States Army Futures Command, Austin, Texas.



BG Scott D. Wilkinson, commanding general, U.S. Army Special Operations Aviation Command; and deputy commanding general- Futures, U.S. Special Operations Command, Fort Liberty, North Carolina, to chief, Legislative Liaison, Office of the Secretary of the Army, Washington, D.C.



MG William D. Taylor, commanding general, 2nd Infantry Division (Combined), Eighth Army, Republic of Korea, to director of Operations, United Nations Command/ Combined Forces Command/ U.S. Forces Korea, Republic of Korea.

New Army Reserve Leaders

The Army Reserve has a new command chief warrant officer and senior enlisted adviser as of May 2024.



CW5 LaShon White is the ninth command chief warrant officer with previous assignments including Allied Trades Warrant Officer, Battalion Maintenance Officer, and Senior Ordnance Ground Maintenance Warrant Officer, among others.



CSM Gregory Betty is the 15th senior enlisted adviser and came to the position from serving as the Senior Enlisted Advisor to the U.S. Army Training and Doctrine Command Deputy Commanding General (U.S. Army Reserve).

Army Suspends Temporary NCO Promotion Policy



The Army announced on May 2, 2024 that it will suspend its use of temporary promotions for noncommissioned officers whose new rank was held up for unfinished education requirements. NCOs currently on temporary promotions will see those promotions become permanent, beginning in June. The temporary promotion policy first began to accommodate pregnant soldiers and soldiers in postpartum following a pregnancy and expanded to deployed soldiers on unit missions, widening further during the COVID-19 pandemic. Since January 2022 it has been used for all NCO promotions from sergeant through master sergeant. Both active duty and Reserve soldiers still must complete professional military education for their current rank before promotion to the next rank, according to the release.

New Army EFMP Office



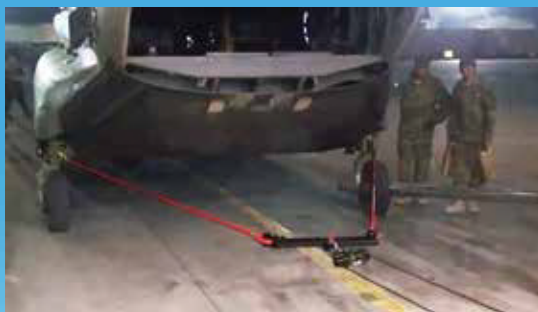
Army Secretary Christine Wormuth announced the creation of an office to better aid the stationing process for military families with members who have special needs. The Army Exceptional Family Member Program office will review complex cases received from installations and focus on advocacy at the Army headquarters and Department of Defense levels.

Tow Bridle Load Out Kits

US Army and Air Force

Primary Load Out Kit

- Approved For All Army Helicopters
- Lightweight - High Strength
- Plasma® 12 Strand Ropes
- Carbon Fiber Spreader Bar
- Lines Maintain Equal Tension
- Required Class 9 Equipment



Call for more information (864) 638-6196 or
visit our website www.heli-basket.com.



The appearance of U.S. Department of Defense (DoD) visual information does not imply or constitute DoD endorsement.

RESCUE - DEPLOYMENT - LOGISTICS

For Your Most Critical Missions, Trust **HELIBASKET** 

HELIBASKET

TM



2024 Summit an Outstanding Success!

To all our members, it is so great to be back to the business of executing AAAA presidential duties after addressing a pesky medical issue for the past few months.

So much so, that I had the honor and privilege of attending a day (May 30) of the ARSOAC and 160th SOAR activities at Fort Campbell, KY, which included a special and impactful Memorial Service where they honor their fallen. Many thanks to BG Wilkenson and COL Waleski for having me be among their amazing community of Night Stalkers... and for the opportunity to induct Mr. Steve Blasey into the Gold Order of Saint Michael. Steve is a true patriot, who has given 40 years of selfless service to our Army, Army Aviation, and most especially to Special

Operations Aviation. A great way to get back to business!

With that, I have asked our Senior VP, MG Wally Golden, Ret., who so capably and professionally executed the 2024 Denver AAAA Annual Summit, to provide our members with a brief report on how things went. I want to personally thank him for his efforts, and of course for the efforts of Bill Harris and Janis Arena and the entire AAAA professional staff, for their incredible planning and execution of the Summit. Wally, I owe you a Cribbins or a Summit in 2025/26!!!



MG (Ret.) Walt Davis, AAAA President, inducts Mr. Steve Blasey into the Gold Honorable Order of St. Michael on May 30, 2024, at Fort Campbell, KY.

MG Walt Davis, U.S. Army Retired
36th President, AAAA
walt.davis@quad-a.org

Mr. President, I am happy to report that the 2024 AAAA Annual Summit was an outstanding success in the face of some pretty significant challenges. The mitigating actions that our team put together to avoid the experiences of other large military associations in the Gaylord Rockies all worked!

Those actions included a very well-run busing system, increased exhibit space in a large heated and airconditioned tent on the concrete apron adjoining the main exhibit hall, food trucks to augment the building's food outlets, an amped up registration process, and increased police security and parking lot management.

Never once was there any backed up traffic and we never maxed out the available parking thanks to our attendees who heeded our pre-event instructions and used the bus system to and from the 22 overflow hotels and the Gaylord Rockies.

I sat in all the meetings with the hotel management and staff with our team and the coordination was impressive.

GEN Laura Richardson gave a landmark Keynote that hit all the key points from the cancellation of Future Attack Reconnaissance Aircraft (FARA) to Unmanned Aircraft Systems, (UAS) and the way ahead for Army Aviation.

Although unable to attend at the last minute, the Honorable Gabe Camarillo, Under Secretary of the Army, sent a video message that spelled out the DA vision for the future and rationale for cancelling FARA.

LTG Mary Izaguirre, Surgeon General of the Army was truly outstanding in her presentation on the realities of what we face in near peer Large Scale Combat Operations in terms of casualty evacuation and forward medical treatment.

The Hall of Fame Induction Dinner was one of the high points as usual. I could not have been more proud to see two of our foremost Aviation leaders, the former Chief of Staff U.S.

Army, GEN Jim McConville, along with MG Jeff Schloesser, be inducted. The heartfelt remarks by Viet Nam veterans, 2024 inductee CPT (Ret.) Ronald A. Radcliffe, and former CW2 J.O. Ratliff who represented 2024 inductee the late CPT Larry A. Taylor, Medal of Honor recipient, as his co-pilot for that action, left us all in awe of their resilience, courage, and infectious enthusiasm for their times as Army Aviators.

The only downside I saw was the construction delay that prevented the large atrium at the Rockies Hotel from being open during our event, but as usual our Army Aviators adapted and still had a great time.

Special thanks to our Branch Chief, MG Mac McCurry, who was with us all the way with his team and all the Aviation GOSC members.

Finally, I want you to know that the selections for the AAAA President's Award and the AAAA Soldier and Family Award at the final concert could not have been better received. GEN J.D. Thurman was recognized for his decades of support, vision, and guidance to the Army Aviation Branch. And Sadie and MG Mac McCurry got a well-deserved standing ovation as they accepted the Soldier and Family award. From the looks on their faces, I am quite sure they were all surprised!

Walt, you were missed for sure... especially by me. I look forward to a much more relaxing event next year at the Nashville Opryland May 14-16 while I watch you run the show. With that, I will just say, "You have the Controls!"

Above the best.

MG Wally Golden, Ret.
Sr. VP AAAA

Editor's Note: for a photo wrap-up of the 2024 Summit see pages 48-57.

Mors Manet in Tenebris*

** Death Waits in the Dark*



Make sure your
flashlight doesn't show
Death your location !

Phantom Warrior TLS®

This is not just a flashlight, although it is easy
(and short sided) to dismiss it as one. It is a
TACTICAL LIGHTING SYSTEM, meaning it morphs
with you as your mission changes.

Need a white light that won't be seen by enemy eyes? Got it!

Need a cyan for in flight visibility? Got it!

Need an IR light to signal friendly forces? Got it!

What about a flashing strobe in white?

cyan? Got it!

infrared? Got it!

All of that in a waterproof, rugged, durable, compact
package with 50,000 hour life bulb using AA
batteries you can buy anywhere in the world.

Be a Phantom Warrior® or Become a **TARGET.**

NSN 6230-01-681-9161



Phantom Products, Inc.

Designed and Built in Rockledge, Florida USA

PH: (321) 690-6729

CAGE 3WQN8

* Small Business * Made in USA * ISO9001:2015 Certified *

©2024 - Phantom Products, Inc.
care@phantomlights.com



www.PhantomLights.com



Aviation Special Operations Transformation

By MG Michael C. McCurry II



U.S. AIR FORCE PHOTO BY A1C RUBEN GARDIA

Army Special Operations Aviation Command (ARSOAC) is on the frontline of transformation. Because of technology's sophistication and pace of change, they are "transforming in contact."

MH-60 "Black Hawks" from the 160th Special Operations Aviation Regiment fly in formation over Washington. The 160th Special Operations Aviation Regiment's mission is to organize, equip, train, resource and employ Army special operations aviation forces worldwide in support of contingency missions and combatant commanders.

ARSOAC has employed an adaptive and innovative approach that involves flexibility, and a commitment to excellence to meet transformation needs for today and the future.

Even as transformation plans change, ARSOAC has remained flexible to accommodate them. Lessons learned from Ukraine or other hotspots,

evolving technology, or experimentation may dictate we alter course, so we must be prepared to be flexible. ARSOAC has demonstrated they have the flexibility required for short-fused changes.

I am pleased to welcome LTG Jonathan Braga, Commanding General of U.S. Army Special Operations Command, to lead off this month's issue.

Above the Best!

Intrepid 6!

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.

SUPPORTING CUSTOMERS WORLDWIDE



**SES proudly provides Aircraft Modification and Maintenance, Logistics Support,
and Training to countries around the world.**



NAITA 2024 Global Trade Award Winner

What Can SES Do For You?





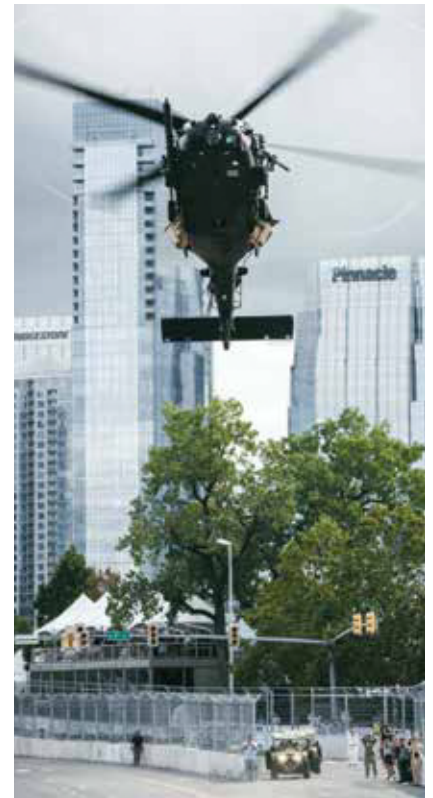
▶ This Is Your Army!

United States Army Special Operations Command

Transformation in Contact:

Evolving Special Operations' Outsized Impact for Future Conflict

By LTG Jonathan P. Braga and LTC Lisa Klekowski



ALL PHOTOS COURTESY OF USASOAC PUBLIC AFFAIRS OFFICE

The Joint Force challenges our special operations forces, aviators, enablers, and leaders more today than ever before. The Nation demands that our formations modernize quickly and maintain a persistent presence around the globe with maximum economy of resources.

Above Left: MH-47G Chinook conducts amphibious operations.

Above Right: MH-60M Blackhawk conducts confined landing zone operations in an urban environment.

Army Special Operations Forces (ARSOF) are truly transforming in contact. We must grapple with the changing character of war even as we address evolving transregional and technologically focused threats that advance at unprecedented speed. As the United States Special Operations Command (USASOC) Commander, I have never had more inspiration, drive, and hope than when I see the capabilities of our special operations aircrews. The changing character of war will drive continued transformation of special operations forces, and our use of professional writing, creative

thinking, innovative applications of new technology, integration of critical capabilities, and incredible people will ensure a continued and overwhelming overmatch against the adversary.

Pivoting Back to Our Roots

Our Army is at an inflection point for transformation driven by the changing character of war. This change results from emerging technologies and their offensive applications. The democratization of technology provides peer adversaries, rogue states, and extremist groups access to increasingly lethal and devastating tools. Af-

ter 20 years of Counterinsurgency and Counter Terrorism (CT), our Army and the Joint Force once again focus on strategic competition. The truth is, SOF was not built for CT, but for irregular warfare and large-scale conflict during the Cold War. SOF now pivots back to our roots with the added benefit of 20 years of sustained combat operations which conditioned our forces and provided a battle lab for strategic competition. Specifically, our aircrews developed and integrated critical tactics during the CT fight that provide specific advantages for strategic competition, conflict, and crisis. As a result,

special operations aviation perfected the art and science of rapid, high risk, and dynamic employment of rotary wing aviation in sensitive, complex, and challenging environments. ARSOF's value proposition is in irregular warfare, which enables Joint Force to deter and prevail in high end conflict. ARSOF maintains unique access, placement, generational relationships, and creative applications of both old and new technologies. Any future war will be a sensor fight, and the ability to understand, sense, and blind adversarial networks will further enhance the advantage. The strategic environment requires ARSOF to transform force structure and develop new ways of leveraging and integrating niche capabilities into smaller teams to meet increasingly complex threats. To compete today and prepare for 2030-2040 we already leverage new technologies to gain, maintain and exploit the information advantage across all domains. The very character of war continues to change before our eyes, evolving today's conflicts through increased integration and weaponization of technology and information.

Professional Writing

ARSOF continues to generate new concepts that explore transformative applications of technology, reorganization, and warfare through professional writing. Professional Army Soldiers that read and write for publication are critical to the development of the profession of arms. The Chief of Staff of the Army commented that "We must modernize our equipment and doctrine, we must train hard, and we must reinvest in our profession... we must strengthen our profession from top to bottom by building expertise through written discourse... Our Army must reinvest in venues that provide vital professional discourse to improve our professional expertise." We have been a force that continuously achieved results for over twenty years. We must leverage critical thinking, creativity, and experience in combat to enhance our future lethality. Deliberate thinking and writing about our profession spurs creativity and discourse, which initiates a ripple effect; generating the best ideas from across the force to solve a problem. We must part with "this is the way it has always been done" and explore new and inven-

tive applications of lethality, maneuver, force structure, technology, logistics, and intelligence that are threat informed and strategically driven. USASOC not only invests in professional writing, but also in "Useful Fiction" and creative videography. Imaginative writing can serve a critical purpose in our future war exploration by releasing us from the constraints of what "is possible" today. Instead, creative writing provides the freedom to explore our imagination of what some may deem fantasy or science fiction, unlocking a whole new future of possibilities. As such, USASOC prioritizes both forms of writing to harness the incredible minds of our special operations forces.

Experimentation and Capabilities Integration

ARSOF already leads the Joint Force through transformation in contact by leveraging experimentation and capabilities integration with our Special Operations Aviation capabilities. The 160th Special Operations Aviation Regiment has the best talent across Army Aviation, including its intelligence experts, communications



Now Developing a US Operations Center

Engineering & Manufacturing Services and Spare Parts Supply

Stores Carriage & Release Systems



Cargo Hook Systems



Internal or External Auxiliary Fuel Tanks



Real Time Scoring Systems



Supporting Aviation for over 100 years
(ALKAN, AEDS, LACE, RAFAUT, SECAPEM)

contact@aresia.com

251 Little Falls Drive
Wilmington DE 19808



A Japanese special operations helicopter pilot experiences the MH-47G simulator first-hand at a recent visit to the 160th Special Operations Aviation Regiment at Fort Campbell, Kentucky.

professionals, and logistics specialists. Through this collective expertise, application of technology in aviation continues to reach new heights. The SOF Space Cyber Triad serves as an enabler for our Special Operations Aviators, allowing them deeper access to denied areas. The combination of our Triad, Aviation, and Air Launched Effects further increases our ability to sense even farther to enable deep area fires. Perhaps our most interesting development for the future fight involves the integrated use of rotary wing and unmanned systems. As technology in unmanned systems becomes smaller, more lethal, faster, and easier to assemble, current trends reveal tactical advantage to the side that can innovate new applications of unmanned systems the fastest. This drives USASOC's continued investment in unmanned systems and operators. Through the combination of these new aviation technologies, enhanced tactics, techniques and procedures developed during experimentation exercises, and our communications and logistics ecosystems, ARSOAC is more sophisticated and lethal than ever before while it transforms in contact.

People – the Best Investment

By far the best investment we can make for the future is in our special operations people. They are the “magic”

that sets us apart from our adversaries, and the professionalized NCO Corps drives ARSOF's successes. There is no technology in the world that can supersede my trust and confidence in our creative, professional, technically proficient air crews, maintenance professionals, intelligence experts and support specialists. People, not our technology, set us apart especially when coupled with proficiency in, and focus on, the fundamentals. The determination of our special operations professionals in perfecting the basics until they become second nature cannot be replicated. This is the specific reason special operations professionals cannot be mass-produced. Only when able to execute the basic tasks with ease of skill, can we integrate and leverage technology, further enhancing our advantage over the adversary. The adversary may gain knowledge of our technology or our procedures, but will never recreate the talent, grit, or perseverance of our people. Our people will always be more valuable than any technology. We must continue to invest in our people—through talent management, human performance, and research. USASOC has adopted several recent data-centric studies, including methods to mitigate the negative impacts of vibrations and blast exposure on our people. Brain health remains a key area of focus to enhance overall performance and readiness. USASOC is conducting seven

unique research efforts to understand the neurological and physiological risks of Traumatic Brain Injury (TBI) and blast exposures. The data gained from this continued research informs materiel solutions to reduce blast overpressure and improves field expedient and clinical treatment protocols. We will continue to transform while investing in our people to maintain the competitive edge against any adversary.

Our adversaries already engage us in the digital, information, and technological domains. There is no sanctuary at home or abroad. We must modernize and adapt to prepare for high end conflict, while also competing now. We are the critical cog in the Joint Force to both prepare the environment in competition, and to assure victory in crisis and conflict. Through professional discourse, modernized equipment, innovative applications of force, and investment in our people, we will continue to transform in contact to defeat any adversary. Tomorrow is too late; today is the day.

Sine Pari!

LTG Jonathan P. Braga is the 14th commanding general of the United States Army Special Operations Command headquartered at Ft. Liberty, NC; LTC Lisa Klekowski serves in the commander's action group.

STRENGTH IN NUMBERS



WHERE PRECISION MEETS POWER

WITH AN EXTENSIVE RANGE OF MACHINING CAPABILITIES, TODAY'S LARGEST OEM'S PLACE THEIR TRUST IN PCX BY LEVERAGING OUR COMBINED STRENGTH IN MAIN ROTOR, GEARBOX & POWER TRANSMISSION SYSTEMS. WHEN IT COMES TO HIGHLY ENGINEERED, FLIGHT CRITICAL COMPONENTS & COMPLEX ASSEMBLIES, OUR EXPERTISE RISES ABOVE.



pcxaero.com



Editor's Note: For this Special Operations Aviation focused issue, the branch chief, MG Michael C. McCurry, has coordinated having the commander of the U.S. Army Special Operations Aviation Command, his command chief warrant officer, and command sergeant major provide the lead, "To the Field," command group articles.

Building the Unbreakable Team: How USASOAC Fosters Cohesion for Impossible Missions

By BG Scott D. Wilkinson

In the U.S. Army Special Operations Aviation Command (USASOAC), we face a unique set of challenges.

Our missions demand not only precision and technical skill but the ability to operate seamlessly under extreme pressure and in ambiguous conditions. This high-stakes environment necessitates a team that is nothing short of unbreakable. Building that kind of cohesion is not a matter of chance; it is the result of deliberate, persistent effort rooted in a deep-seated culture of excellence and trust.

Trust is the bedrock of USASOAC's effectiveness. Trust between aircrew and ground support crews, trust in our leadership, and trust in our Soldiers to do their jobs with precision. Every member of the USASOAC enterprise, regardless of rank or role, knows they rely on the skills and integrity of their teammates to return home safely. This trust is cultivated through rigorous training and a shared commitment to unwavering standards of performance. Our Special Operations Training Battalion instills the bedrock of our culture in each individual by executing initial entry training programs that are comprehensive and designed to ensure that every team member is proficient in their base tasks and fully prepared to meet the demands of special operations. This imperative is sustained through every iteration of training through the career of our Night Stalkers.

We pride ourselves on a culture that does not just encourage but demands excellence. This culture permeates every aspect of the organization—from the meticulous care with which we maintain our



A 160th SOAR(A) MH-47G conducts night hoist operations.

aircraft to the exhaustive debriefs that follow each mission. We learn continuously from both our successes and our setbacks, always striving to refine our tactics and enhance our cohesion through shared understanding of complex events.

Our team's identity is further solidified through time-honored traditions and rituals that remind us of our shared values and the legacy we carry forward. These practices are not mere formalities; they are vital, reinforcing the bond and commitment each of us has to one another and to our mission. Our motto, "Volare Optimos", means "to fly the best". This motto is a constant reminder of the elite joint-force customers we serve, but is also a testament to the people who improve, modify, fuel, arm, maintain, and employ the aircraft we use to execute the missions we've been given.

Leadership in USASOAC is not confined to those who hold positions of authority. We foster leadership at all levels. Whether they are navigating a

helicopter through hostile territory or staffing a request memo for a facilities tour. Our philosophy is simple: empower every member with the confidence to make decisions that advance our mission and support our team.

Our operational environment is dynamic and often unpredictable. To prepare our teams for whatever they might face, we place them in highly realistic, pressure-driven scenarios during training. These exercises are designed to simulate the stress of real missions, teaching our personnel to stay calm, think clearly, and act decisively under pressure.

The true measure of our team's strength is the difficulty of the missions they are called to undertake. In a recent example, crews flawlessly executed a night time, long range, over water infiltration of a security force to a United States Embassy in a deteriorating security situation with little time to plan or rehearse. It was a textbook example of regional orientation, mission focused leadership,

and crews who can execute the basics to standard without fail. Even though the actual task was short notice, the mission was a virtual copy of the scenario that had been designed and executed for the battalion's certification, validation, and verification exercise last fall. It also bore striking similarities to a combatant command sponsored joint exercise that the unit had successfully executed during the winter. When they were alerted and began planning, it quickly became clear that they were well postured to succeed and that their fore thought and attention to detail would once again allow them to make the extraordinary look ordinary. This mission, like many others, was successful not only because of their mastery of the basics, but because of their unparalleled teamwork and preparation.

Integration and interoperability with other units and services are critical to our success. We regularly conduct joint exercises that not only hone our capabilities but also ensure that we can operate effectively with our partners across the military spectrum. This cooperation maximizes our collective strengths, enabling us to achieve objectives that might otherwise be impossible.

As we look forward, USASOAC remains dedicated to cultivating the strongest, most reliable teams possible. We are committed not only to maintaining our current standards of excellence but to exceeding them, ensuring that we continue to lead in innovation and operational effectiveness.

For those who aspire to join our ranks, know that you will be part of a team that values courage, integrity, and a relentless pursuit of excellence. Together, we face the challenges of tomorrow, ready and able to accomplish the impossible.

The essence of USASOAC's strength lies in our unbreakable spirit of teamwork and leadership. It is these qualities that enable us to tackle and triumph over the challenges of special operations aviation, making the impossible possible. Each mission we undertake reinforces the bonds that make us not just a team, but a family – one that any soldier can be proud to be a part of.

Volare Optimos! To fly the best!

BG Scott D. Wilkinson is the seventh commander of the U.S. Army Special Operations Aviation Command at Fort Liberty, NC, assuming command on May 31, 2023.



Pain-Free Flying for Aircrew Endurance

Upgraded "AWR Approved" Seat Cushions

**H-60
Blackhawk**



**AH-64
Apache**

**CH-47
Chinook**

**OH-6
Little Bird**

View a Full Range of US Army "AWR Approved" Products On our Website and Order Now!

Coastal Seat Cushions, Inc

Email: Sales@CoastalSeatCushions.com
Tel: (954) 980-6929



SAVING LIVES SINCE 1981



SCAN ME

STILL OUR BEST SELLING PRODUCT
SKED CONTINUES TO SAVE LIVES




*EQUIPPED WITH COBRA BUCKLES FOR RAPID PATIENT PACKAGING

SKEDCO® PJ SKED (SK-215C) "LIGHTER FASTER EASIER TO CARRY"



UNIVERSAL LITTER TIE-DOWN STRAPS™
NSN: 6530-01-530-3860

PATIENT LITTER STRAPS
NSN: 6530-01-536-4145



The only Litter Tie-Down Strap with Airworthiness Release (AWR 1330), 3000lb MBS. Patient Litter Strap, 5000lb.

WWW.SKEDCO.COM
800-770-7533





Navigating the Skies: Sustaining Excellence in U.S. Army Aviation Warrant Officers

By CW5 Paul Dulfer



U.S. ARMY 160TH SOAR(A) COURTESY PHOTO



In the realm of U.S. Army Aviation, the role of Warrant Officers stands as a cornerstone of operational success.

Charged with piloting advanced helicopters through diverse, complex and demanding missions, our aviators must maintain a steadfast commitment to excellence while continually expanding their understanding of aviation fundamentals. However, the advent of advanced aircraft introduces additional complexities, imposing a heightened cognitive load on these professionals. Navigating this dynamic landscape requires a multifaceted approach that encompasses both technical proficiency and cognitive agility.

We Accomplish Complex Tasks by Mastering the Basics. At the heart of every successful aviation operation lies a deep-rooted understanding of fundamental principles. For U.S. Army Aviation Warrant Officers, this entails a comprehensive grasp of aerodynam-

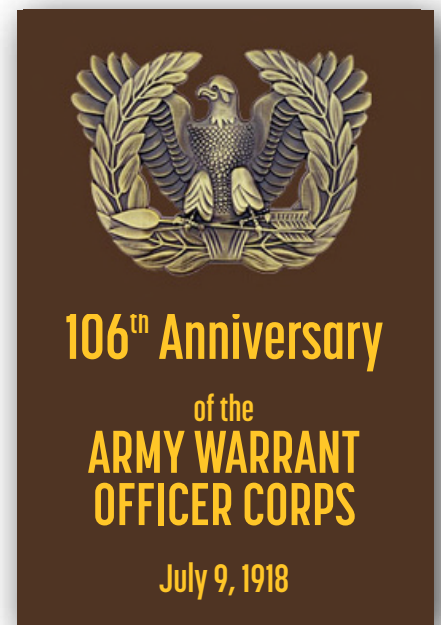
ics, flight mechanics, navigation, and aircraft and mission planning systems. These fundamentals serve as the bedrock upon which all subsequent knowledge and skills are built.

The pursuit of excellence in aviation is a journey, not a destination. Warrant Officers must embrace a mindset of continuous learning to stay abreast of advancements in technology, tactics, and procedures in an ever more complex threat environment. This involves leveraging resources such as professional development courses, simulation training, planning systems and civilian and DoD publications to expand their knowledge base.

Theory alone is insufficient in the realm of aviation. Warrant Officers must apply their understanding of fundamentals in practical scenarios, honing their skills through hands-on exper-

Left: 160th Night Stalker pilots testing on mission planning concepts during leader professional development training.

Right: A 160th SOAR(A) Little Bird Aircrew departs landing zone to conduct iterative training with a ground force.



WHEN MISSION READINESS MATTERS MOST



REVOLUTIONARY ELECTRICAL TESTING TECHNIQUES

DETERMINES

Root Cause of Failure (No Repeat Failures)

ELIMINATES

No Fault Found (NFF)
Can Not Duplicate (CND)
Intermittent Symptoms

REDUCES

Pilot Reported Discrepancies (PRD's)
False Removal Rates
Overall Avionic Consumption



ECLYPSE
INTERNATIONAL
www.eclipse.org

*LEADING THE
FUTURE OF TEST*

www.eclipse.org
sales@eclipse.org
(951) 371-8008

Serviceable, Upgradeable!

For Air & Land Fleets

Features:

*Replaceable Bi-Color LED Array
Red/White/NVIS*

- *Fast Install*
- *Rugged Aluminum Housing*
- *RTCA DO-160 Tested*
- *High-G Lamp Docking Station*
- *AC or DC Power Input*
- *Custom Installation Kits*

Plug-in USB Power Module

*Universal
Charging
Base (UCB)*

*Lamp
USB
X-Over (LUX)*



Global Navigation Sciences, Inc.

Veteran Owned and Operated.

11100 N Airport Dr. Hayden ID, 83835

✉ gns@gns-av.com ☎ 1-877-208-2042



SAVE THE DATES!

SEPTEMBER 16-17, 2024

**AAAA Army Aviation
Survivability Forum (AASF)**

Exhibits are OPEN!
quad-a.org/24ASE
Huntsville, AL

NOVEMBER 11-13, 2024

**AAAA Cribbins Readiness
Conference (Cribbins)**

Exhibits and Sponsorships are OPEN!
quad-a.org/24Cribbins
Huntsville, AL

DECEMBER 10-11

**Luther G. Jones
Army Aviation Depot Forum**
Corpus Christi, TX



rience and realistic training exercises. By routinely engaging in simulated and live-flight operations, aviators can reinforce their proficiency and adaptability in dynamic environments.

As technology advances, so do the capabilities and complexity of military helicopters. Modern rotary wing aircraft are equipped with an array of sophisticated avionics, sensors, and flight control systems designed to enhance performance and mission effectiveness. While these advancements offer tremendous benefits, they also introduce a significant cognitive burden on aviators as they must simultaneously monitor multiple systems, interpret complex data, and make rapid decisions in high-stress situations. The potential for cognitive overload can overwhelm even the most experienced aviators if not effectively managed.

Indicators of Cognitive Overload

- **Decreased Decision-Making Speed:** Exhibit slower response times when faced with complex or rapidly evolving situations, indicating difficulty in processing information and making timely decisions.

- **Increased Errors or Mistakes:** A rise in the frequency of errors, inaccuracies, or omissions during flight operations may signal cognitive overload, as aviators struggle to effectively manage multiple tasks simultaneously.

- **Impaired Situational Awareness:** Aviators may demonstrate a diminished awareness of their surroundings, including aircraft position, altitude, and proximity to other aircraft or obstacles, leading to an increased risk of accidents or incidents.

- **Elevated Stress Levels:** Excessive stress or anxiety in the cockpit can hinder cognitive function and decision-making, impairing performance and potentially compromising mission success.

- **Difficulty Communicating:** Warrant Officers may experience challenges in communicating effectively with crew members, air traffic control, or ground personnel, reflecting a strain on cognitive resources and information processing capabilities.

- **Loss of Focus or Attention:** Difficulty maintaining focus or attention on critical tasks, coupled with increased distractibility or inattention to relevant cues, can impede performance and com-



AVIATION MODERNIZATION

Defending Against Future Threats

WE RAPIDLY DELIVER WEAPON SYSTEM DESIGN, PROTOTYPING,
INTEGRATION, MANUFACTURING, AND INSTALLATION ON
MILITARY ROTARY AND FIXED WING AIRCRAFT.

Our accomplishments are our credentials – a legacy of delivering exceptional quality & unparalleled performance.

ISO9001, AS9100, AS9110 CERTIFIED / 3 CERTIFIED FAA PART 145 REPAIR STATIONS

DISCOVER WHY **#WEAREYULISTA** WHERE EVERY MISSION IS A SHARED VICTORY. **YULISTA.COM**



promise safety during flight operations.

By recognizing these behavioral indicators, aircrews can proactively address cognitive overload and implement strategies to mitigate its impact on safety, performance and mission effectiveness.

Mitigating Strategies

To mitigate the impact of cognitive overload, Warrant Officers must employ various strategies designed to optimize their mental bandwidth and decision-making capabilities. This includes:

- **Prioritizing Tasks:** Focusing on the most critical tasks at hand while delegating or deferring less urgent responsibilities.
- **Utilizing Automation:** Leveraging automation features in mission planning and aircraft systems to streamline routine processes and reduce manual workload.
- **Enhancing Situational Awareness:** Maintaining a comprehensive understanding of the operational environment through effective communication, information gathering, and risk assessment.

Achieving and sustaining excellence in U.S. Army Aviation requires a holistic approach that integrates proficiency

in aviation fundamentals with a keen awareness of the cognitive demands imposed by advanced helicopters. By continually refining our technical skills, expanding our knowledge base, and implementing effective cognitive management strategies, Warrant Officers can navigate the battlefield with confidence and precision.

It should go without saying that leadership plays a pivotal role in fostering a culture of excellence within Army Aviation units. Commanders and senior leaders must prioritize professional development, provide resources for training and education, and set clear expectations for performance standards. By instilling a shared commitment to continuous improvement, units can elevate their collective proficiency and readiness.

Senior Warrant Officer and peer-to-peer mentorship are critical, invaluable resources for Warrant Officers seeking to enhance their skills and navigate the challenges of advanced aviation. Experienced aviators can offer insights, guidance, and encouragement to their colleagues, helping to foster a culture of safety, collaboration, and mutual growth.

As technology evolves, so must the strategies and methodologies employed in Army Aviation. Warrant Officers should embrace innovation and adaptability, leveraging emerging technologies and best practices to optimize performance and mission effectiveness. By remaining agile and forward-thinking, aviators can stay ahead of the curve and meet the evolving demands of modern warfare.

In conclusion, sustaining excellence in U.S. Army Aviation requires a multifaceted approach that encompasses proficiency in aviation fundamentals, effective cognitive management, and a commitment to continuous improvement. By investing in professional development, fostering a culture of excellence, embracing innovation, and practicing the fundamentals, Warrant Officers can navigate the modern battlefield with skill, precision, and unwavering confidence.

CW5 Paul Dulfer is the seventh command chief warrant officer of the U.S. Army Special Operations Aviation Command at Fort Liberty, NC.



Army Special Operations Aviation Command: A Culture of Professional Adaptability

By CSM Michael V. Telesco



U.S. ARMY 160th SOAR (A)N. COURTESY PHOTO

Army Special Operations Aviation (USASOAC) is synonymous with exceptional performance and rigorous standards.

A critical element behind this reputation is the command's strategic approach to preparing, developing, and promoting its enlisted personnel. As the USASOAC Command Sergeant Major, I am entrusted with fostering a culture of excellence and commitment, ensuring we not only retain our invaluable human capital but also ensure that same capital is re-invested back into the aviation enterprise. Every Non-Commissioned Officer (NCO) within the USASOAC enterprise understands that this responsibility necessitates unwavering effort across all the warfighting functions. We recognize that success hinges on the quality of personnel.

It's not just about equipment or procedures; the dedication and expertise of individuals is paramount.

In today's competitive landscape, every organization strives to attract and retain high-caliber service members. The Aviation Enterprise is no different. We must go beyond mere compensation to cultivate a dedicated workforce. The number of Soldiers who apply for assignment within USASOAC for monetary gain are minuscule. The overwhelming majority do so for the tangible way we invest in quality training, continuous professional development, and sense of purpose derived from mission success.

Above Left: A 160th SOAR (A) MH-60M DAP Black Hawk engages a target.

Above Right: An MH-47G Chinook takes off from a rooftop landing zone during night urban operations.

Human Capital Investment

Our enlisted green platoon training selects service members who are trainable, motivated, and have capability to operate in high OPTEMPO and ambiguous environments. We incorporate specialized training encompassing advanced aviation tactics, survival skills, and technical expertise specific to special operations aviation. Regular advanced training sessions ensure personnel stay current on the latest advancements in military aviation and are prepared to handle the high-pressure scenarios they routinely encounter in the field.

A shining example of human capital investment is the rigorous docu-

mentation of training provided in the Aviation Maintenance Training Program (AMTP) overseen by the Regiment Maintenance Standardization section. This program equips soldiers with a method of documentation for the depth of technical expertise and practical skills acquired within USA-SOAC and provides a near seamless correlation to applicable civilian aviation maintenance roles and FAA tasks. For example, with one simple e-mail a Soldier was able to account for maintenance actions from as far back as 2009. These actions were further broken down into 34 various tasks, each with associated maintenance hours. This enabled the Soldier to quickly have his aviation maintenance experience documented and approved by the FAA enabling them to test for their Airframe and Powerplant Certificate.

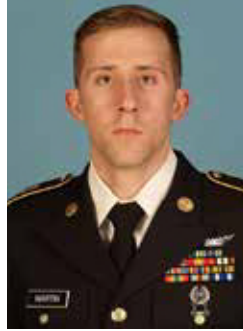
USASOAC fosters motivation through structured career advancement paths, clearly outlined from the start. This transparency, combined with regular feedback and the alignment of individual and command goals, creates a mutually beneficial environment for growth.

The command prioritizes leadership development through training, mentorship, and opportunities to lead in both exercises and real-world missions. This ensures a steady pipeline of skilled future leaders within USASOAC and Army Aviation. Recognizing the importance of strong leadership, we place significant emphasis on cultivating leadership skills within our enlisted ranks. Leadership training programs, mentorship initiatives at the company level, and opportunities to lead at all echelons in both training exercises and real-world missions prepare enlisted personnel for higher responsibilities. This approach not only aids in personal and professional development but also ensures a steady pipeline of skilled leaders within the command.

Understanding that the well-being of personnel directly impacts performance and retention, USASOAC provides comprehensive support systems. These include access to health services, psychological counseling, and wellness programs designed to maintain physical and mental health through the Special Operations Command Preservation of the Force and Family program. Family support services, such as on-base housing, educational resources, and community activities, contribute to a stable environment that encourages long-

▶ Enlisted Aviation Soldier Spotlight

Each issue we will feature a past AAAA National or Functional Enlisted or NCO Award winner as part of our ongoing recognition of the Best of the Best in our Aviation Branch. The CY 2023 National winners were featured in the April/May AAAA Annual Summit issue.



AAAA Avionics Award, 2021

Sponsored by Cubic Defense Systems, Inc.

SGT Derrick W. Martin

Company D, 1st Battalion, 229th Aviation Regiment

16th Combat Aviation Brigade

Joint Base Lewis-McChord, Washington

Since July 2020, SGT Derrick W. Martin's performance has been truly impressive and nearly flawless as the company's Armament Maintenance NCOIC and as a leader within the battalion. He assumed multiple roles within the company, establishing himself not only as a true technical expert but also as a mentor and proven NCO with unparalleled dedication to the mission and Soldiers. He has a proven record of delivering results while successfully serving as an AH-64E Armament, Electrical, and Avionics Systems Repairer throughout multiple mission sets. While significantly under-manned, he spearheaded the installation and troubleshooting of mission equipment on the Army's 24 newest AH-64E V6 Apache Helicopters. He identified critical electrical issues with the initial V6 aircraft and worked directly with Apache PM for resolutions. Despite his inexperience with the new aircraft, he developed new wiring diagrams for the APR-39D(V2), the URX, and MTADS systems. He ensured the unit was ready for Defender Pacific, a National Training Center rotation, and multiple battalion aerial gunnery exercises at Yakima Training Center. SGT Martin's attention to detail, meticulous work ethic and accomplishments mark him as deserving of the 2021 Army Aviation Association of America Avionics Award.

term commitment from personnel. Our world-class Human Performance and Wellness (HPW) staff provides access to the latest advancements in physical training, human optimization, recovery, and comprehensive fitness programs for all USASOAC personnel.

Integration and Interoperability

At every echelon within USASOAC there are examples of unit integration and interoperability. From phase team TTPs and briefing techniques, to tear-down, loading and buildup operations there is a combined effort to make sure relationships are built across the enterprise. An additional benefit is the ability to rapidly bring together teams from different Battalions to respond to emerging requirements while providing seamless support to our customers. It is not a coincidence that many former USASOAC and Nightstalker Soldiers occupy numerous leadership positions throughout the Army

Aviation enterprise. They have grown up in an environment that fostered trust, leadership, and action from the start. By the time these Soldiers have reached the mid-grade and senior NCO level, they are ready to bring that mentality to their own formations.

Our people are our greatest strength. As a result, USASOAC prioritizes the preparation, development, and promotion of its enlisted personnel. Comprehensive training, clear career paths, leadership opportunities, robust support systems, and effective (non-monetary) incentives empower our people to excel. This focus on our people not only allows us to meet operational requirements but consistently exceed them, ensuring USASOAC's continued success.

Volare Optimus!

CSM Michael V. Telesco is the seventh command sergeant major of U.S. Army Special Operations Aviation Command at Ft. Liberty, NC.



Army National Guard School Training Pilots and Astronauts from Across the Globe

By LTC Nicholas Tucker and LTC (Ret.) Tony Daschke

The High-Altitude Army National Guard Aviation Training Site (HAATS), nestled in the picturesque mountain town of Gypsum near Vail, Colorado, serves as a critical hub for training military helicopter pilots in the art of high-altitude and mountainous terrain operations.

Established in 1985, HAATS stands as a beacon of excellence, providing specialized training that prepares aviators for the unique challenges posed by rugged landscapes and thin air.

HAATS employs a distinctive training methodology known as Power Management. This approach emphasizes precise power accountability across all flight regimes. Pilots learn to master power management in the demanding mountainous terrain of Colorado, where altitudes range from 6,500 feet at the airport to towering peaks exceeding 14,000 feet. Pilots spend one day in the classroom, delving into the intricacies of power management specific to high-altitude conditions. The remaining four days involve actual flying in and out of the rugged peaks of the Rocky Mountains. HAATS trains aircrews operating AH-64D/E, UH-60A/L/M/G/S/T/W, CH-47F/G, UH-72A/B, MH-6, UH-1N, UH-1Y, AH-1Z, CH-53s and various aircraft from our foreign allies. Pilots experience firsthand the challenges of high-density altitude, unpredictable winds, and rough terrain.

Run by full-time Colorado Army National Guard pilots, HAATS is specifically designed to train military pilots from any branch and is the only DoD Aviation Training site for high altitude power management environmental training. The school can handle over a dozen student-pilots at any one time and caters not only to U.S. military pilots but also to rotary-wing aviators from around the world.

Currently HAATS is focused on providing power management training for all rotary wing units in the DoD to enable



U.S. COAST GUARD COURTESY PHOTO

Personnel from the U.S. Coast Guard, U.S. Air Force, U.S. Navy, 4th Combat Aviation Brigade, Alaska NG, Colorado NG, Montana NG, North Carolina NG, South Dakota NG, and Vail Mountain Rescue Group discuss different equipment used in Search and Rescue recovery operations.

Aviation units to succeed in the modern LSCO environment. HAATS recently added a USAF Instructor Pilot and a Special Mission Aviator to the staff expanding USAF attendance at the course. This will lead to CSAR units being more capable of rescuing downed aviators in a contested environment. HAATS is also part of the NASA training program for the return to the moon teaching Artemis Astronauts techniques to understand visual illusions and how to overcome them as they attempt to land on the south pole of the moon. Every year, HAATS conducts numerous high-risk rescues above 12,000' in some of most extreme mountain terrain in the United States.

HAATS is poised to train for future modernization by engaging with USMC and USAF V-22 operators and developing power managed approach profiles for tilt rotor aircraft. HAATS is developing an energy management portion to the course for training aircrews for combat maneuvering and nap of the earth flight profiles. HAATS is also developing the Army Hoist Operators Course to establish a course where aircrews can learn dynamic hoist operations and advanced hoist training in accordance with the Army Hoist TSP. HAATS is building a Hoist Procedure Tower (HPT) for hoist operations to reduce blade time requirements training hoist operators and hoist riders. Furthermore, HAATS is attempting to build a high-tech VR hoist simulator that will be able to simulate hoist operations anywhere in the world.

As the sole Department of Defense Aviation school offering this specialized training outside the classroom, HAATS contributes significantly to global Aviation safety and readiness.

LTC Nicholas Tucker is the HAATS commander in Gypsum, CO, and LTC (Ret.) Tony Daschke is an Army National Guard headquarters strategic plans and communications officer in Arlington, VA.

BUILDING THE

FUTURE

WITH

ARMY AVIATION



Tyonek is hard at work building the future. We added new facilities and faster precision machines to deliver more OEM-quality avionics, electronics, and mechanical components for aviation and ground systems. We expanded our hangars to meet the demands for maintenance and modification on Army, other DoD, and FMS aircraft. We designed and fielded new products to meet current needs and help defend against tomorrow's threats.

Tyonek is proud to build the future with Army Aviation.

BUILD THE FUTURE WITH US.
Visit www.Tyonek.com/careers

- Logistics Support Facility (LSFMA-V) Prime Contractor
- Redstone Test Center Aviation Management Support Service Prime Contractor
- BAE Systems Small Business Supplier of the Year
- Lockheed/Sikorsky Elite Supplier
- Lockheed/Sikorsky Supplier of the Year (Black Hawk)
- Lockheed Martin RMS Outstanding Small Business





▶ 128th Aviation Brigade Update

128th Aviation Brigade Trains Soldiers to Assess for Special Operations Aviation

By CPT Andrew Lightsey IV

1 28th Aviation Brigade trains the next generation of Soldiers in 11 Army Aviation Military Occupational Specialties. This critical training provides competent helicopter maintainers to both conventional and Special Operations units.

New Soldiers who show dedication and potential are briefed on the legendary 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)) and provided a pipeline to attend the Enlisted Combat Skills Course, commonly referred to as Green Platoon. Since its beginning in February 2012 the Brigade has continued to send junior enlisted, non-commissioned officers, and warrant officers to the 160th SOAR(A) to have long and successful careers.

A key factor in the Brigade's success in training world-class maintainers and Soldiers is its noncommissioned officer instructors who have previously served in 160th SOAR and other Special Operations units. These instructors bring professionalism and a wealth of knowledge on how to conduct maintenance in austere environments and in other unusual conditions in which SOAR units thrive. They also embody grit and bring tactical experiences found only in a select few.

This past year, 128th Aviation Brigade Instructors who were former Night Stalkers, found ways to recruit new Soldiers to the Special Operations community and pay homage to the units in which they first served. 128th Aviation Brigade events initiated by these instructors, such as the Mogadishu Mile and the Murph PT, teach



Former 160th SOAR(A) Night Stalker, SSG Jesse Day of C/2-210 Avn. Regt., leads physical fitness training event for Advanced Individual Training (AIT) students to teach proper lifting techniques and build interest in Special Operations Aviation.

the Soldiers about historical events in Army Aviation, generate excitement about Special Operations Aviation, and serve as a reminder of the Heroes who paid the ultimate sacrifice.

On May 25, 2023, two active-duty Navy SEALs, a Retired Navy SEAL, a 160th SOAR Recruiter, and over 300 Soldiers from across the 128th Aviation Brigade came together to conduct the "Murph" workout in honor of LT Michael P. Murphy. The SEALs kicked off the event by speaking to the Soldiers about how important the 128th mission of training future Army Maintainers is to the ground force and emphasized that every Soldier has a role to play in the overall success of each mission. The workout consisted of two 1-mile runs, 100 pull-ups, 200 push-ups, and 300 squats. The organizer of the event was SSG Jesse Day, training manager for the 15D Aircraft Powertrain Repairer Course, and former F Company Dominator with 1st Battalion, 160th Aviation Regiment.

On October 6, 2023, SFC Joseph Cabrera, the platoon sergeant for the 15B Aircraft Powerplant Repairer Course

and former F Company Dominator with 1st Battalion, 160th Aviation Regiment, coordinated the 30th Anniversary Mogadishu Mile Memorial Event for the 128th Aviation Brigade. For the event, 10 teams of Soldiers moved to complete 11 stations of exercises that represented the trek of those who fought and died during the Battle of Mogadishu. After all the teams successfully completed the obstacles, SFC Cabrera took an opportunity to address the crowd of more than 100 Soldiers on an often sorrowful but necessary aspect of service – honoring our Fallen.

128th Aviation Brigade continues to train Soldiers in the basics of Aviation maintenance and reinforce Soldier skills which serves as a steppingstone to launch them into successful careers. For some that means joining Special Operations Aviation units and the brigade takes pride in being an instrumental part in preparing them for it.

Born Under Fire!

CPT Andrew Lightsey IV is the commander of Charlie Company, 2-210 Aviation Regiment, 128th Aviation Brigade

CTG

A DIVISION OF BLUE RAVEN SOLUTIONS

SUPPLY CHAIN SOLUTIONS TO KEEP FLEETS AND SYSTEMS OPERATIONAL, READY AND SAFE

CTG, a Division of Blue Raven Solutions, provides Government, Defense, and Commercial markets with tech-enabled, scalable supply chain solutions throughout platform lifecycles.



WE ARE YOUR FORCE MULTIPLIER

We dedicate the resources necessary to thoroughly understand your program at a level that allows us to become your force multiplier.



CERTIFIED & TRUSTED SUPPLIER

Our extensive Quality Assurance, Counterfeit Prevention Programs, and Cybersecurity Initiatives meet stringent military and aerospace requirements.



FLEXIBLE CONTRACTING OPTIONS


Move your program forward quickly by leveraging our rapid acquisition contracting options tailored to your specific requirement.

OUR TRUSTED SUPPLY CHAIN SOLUTIONS

- Hard-to-Find & Obsolete Parts
- DMSMS & Obsolescence Management
- Counterfeit Prevention Program
- Warehousing & Staging Optimization
- Custom Kitting
- Production Line Support

WE SUPPORT MULTI-DOMAIN OPERATIONS Air, Ground, Sea, Cyber & Space



 1 Odell Plaza, Yonkers, NY 10701

 844-777-0057

 sales@ctgnow.com

Production Approval

By Mr. Dave Cripps and Mr. Steve Braddom

Last month's AvMC Tech Talk focused on design approval, which is the foundation of a sound airworthiness program.

This month we will discuss *production approval*, which, in a nutshell, is ensuring the “as built” configuration conforms to the “as approved” design.

Recall that in design approval, not only is the entire aircraft as a system reviewed to ensure it satisfies all appropriate specifications and standards, but each individual part is analyzed and tested to ensure it will function as designed. Each of the tens of thousands of parts has a very detailed specification that lists the materials to be used, step-by-step instructions for how that material is processed and transformed into the part, exacting dimensions, surface finishing processes, and a myriad of other items that together define how the part is manufactured. Manufacturing plans are documented by the manufacturer and then examined by Government specialists for accuracy and to ensure they will repeatably produce the exact same part every time. For individual components that are put together into sub-systems or assemblies, the method, tooling, and inspections are precisely specified. Manufacturers make deliberate decisions about whether they will make each part themselves or source the part from a supplier, flowing down all the component details to the supplier and then assessing the supplier to ensure its manufacturing meets the specifications.

The Government assesses the manufacturer's quality management program, but the Government also requires the program to be independently assessed by the International Organization for Standardization. Some components or assemblies known as *critical safety items* (CSIs) are of such criticality that their failure could result in catastrophic outcomes, and public law requires even greater Government oversight and control. Each CSI has one or more *critical characteristics* that must be individually measured or otherwise confirmed and documented in a permanent record. All CSIs must be serialized with a control method in place to identify exactly what aircraft tail number each CSI is installed on.

During manufacture, every individual worker is required to have unique credentials and to record each step of work performed. Appropriately trained and experienced work supervisors and inspectors monitor and ensure the work is performed to standard, documenting each inspection and manufacturing approval. Manufacturing records are maintained indefinitely so that they can be analyzed if necessary, as part of investigations into materiel failures in the field. Government on-site representatives from the Defense Contract Manage-



U.S. ARMY DEVCOM AVMC SRD PHOTO

ment Agency (DCMA) monitor the manufacturing process to ensure the manufacturer and its suppliers are abiding by the approved manufacturing plans. The first production article of each component is subjected to a *first article test*, and the assembly of the first production aircraft is subject to a *production verification audit* that ensures it conforms to the approved design specification. Thereafter, each production aircraft is subjected to a thorough conformity inspection by DCMA inspectors, and the full aircraft undergoes acceptance ground and flight testing by Government maintenance pilots assigned to DCMA. Any discrepancies identified in the process are corrected by the manufacturer and reassessed to ensure each individual tail numbered aircraft exactly conforms to the approved design, after which point the Government formally accepts delivery of the aircraft.

Changes to aircraft throughout their life cycles follow the same basic design approval process and are then incorporated into the manufacturing process via an *engineering change proposal* (ECP), with accompanying modification to the manufacturing planning and inspection programs. The manufacturing records of each aircraft reflect the specific configuration in terms of which ECPs have been applied. For aircraft already delivered to the Government, the change is applied by a modification work order (MWO), complete with detailed instructions for applying the change and documenting it in the individual aircraft's historical records.

Mr. Dave Cripps is the chief airworthiness engineer and Mr. Steven Braddom is the deputy airworthiness engineer at the Systems Readiness Directorate, U.S. Army Combat Capabilities Development Command Aviation & Missile Center, Redstone Arsenal, AL.



UP TO **6**
TRANSCEIVERS
1 IN THIS ELEGANT
BOX SOLUTION

30-50Mhz, 107-117.9Mhz, 118-156Mhz, 225-400Mhz

UPGRADE NOW
Make your H60V
V for **VICTORY**



NEW
TDFM 9300
SERIES WITH T6 BOARD

Multi-Mission Universal Compatability

Plug & Play Handheld Interface

Simultaneous Operation

Optional FPP For All Bands

DALLASAVIONICS.COM

ISO 9001:2015 and AS9100 Rev D
800-527-2581 / 214-320-9770



DALLAS AVIONICS, INC.



Flying as a Civilian: Is the 2992 Enough?

LTC Brett Matzek, MD, MPH

Q: I am an Army helicopter pilot and would like to fly as a private pilot. Do I need an FAA flight physical or is my Army flight physical sufficient?

FS: The short answer is, if you are a rated Army Aviator with a valid Class 2 Flight Duty Medical Exam (FDME) and a valid DD Form 2992, you are legal to fly as a private pilot. It is important to recognize that this rule only applies to rated Aviators. It does not apply to student pilots, non-rated crew members, flight surgeons or non-rated, non-crew members holding other classes of Army medical exams. The Federal Aviation Administration (FAA) regulation supporting the use of your Army flight physical is Title 14 CFR § 61.23 Medical Certificates: Requirement and Duration.

Title 14 CFR § 61.23 Medical Certificates: Requirement and Duration
(b) Operations not requiring a medical certificate. A person is not required to hold a medical certificate –
(11) When a military pilot of the U.S. Armed Forces can show evidence of an up-to-date medical examination authorizing pilot flight status issued by the U.S. Armed Forces and –
(i) The flight does not require higher than a third-class medical certificate; and
(ii) The flight conducted is a domestic flight operation within U.S. airspace

The FAA accepts your valid DD Form 2992 as evidence of your up-to-date medical examination. It must state that you are authorized for “Full Flight Duties (FFD)” with valid dates and signatures. You will need to carry a copy of your signed DD Form 2992 with you when you fly, as you would like a signed FAA medical certificate. In the event you acquire a medical condition that requires a “downslip” or “Duties

Not Including Flight (DNIF)” DD Form 2992, you are no longer legal to fly. This rule is covered in Title 14 CFR § 61.53 Prohibition on Operations During Medical Deficiency which states that “a person will not act as pilot in command while that person knows or has reason to know of any medical condition that would make the person unable to operate the aircraft in a safe manner.” While this is true for all private pilots, as a military pilot there is a paper trail that proves you were aware you were not fit to fly. Make sure you get a new “upslip” prior to flying.

Since CFR § 61.23 only allows for flights requiring a third-class medical and within the domestic U.S. airspace, you will require an FAA Medical Certificate if you plan to fly commercially or outside the U.S. airspace. It is important to remember that the classes of Army Flight Duty Medical Exams and the classes of FAA Medical Certificates are not the same.

Table 1: Army Flight Duty Medical Exam Classes

Class	Type
1	Student Aviator (Officer/Warrant Officer)
2	Rated Aviators, Medical Officers (2F)
3	Non-rated Crewmembers
4	Military Air Traffic Controller, Unmanned Aircraft System Operators

Table 2: Federal Aviation Administration Medical Certificate Classes

Class	Type
First	Airline Transport Pilot
Second	Commercial Pilot, Flight Engineer, Flight Navigator, Air Traffic Control Tower Operator
Third	Private Pilot or Recreational Pilot

While your Army flight physical can be completed by any flight surgeon, aeromedical physician assistant or Aviation nurse practitioner, the FAA medical certificate can only be completed by a designated FAA Aviation Medical Examiner (AME). Some, but not all, Army flight surgeons are designated AMEs. Simply check with your local flight surgeon to see if they are qualified. If so, they should be able to complete FAA Second, and Third-class medical exams. These can often be done at the same time as your Army physical.

Conclusion:

If you are a rated Army Aviator with a valid Army flight physical and DD Form 2992, you can fly as a private pilot. Flights outside of US airspace or flying commercial will require you to obtain an FAA Medical Certificate. Remember that if you are “downed” by your Army flight surgeon then you must self-ground in accordance with FAA regulations. If you hold any other type of Army flight physical, or are not yet rated, you will still require an FAA medical certificate to fly as a private pilot. For more information about obtaining your FAA Medical Certificate go to https://www.faa.gov/pilots/medical_certification.

Fly Safe!

Questions for the Flight Surgeon?

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

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

LTC (Dr.) Brett Matzek is a flight surgeon with the 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, KY. He is a designated FAA medical examiner.



DCONE-XM  
**C-130, KC-135, C-5
 ANR Model**
 Low Impedance
 NSN# 5965-01-684-5485
 P/N 43102G-03



DCONE-XM  
C-17 ANR Model
 High Impedance
 NSN# 5965-01-680-0088
 P/N 43102G-09




DCONE-XM  
C-130J ANR Model
 Low Impedance
 NSN# Pending
 P/N 43102G-10



DCPRO-X2  
KC-10 ANR Model
 High Impedance
 NSN# Pending
 P/N 43105G-05

Air Dominance

Next Generation Air Crew Headsets

David Clark Company has been a leading supplier of aviation headsets for the US Armed Forces and military aviators worldwide for decades. These purpose-built air crew headsets are designed to match the impedance and connectivity requirements for a variety of military aircraft. Offering lightweight comfort, excellent active noise reduction performance and “David Clark durability”.

For more information call 1-800-298-6235 or visit www.davidclark.com.





Special Focus ► Army Special Operations Aviation



Enabling the Impossible:

People are the Reason We Win! By MAJ Ben Prichet

Sir Frank Whittle, an English pilot and engineer, credited with inventing the jet engine, once stated, “A nation’s ability to fight a modern war is [only] as good as its technological ability.” While technology undoubtedly plays a crucial role in modern warfare, the often understated, and far more integral key to success, lies in the ingenuity, dedication, and resourcefulness of its people. The first SOF Truth, “humans are more important than hardware”, emphasizes the critical role people play in achieving success, often surpassing the technological sophistication of the equipment being used. This is apparent in the Little Bird companies of the 160th Special Operations Aviation Regiment (SOAR), where it is not the technological ability of the aircraft, but rather a culture of innovation that enables operations by maximizing the ingenuity of our people.

Special Operations Forces (SOF)

have a long and storied history of adapting to changing environments and evolving threats. From their origins in unconventional warfare during World War II, to their current role in counterterrorism and special reconnaissance, SOF has continuously pushed the boundaries of what is possible. History is filled with examples of human innovation triumphing over technological limitations and modern warfare is no exception. As Army Aviation faces the challenges of adapting equipment as well as tactics, techniques, and procedures (TTP) to prepare for near-peer conflict, it is essential leaders at all levels create and foster innovative organizational cultures. Our people are our most important asset, and our people are the reason we win.

Human Ingenuity

Amidst the rapid technological advances in threats to aviation opera-

tions, the importance of human ingenuity cannot be overstated. This quality – and the culture that enables it – is exemplified by the A/MH-6M Little Bird pilots and crews of 160th SOAR. Originally designed in the 1960s as a personnel transport and observation helicopter, the Little Bird has been extensively modified for special operations missions. These modifications were initiated and tested by the pilots and crews looking to create a competitive edge over the adversary and find new ways to support the special operator. One of the greatest strengths of the 160th SOAR is an organizational culture empowering its members to develop new ideas and concepts outside of the status quo regardless of an individual’s rank or position. In one example, it was the Little Bird pilots of the 1980s who envisioned the concept of transporting special operations personnel on externally mounted seats



U.S. ARMY 160TH SOAR, YEAH COURTESY PHOTOS

Above Left: Two Night Stalkers prepare to fuel an AH-6M Little Bird during a recent 160th SOAR training event.

Above Right: An MH-6M Little Bird soars over a coastal city during a recent training event.

or “pods” on each side of the aircraft. The pilots modified external rocket pods by sawing them in half and turning the pods into personnel seats. This modification increased the number of troops a Little Bird could carry to the objective, while reducing the amount of time required for personnel to get on and off the aircraft.

The importance of human ingenuity extends far beyond that of technological means demonstrated by the 160th for decades. From the inception of the Army’s tactical flight training utilizing night vision aides and goggles all the way through the present with the creation and continued modifications to our very own Special Helicopter Operations Company Pad (SHOC pad). SHOC pad, unique to the 160th SOAR, is a relatively low cost, highly modifiable and adaptive training site in which advanced aviation assault tactics can be rehearsed thousands of times prior to an aviator ever conducting such maneuvers in combat. SHOC pad is a perfect example of a helicopter training site, viewed as an open canvas, and painted with the innovative expertise of seasoned aviation combat veterans, making the training site capable of reduc-

ing tactical risks abroad by allowing countless helicopter repetitions. The training site costs the unit minimal in continued maintenance and is only limited to the creative minds of current and future aviators, located just minutes away from the home station of SOAR at Fort Campbell, Kentucky. SHOC Pad has evolved from acres of land used to simply practice air assault landings to a life size aeronautical laboratory SOAR aviators use to replicate the full spectrum of advanced helicopter assault TTPs. It is a place where imaginative ideas are not stifled but encouraged, and failures safely lead to success, all facilitated by the culture of the 160th SOAR.

A Culture of Innovation

Crucially, a culture encouraging innovation persists to this day, allowing the organization to benefit from the problem-solving abilities of its people. Trusting individuals at the lowest level to identify problems, and safely test possible solutions, is a force multiplier for our organization, taking advantage of the innovative and creative potential of our people. This creativity allows for the innovation of new technical solutions as well as the safe development and refine-

ment of TTPs to overcome the challenges of near-peer threat scenarios.

Leaders at all levels take action to foster organizational cultures receptive to innovative ideas leading to the implementation of new technologies using existing equipment while always seeking to increase and improve safety. Modifications to equipment and TTPs have the potential to increase the lethality, effectiveness, and versatility of our aircraft in the same way a culture of innovation enables the Little Bird companies to prepare for a wide range of missions across the spectrum of conflict, regardless of location in the world.

This concept is certainly not unique to the 160th. The human capacity for innovation knows no bounds, and all organizations must be able to reimagine ways to solve problems and utilize human ingenuity. The evolution of the Little Bird helicopter from its 1960s design to the way it is currently utilized, with deliberate and iterative development of TTPs, showcases the power of human innovation. As the battlefield continues to evolve, we must remember innovation is not limited by the tools at our disposal but by the creativity of the men and women in our ranks. As Army Aviation considers the problem sets near-peer conflict and large-scale combat operations present, a similar spirit of innovation must exist throughout the ranks of the Aviation branch. Innovative individuals exist within every organization across the military and leaders must learn how to incorporate feedback and encourage “outside the box” thinking within their teams, assuming prudent risk in trying new ideas to solve problems. Commands expressing a willingness to test new TTPs and explore ideas, always within the bounds of regulatory guidance and safe practices, can unleash the creative and problem-solving potential of their force. By embracing the spirit of ingenuity and fostering an organizational culture that encourages and is willing to support innovation, we can enable the impossible and shape the battlefield for success.

People are the reason we Win!

MAJ Ben Pricet is the pseudonym for a company commander in the 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, KY.



A C-27J aircrew conducts military freefall operations.

U.S. ARMY SOAC COURTESY PHOTO

The most recent U.S. National Defense Strategy identifies integrated deterrence as the key methodology for aligning policy, investments, and activities globally to accomplish our security objectives. Although there are differences in every theater, integrated deterrence is the standing guidance for special operators working in the grey zone around the world today. The impossible challenge we face is how to

employ special operations units in a way that achieves integrated deterrence while training them to conduct a counterinsurgency or large-scale multi-domain battle they may never fight. The application of military power relies on doctrinal defeat mechanisms executed through individual and collective tasks. Can an Unmanned Aircraft Systems (UAS) detachment, operating through decentralized mission command, without a division-sized

headquarters conduct integrated deterrence? The ambiguous conflict / competition continuum of today is not reminiscent of Desert Storm or a permissive Global War on Terrorism, rather a continuous struggle to assert a rules-based international order. This new spectrum of competition requires leaders to tackle incredibly complex problems at the lowest echelon where officers, non-commissioned officers, and Soldiers must evolve to meet the challenge at the tactical level. We cannot wait for the materiel solutions of tomorrow or rely on a staff thousands of miles away.

Doctrine is a compilation of processes, frameworks, and rules meant to standardize how we think and fight. In practice, it is a set of guidelines interpreted differently by everyone and enforced through the commander's discretion. Doctrine memorializes our best practices and acknowledges the changing nature of large-scale, multi-domain warfare. However, doctrine does not clearly tie the tactical tasks and effects to the integrated deterrence approach asked of today's Soldiers operating at the tactical level. Therefore, we must teach our junior leaders to explore, recommend, and implement solutions



160th SOAR (A) Soldier conducts maintenance on MQ-1C.

Deploy, Fight, Win!

Delivering Advanced Armament System Operational Readiness

Innovative Armament Systems

Hellfire Scalable Rail Launchers - HSRL

- Lightweight, DC only, configurable, scalable
- Distributed architecture ideal for FLRAA implementations
- Supports Hellfire / JAGM / ALE and compatible with current launchers



Superior Armament Test Solutions

We Make Test Easy™

- Reduced logistics, training and manpower footprint
- Enhanced cybersecurity safeguards and protections
- Rugged Field (AVUM) and Intermediate (AVIM) Level Solutions



MARVINTEST.COM

based on firsthand experiences with unconventional problems rather than the order of battle scripted by the combined training centers. This is especially challenging in Aviation where every system has a checklist, established limitations, and a specified purpose.

Legacy Qualifications

The Army relies on programs like the Digital Training Management System (DTMS) and Army Training Network (ATN) to help leaders evaluate how qualified and ready Soldiers are at the individual level. Unit Status Reporting (USR), a tool seeking to quantify personnel, equipment, supply, and training readiness, enables commanders to communicate their own unit's collective readiness. With respect to training, commanders only communicate their assessment of the unit's ability to perform Mission Essential Tasks (MET), which all have established conditions and standards. For a Special Operations MQ-1C Extended Range Gray Eagle Company, all METs focus on the ability to perform reconnaissance, security, and attack missions. In many cases, when conditions are short of armed conflict, the way these tasks are executed do not fit neatly into the Army's design and require a creative approach.

The ARSOA 3-04.11 Commander's Aviation Training and Standardization Program takes aircrew qualifications a step further and establishes both qualitative and quantifiable metrics for rated and non-rated crewmembers. Although there are many designations,

the most important are the Basic Mission Trained (BMT), Basic Mission Qualified (BMQ), and Fully Mission Qualified (FMQ), which translate to the missions an Aviator is authorized to perform and the role they serve within a detachment or task force. These additional performance-based qualifications are designed to reduce risk and provide special operations customers a consistent result, but these qualifications do not translate to metrics senior Army leaders rely on when assessing readiness.

Within the 160th Special Operations Aviation Regiment (SOAR), there are well-established processes for training, evaluating, and qualifying BMQ Aviators. As the name states, they can do all the basics to standard. There is no room for error when executing checklist tasks, emergency procedures, and getting the aircraft safely from point to point. FMQ Aviators are a different breed. They are leaders at the tactical edge and masters of the aircraft they fly. When functioning as a Special Operations Task Force (SOTF) outside of an established wartime area of operations, it is essential any FMQ Aviator or operator can translate the METs they've mastered into an action achieving even the most obscure commander's intent. Simply following the Standard Operating Procedure (SOP) may not be enough when the endstate requires special considerations.

Gray Eagle Operator Qualifications

The ARSOA 3-04.11 recently established criteria defining what an FMQ UAS Aircraft Commander must be capable of, akin to those required by rotary wing Aviators, expanding the qualifications for all aircraft operators from rotary wing officers to enlisted MQ-1C operators in the 160th SOAR. E and F Company, 2nd Battalion, 160th SOAR initially used an evaluation process more rigorous than the BMQ Aircraft Commander evaluation, but similar in scope. To meet the FMQ progression requirements outlined in doctrine, candidates had to demonstrate a more thorough technical knowledge of the aircraft and how to tactically employ it within the confines of a single operation. In accordance with 160th SOAR time standards, time on target plus or minus 30 seconds must also be achieved.

In 2024, the MQ-1C FMQ evaluation was refined, focusing on creating leaders trusted to interface and plan



missions directly with special operations ground forces, joint enablers, and flight leads in a task force. Although every Aircraft Commander is expected to master their METs, the FMQ operator is also expected to manage a planning cell, ask the right questions, and operate under mission orders in contested and denied environments. During the evaluation process, candidates are formed into teams responsible for delivering a course of action decision brief, which incorporates a UAS launch/recovery and mission control element site selection. They must also execute a deliberate (greater than 24 hours) and time sensitive (less than 8 hours) air mission brief, demonstrating their mastery of the basics and ability to understand external factors influencing their mission.

Critical to this development was removing "crutches" operators have relied on since the onset of the Global War on Terrorism, namely step by step instructions from Intelligence Tactical Controllers (ITC). This form of leader development and qualification is still evolving today, but it forces our new generation of FMQ Aircraft Commanders to think critically and understand the environments they operate in before formulating a reconnaissance or attack plan and recommending a course of action. Sometimes, the way to "yes" requires a tailor fitted solution, deviating from the standard with which combat veterans have become familiar.

Getting Comfortable Being Uncomfortable

Many operations today take on the form of flexible deterrence, requiring tactical units to consider a range of strategic impacts when determining the best way to accomplish the mission in a contested area of operations. Even the most experienced staff cannot tightly control every tactical operation, so we must build units with leaders at the lowest echelon who can manage risk and make decisions based on commanders' intent. This is not a task for tomorrow, or one we can hope to solve with another revolution in military conflict, the challenge is at our doorstep. Trusting the creative Soldier in the arena to plan and execute within intent is the only way we can enable the impossible.

MAJ Charles Dalton is a pseudonym for a company commander in the 160th Special Operations Aviation Regiment (Airborne) headquartered at Fort Campbell, KY.



Please Contribute to the AAAASFI Through the Combined Federal Campaign (CFC) Program.

The AAAA Scholarship Foundation, Inc. provides a variety of annual scholarships to hundreds of students seeking higher education: Soldiers, NCOs, warrant and commissioned officers and to their family members. Your tax-deductible donation helps make a difference to those looking to further their educational opportunities.

Contribute to #10516.
See your unit CFC representative for details on participating in the CFC Program.

The AAAA Scholarship Foundation, Inc.
593 Main Street, Monroe, CT 06468-2806
Email: aaaa@quad-a.org (203) 268-2450

BECAUSE GOOD ENOUGH IS NOT AN OPTION.



Ensuring Mission Performance and Aircrew Protection for FLRAA and the Enduring Fleet

From the first flight until they return home safely on their final flight, Gore is there to help deliver mission success. Today's legacy fleet and tomorrow's advanced rotorcraft are driving the need for high-performance data, power and signal integrity, as well as superior sealing and surface protection technologies.

Our Army aviators benefit from a trusted partner's material expertise and a commitment to failure-free performance and protection in high-vibration and high-temperature conditions. Gore's proven aerospace and defense capabilities include:

- Easy-to-install GORE® SKYFLEX® Aerospace Materials
- Uncompromised performance with GORE-FLIGHT® Microwave Assemblies
- Reliable high-speed data transmissions with GORE® Aerospace High Speed Data Cables
- Precise and repeatable measurements for testing defense systems with GORE® PHASEFLEX® Microwave/RF Test Assemblies
- Class-leading toughness, abrasion and cut-through resistance with our latest innovation of GORE® High Performance Aerospace Wires

To learn more, visit gore.com/futureverticallift

Together, improving life



MH-47G Block II Fielding in Review: The Effectiveness of Bottom-up Solutions

By MAJ John Farlow



It has been two years since the first MH-47G Block II (GB2) was fielded to an operational battalion within the 160th Special Operations Aviation Regiment (Airborne). Despite the intentions of the Army's Total Package Fielding (TPF) model for new and modified equipment, the reality is often different, particularly for the unique nature of fielding a highly modified, special operations aircraft. Budget constraints, complex technology, demanding fielding timelines, and sustainment challenges pose significant challenges to maintaining operational readiness of aviation units being fielded new aircraft. The rapid pace of technological advancement and the urgency of the operating environment is now surpassing the speed in which doctrine, training, and sustainment can be developed. The top lesson learned throughout fielding while maintaining a demanding operational tempo (OPTEMPO) is the necessity of early and effective feedback from the tactical level up. Receiving units must accept the imperfections of DOTMLPF-P framework and drive an effective bottom-up approach to overcome the shortfalls of rapid fielding.

Fiscal Constraints

SOCOM's percentage of the DoD budget has been steadily decreasing over the past three years from 1.29% of the overall DoD budget in FY22 to 1.15% in FY24. Additionally, the cost of maintaining specialized aerospace systems and components has significantly increased with inflation. These fiscal constraints have affected the scale and speed of the MH-47G Block II fielding, led to fewer units being upgraded, and impacted both readiness and capability. Additionally, the rising costs of sustainment affected the procurement of spare components specific



A MH-47G Chinook conducts Fast Rope Insertion training in an urban environment.

for GB2s. The days of unlimited Class IX-Air sparing are over. Instead, the pressure now weighs heavily on aircrew members and maintenance personnel to perform their duties with no margins for error in order to avoid disruptions to operational readiness.

To combat the fiscal constraints during MH-47G Block II fielding, leaders implemented monthly working groups hosted at the battalion level. These working groups often identified issues early in the fielding process so they could prevent significant financial burden in the future, thus protecting the operational readiness rates of the Regiment for years to come. Additionally, the fielding of the GB2s provided an opportunity for a complete redesign of the Forward Support Packages (FSPs) utilized to support MH47s around the globe. This redesign reduced the cost of the FSPs significantly while not decreasing the operational readiness of forward

deployed aircraft, thus saving significant costs without effecting readiness.

Technology

The current operating environment demands new technology be developed at record speed. This, combined with the complexities of said technology, results in equipment being fielded to tactical units that is far from perfect. Since the fielding of the first GB2, there have been significant modifications made to the aircraft including three different versions of Common Avionics Architecture System (CAAS), Degraded Visual Environment Pilotage System (DVEPS), Next Generation Tactical Communications (NGTC), and multiple Aircraft Survivability Equipment upgrades. Of the first 15x MH-47Gs fielded, there are currently 5x different configurations on the ramp. This configuration management issue places significant strain on both maintainers and aircrew members. However, if the

production line was delayed until these complex systems were ready to be programmed into the initial build of the GB2, the delays to the fielding timeline would have been unacceptable. This is an example of the reality today's aviation units must accept as they are succumbed by frequent updates and upgrades increasing the burden on tactical leaders.

Testing

Within the first three months of fielding of the first GB2, it was tested in corrosive overwater conditions while conducting deck landings. Within six months, the tactical battalion tested 6x GB2s in the most demanding environments while supporting the first SOF only National Training Center rotation (May 2023). Not only did this event stress the operational capability of the aircraft, but it also deliberately stressed the sustainment channels by dislocating the maintenance node over 250 miles away from two separate Task Forces. The traditional model of pausing operations to facilitate fielding only postpones the inevitable obstacles of software issues, failures of new components, and newfound issues when aircraft are stressed. Pushing the new aircraft to the limits in a safe-fail environment was a significant factor in the ability to deploy the first MH-47G Block II just 16 months from the beginning of fielding. The discovery of issues early combined with effective messaging forced the necessary collaboration among our Systems Integration Management Office (SIMO), Technology Applications Program Office (TAPO), ARSOAC Aviation Maintenance Directorate (AAMD), PEO-AV, and the USASOAC HQs resulting in the resources and directives required for a successful fielding.

An extensive 2-year validation and verification within our SIMO and Regiment Standards section produced a quality re-write of the checklist, emergency procedures, and Interactive Electronic Technical Manual (IETM). A train-the-trainer course was developed bringing the subject matter experts within the organization and respective corporate representatives to provide classroom instruction and hands on qualifications. With each modification or upgrade the ability to bring every stakeholder towards the problem was critical towards overcoming knowledge, training, and equipment gaps. Though SOF aviation is of a smaller scale, the same level of resource appropriation

and emphasis of bringing subject matter experts to the operators is critical with mass fielding or modification efforts. Tactical level battalions must spearhead the training and standardization of how the new assets are integrated into the dynamic operational environment. For example, over the last two years, subject matter experts from the company level across the 160th developed an Aircrew Training Manual (ATM) task for the use of DVEPS.

Sustainment

The sustainment of new equipment is often the most difficult aspect of fielding. However, the bottom-up approach taken with the fielding of the Block IIs was most effective in this arena. Creating open lines of communication enabling rapid feedback from the aviation mechanics on the hangar floor to the program office and all the way to the engineers making design decisions has had immeasurable impacts on the MH-47G fleet. Additionally, during GB2 fielding an extra emphasis was placed on the training and understanding of the new MSG-3 system. This new system was not only a change in what inspections are conducted on the aircraft, it was also a profound cultural shift from the legacy mindset of aviation maintenance. This change would not have been successful without direct lines of communication between the wrench turners and the team that wrote MSG-3 for the MH-47G Block II.

In conclusion, the fielding of the MH-47G Block II has been a success so far despite the challenges posed by complex technologies, demanding timelines, and a simultaneous high OPTEMPO. This fielding required daily collaboration at all levels, an attribute seldom seen before in an Army fielding. The incredible teams at TAPO, SIMO, and AAMD combined with daily feedback from the tactical unit level created a collaborative environment enabling the fielding of a new aircraft while simultaneously remaining operationally deployed around the globe. To be successful in future fielding efforts units must accept the imperfections of the process and focus on driving an effective bottom-up approach to overcome the inherent shortfalls of rapid fielding.

MAJ John Farlow is a pseudonyms for a company commander in the 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, KY.

AAAA Awards Excellence!



AAAA Functional Awards

Suspense: August 1

- Unmanned Aircraft Systems Soldier of the Year Award
- Unmanned Aircraft Systems Operation Technician of the Year Award
- Army Aviation Fixed Wing Unit Award
- Army Aviation Logistics Support Unit of the Year Award
- Army Aviation Outstanding Logistics Technician of the Year Award
- Army Aviation Materiel Readiness Award for Contributions by an Individual Member of Industry
- Army Aviation Materiel Readiness Award for Contributions by an Industry Team, Group, or Special Unit
- Army Aviation Materiel Readiness Award for Contributions by a Small Business Organization
- Army Aviation Materiel Readiness Award for Contributions by a Major Contractor

Suspense: September 1

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

Send in Your Nominations Today!



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

quad-a.org



160th SOAR (A) MH-47 Chinook arctic low-level training flight.

U.S. ARMY 160TH SOAR/A COURTESY PHOTO

Enabling the Impossible in the Arctic

By MAJ Oliver Adams



Aviation operations north of the Arctic Circle present a myriad of challenges making it seem impractical or even impossible to accomplish complex, coordinated military functions. These challenges can be distilled into two main hazards: remoteness and extreme environmental conditions. America cannot afford to be dissuaded by these challenges and must train to effectively operate in the High North to counter our strategic competitors.

Over the last decade, there has been a

re-emergent U.S. interest in the region north of 66° latitude. The Arctic is warming four times faster than the rest of the globe, posing many challenges: melting sea ice, thinning ice sheets, coastal erosion. However, less ice equates to a more accessible Arctic opening new sea routes, fishing opportunities, and mining of high-demand minerals. The U.S. Geological Survey estimates the Arctic contains approximately 13% of global oil and 30% of the Earth's undiscovered natural gas.

As a nation with one-fifth of its territory north of the Arctic Circle and with the highest Arctic population in the world, Russia has significantly invested in the region. It has modernized its military bases and airfields, deployed new coastal and air defense systems, and increased arctic military exercises. They are also developing new economic infrastructure in their northern territories to retrieve oil, gas, and minerals, and are attempting to restrict the freedom of navigation through excessive

maritime claims along the Northern Sea Route.

China is similarly interested in Arctic opportunities presented by climate change. In 2018, the PRC declared itself a near-Arctic state and outlined a “Polar Silk Road” economic plan with objectives of gaining influence in the strategic competition space through trade and infrastructure investments abroad. Domestically, China has expressed policy objectives of building hardened-hull cargo ships and new ice-capable liquid natural gas carriers for use in northern sea routes. For China, the northern approach would significantly shorten the commercial trade distances from Shanghai to Europe by ~2,500 miles.

The rapidly transforming region of the Arctic is emerging as a potentially lucrative and influential area in the competition arena. Unsurprisingly, two of five of the U.S.’s pacing threats want to invest heavily in this region. So, in the game of global influence if the U.S. does not compete, it cannot win.

Unique Challenges

The Arctic region is a land of extremes. The temperatures swing wildly as the seasons change – highs have recently reached 100°F, while lows have reached -90°F. During the short summer months and endless daylight, the taigas become near impenetrable swamp-like muskeg due to the snowmelt over permafrost. In the winter, tundra turns to contrast-less white landscapes and permanent darkness. The terrain varies from flat plains to rugged, impassable volcanic ranges. While Army Aviation and the broader military enterprise are not strangers to expeditionary excursions into austere conditions, the Arctic conditions pose unique challenges most humans are not accustomed to managing.

The remoteness of the area north of 66° latitude strains Aviation logistics and sustainment trains. Maintenance occurs more frequently due to extreme temperatures and equipment limitations. During recent joint and combined operations in northern Alaska, it became evident helicopter dynamics change in temperatures near -30°F: various seals leak as materials shrink and become brittle; oils and fluids approach or exceed manufacturer ratings; and aircraft components (i.e., nitrogen-filled struts, pumps, electronics) anecdotally do not respond well to cold-soaking.

Aircraft repairs become more frequent in these conditions. Yet, the sustainment practices Army Aviation is accustomed to in “normal” expeditionary scenarios do not have the robustness or the responsiveness necessary to operate in the Arctic. The standard practice of the “hub and spoke” model does not correlate well with the extreme remoteness of the High North because the “spokes” do not exist or are too long to act promptly. There are no roads, landing areas for cargo airplanes are limited, and despite the melting ice, the Arctic Ocean is still mainly unnavigable without specialized sea vessels. Without well-stocked and established logistics bases, Aviation operations and their reach become limited by the speed of its sustainment trains.

The Arctic is not for the faint of heart, and conducting successful Aviation operations in sub-zero conditions requires resilience. Ambient temperatures of 0°F will reduce a crewmember’s usefulness as soon as they open their window or cabin door and experience a windchill of -60°F. Any moisture accumulated against the body can cause severe frostbite or drop body temperature to dangerous levels. Mechanics working on cold-soaked aircraft can experience contact frostbite when touching a bare metal tool, and fuelers are highly susceptible to cold weather injuries while standing in the aircraft’s downwash. While proper training, exposure, and equipment minimizes the risk of injury, the time required to prepare, repair, service, and operate aircraft significantly increases due to fatigue and reduced dexterity.

Meeting the Challenges

If the thought of conducting precision rotary wing operations in sub-freezing, turbulent weather while isolated in a remote, austere landscape sounds insurmountable, you would be right – most of the time. The Army, however, can overcome the “impossible” through adherence of the fundamental principles of planning, preparation, and education.

Preparations involve equipping and familiarizing Soldiers with cold weather equipment. As simple as that principle is, it is surprisingly hard to outfit a typical Aviation unit with the appropriate extreme cold weather gear. There is more to just issuing thick socks and an ECWS system. Units must consider

acquiring alternate cold-weather POL, de-icing equipment, Aviation specific heaters, specialized survival equipment, maintenance recovery sleds pre-packed with parts and tools, redundant over the horizon communications and appropriate training to operate safely.

A robust sustainment package is also essential. This package should be task-based and resilient enough to endure long supply trains. While the U.S. Military is superb at multi-modal transportation, it relies on established infrastructure and forward-staged depots. The High North is sparsely populated and lacks many basing options. Presumably, any contested areas will require a staging point that would be extremely difficult to access, and units should bring a robust maintenance package forward with them.

Aviation operations in extreme conditions require a certain level of risk literacy. Understanding the risks of flying over 300nm over sea ice requires forethought, preparation, and a cost-benefit analysis. The consequences of any contingency can span beyond the physical dangers and potentially enter the catastrophic geopolitical realm. Success requires leaders at all levels to have the ability to appreciate the challenges at hand, understand themselves, impose mitigation measures, and accept only prudent risks. Future success in the Arctic will require a multi-service solution with a joint headquarters able to streamline communication and synchronize efforts.

The Arctic region presents a dynamic and increasingly important theater for global powers, the United States included, to assert influence and safeguard strategic interests. Despite the formidable challenges posed by extreme environmental conditions and logistical complexities, the U.S. military has the capability to overcome these obstacles. Success in Arctic operations hinges on meticulous preparation, robust logistical support, and a joint, multi-domain approach to maximize mission effectiveness and flexibility. By embracing creativity, resilience, and risk management, the U.S. can successfully navigate the complexities of the Arctic landscape and turn the impossible into possible.

MAJ Oliver Adams is a pseudonym for a company commander in the 160th Special Operations Aviation Regiment (Airborne) headquartered at Fort Campbell, KY.

How Digital Innovations Are Reshaping Army Aviation Maintenance



By SGM Carl Marshall

A rmy Aviation modernization is full steam ahead. We are in an era fueled by rapid advancements in digital technologies and predictive logistics. As aircraft and operations become more complex, the integration of cutting-edge tools that lead industry is more prevalent. These advancements are rapidly entering the aircraft maintenance environment and dictating how we conduct logistic operations. We are seeing the emergence of digital twins, artificial intelligence, and extended reality as leading technologies. As long as we proactively explore these new technologies while maintaining basic competencies, innovation will improve the aviation maintenance environment. Let's explore how these innovations are enhancing efficiency, cost savings, and safety as they pave the road for the future.

Digital Twin

A digital twin is a dynamic, digital replica of an object or system. This technology in aviation is having a resounding effect on modernization and transformation. Managing aircraft tail numbers with digital twins allows the operator to simulate and analyze conditions and predict outcomes in real-time. Imagine an environment where Modification Work Orders are cataloged and integrated into the aircraft's digital engineering drawings. This capability will enable a more proactive approach for the maintainer, helping to streamline operations and reduce unscheduled downtime. The digital twin and its exact digital aircraft representation will enable the immediate recognition of maintenance conditions, setting the stage for action.

Predictive Logistics

Logistics is at the forefront of daily news headlines affecting global operations. Predictive logistics are centric to current efforts to modernize aviation. It has created an environment where data science is blended with intuitive logistic strategies. Predictive logistics is a vital part of smart maintenance. It uses data collection through sensors and routine operations like historical maintenance events to anticipate maintenance needs. This technology offers a glimpse into potential failure modes and extends the operational life of components. Implementing a predictive approach optimizes the lifecycle of



U.S. ARMY (BOTH SOAR/ARMY) COURTESY PHOTOS

Above: 160th SOAR (A) Soldier conducts maintenance on an MQ-1C.

Below: An MH-47G Chinook loads ground force vehicles.

aircraft components. Shifting to this new approach will lead to significant cost savings and increased aircraft operational readiness. Efficiencies will be realized through a reduced logistics footprint and inventory management yet still offer the parts availability necessary to meet mission requirements.

Extended Reality

Extended Reality has shown an impressive entry into the aviation industry; its presence in this early stage is overwhelming. Training and maintenance of aircraft are seeing a revolution as digital technology takes over the landscape. With the adaptation of XR technologies coupled with the aircraft's digital twin, the maintainer will have a reliable representation of the maintenance required and an understanding of implemented modifications. Virtual and augmented reality provides a realistic training environment

and immediate maintenance support. Correct application will reduce the cognitive load and improve the learning curve. Artificial Intelligence aids in applying this technology by offering intelligent diagnostic tools and problem-solving techniques directly to the aircraft maintenance bay.

We immediately recognize these advancements and technologies as the solution to complex problem sets faced every day by maintainers. Despite their potential, the aviation industry faces many challenges. As legacy systems encounter obsolescence, there will be barriers to integrating new systems. Open architecture and interoperable data frameworks communicating between an array of platforms and change management processes must be implemented improving the adoption of new technologies. As we have learned from history, the outcome of innovation is not always successful or affordable. Innovation comes with a price tag that often interferes with the speed and depth at which we wish to advance. A technology that offers an affordable approach is necessary to achieve these goals.

Training

There is no turning back now. Evolving technological shifts are spilling over to a new advanced maintenance environment and advanced learning system, redefining how training is conducted. Soldiers will explore real-time learning and immediate application as we merge operational environments with learning platforms. The enhanced technical development skill acquisition will reduce risk and cognitive loads, while improving aircraft readiness. Merging the two will be required to realize the full impact of the digital operating and training

environments. Using the same tools for training versus conducting maintenance will create learning integration into the complexities of the digital environment.

As innovation and modernization consume our daily lives in the workplace, it is clear that the future of aviation maintenance lies in the integration of technology, logistics, and human factors. Technological innovation is a must to remain on the cutting edge, relevant, and ahead of the adversary. Aligning requirements like legacy systems, platform integration, and an approachable interface will be paramount to success. The powerful innovations of digital twins, AI, and predictive logistics are reshaping how we maintain and operate aircraft. These tools will align efforts for the future stages of operations and pave the way for a more efficient, affordable, and safer Army Aviation Industry.

As we journey toward a technologically advanced aviation industry, stakeholders are empowered to steer this innovation. Aligning a strong workforce foundation with advanced digital tools is crucial to navigate this transformation. Unequivocally, balancing Soldier and fundamental technical skills is critical in fully realizing these advanced technologies, it is not a replacement. Impacts on operational needs as the industry evolves mean staying ahead, staying informed, and staying proactive about embracing new technologies. Being open-minded and prepared to face these challenges will set the stage for success.

SGM Carl Marshall is the ARSOAC Aviation Maintenance Directorate (AAMD) Sergeant Major at Fort Campbell, KY.

ARMY AVIATION MUSEUM FOUNDATION
PROUDLY SUPPORTING THE U.S. ARMY AVIATION MUSEUM SINCE 1970

MUSEUM & GIFT SHOP HOURS
MONDAY - FRIDAY 9 - 4
SATURDAY 9 - 3
CLOSED MOST FEDERAL HOLIDAYS.
OPEN MEMORIAL DAY, INDEPENDENCE DAY, AND VETERANS DAY

JUMP INTO SUMMER!

FORT NOVOSEL, ALABAMA
HOME OF ARMY AVIATION
& THE US ARMY AVIATION MUSEUM

Save the Date
AVIATION DAY CELEBRATION
SATURDAY, AUGUST 17TH

WWW.ARMYAVIATIONMUSEUM.ORG

VIRTUAL TOUR
[QR CODE]

The graphic features a teal and blue color scheme with a background image of a hand typing on a keyboard. It includes a QR code for a virtual tour and a 'Save the Date' callout for Aviation Day Celebration on August 17th.



ALL PHOTOS: AUSA/SOATB COURTESY PHOTO



Trainability over Tenure: Bridging the Experience Gap

By MAJ Steven Cartwright and SFC Joshua Champion

The landscape of the Army in 2024 poses numerous challenges to Special Operations recruiting, and the 160th Special Operations Aviation Regiment (Airborne) is no exception. In recent years, the Army put incredible focus and priority on retention and recruitment. Despite this, the U.S. Department of Defense states that the U.S. military collectively missed recruiting goals by approximately 41,000 recruits during fiscal year 2023. Following the withdrawal of U.S. Forces in Afghanistan in 2021 and the downsizing of U.S. Forces in Iraq and Syria, it is no longer the norm for every Soldier to wear a coveted deployment patch proudly on their right sleeve. These facts relate to the Special Operations Aviation Training Battalion (SOATB) because they highlight a decline in practical combat experience and manning shortfalls across the Army enterprise. These declines have ultimately led to a lower number of applications

reviewed for selection into the 160th SOAR(A) due to aggregate strengths across the Army and lower experience levels across applicants.

Over the past two years, it has been common for Enlisted Green Platoon (EGP) classes to be manned by 50 to 60 students of the 115-course slots available and graduating with even fewer. To combat the manning shortfalls, SOATB recently opened EGP back up to Soldiers as “Department of the Army Selects” or volunteers directly out of their MOS-specific Advanced Individual Training (AIT). In response to experience gaps, SOATB set up tailored training for specific MOS Soldiers to minimize the workload of receiving companies in training new arrivals. With this has come a shift in mindset for how we assess and select Soldiers. We no longer have a surplus of seasoned and experienced Global War on Terrorism era Non-Commissioned Officers (NCO) but a healthy mixture of motivated ap-

plicant NCOs as well as junior Soldiers straight out of AIT. Rather than focus on how well candidates fit the mold of a perceived perfect Soldier, we have shifted focus to let go of the idea that the perfect Soldier exists and instead place greater emphasis on favorably assessing the most trainable Soldiers.

The Process

The first step in this process begins with the Headquarters Support Company (HSC). HSC executes the vital mission of conducting the initial assessment of Night Stalker candidates through a series of mental batteries, background checks, and physical tests. Candidate’s “First Step in Night Stalking” is known as Entry Evaluation Week that serves as the first true assessment of a candidate’s physical, mental aptitude, and their trainability. After roughly five days of evaluation and observations, the HSC Cadre form a better picture of a Soldier’s strengths



Left: 160th SOAR(A) Soldier conducts weapons training during Green Platoon.

Middle: A Soldier in 160th SOAR(A) Green Platoon masters the fundamentals of mission planning.

Right: 160th SOAR(A) Soldiers conduct medical training during Enlisted Green Platoon.

and weaknesses. At the end of the five days when the Entry Evaluation Week Board convenes, a particular emphasis is placed on trainability when choosing which candidates will continue to attend Enlisted Combat Skills with Alpha Company SOATB.

Upon arrival at Alpha Company SOATB, commonly known as “The Bunkers,” candidates undergo an intensive 27-day training program. The Alpha Company cadre, referred to as “Black Shirts,” mold these candidates from all backgrounds and experience levels into Night Stalkers. Now more than ever Black Shirts have the herculean task of training these less experienced Soldiers to the exacting standards that the 160th SOAR (A) expects. Rather than honing the blade to sharpen the knife, Black Shirts are forging these candidates, many of whom have no experience apart from that of Basic Training and AIT. After successfully completing weapons training, Night Stalker First Responder, land navigation, Modern Army

Combatives Program, and many days of physical training, these specially selected and well-trained Soldiers are prepared to be members of an elite team.

The training for these Soldiers continues after the completion of Enlisted Combat Skills. Many Soldiers will enter follow-on training programs to further their experience within their field of expertise. One course that highlights our emphasis on trainability is the 2-week A/MH-6 Little Bird Maintainer Course taught by Bravo Company SOATB. Former AH-64 Attack Helicopter Repairers have the distinct challenge of pivoting from maintaining Apache Helicopters to Little Birds.

With 160th SOAR (Abn) being the sole user of A/MH-6 Little Birds, its maintainers face an array of challenges. While AIT offers maintainers of Apache, Black Hawk, and Chinook helicopters four months to learn their trade, we can condense training for the A/MH-6 into two weeks. While this course has three critical areas of emphasis, our new strategy of selecting trainable Soldiers is most embodied in critical thinking techniques applied to general aviation maintenance practices. These Soldiers have had months to learn general maintenance practices that come with turning a wrench in AIT but

will now be asked to think more critically than reading steps off of a maintenance task. Because the A/MH-6 was procured directly by the 160th SOAR (A), its maintenance manuals are not as standardized as other Army Helicopters and are designed for seasoned Airframe and Powerplant Certification holders that are held in the civilian sector. Instructors within Bravo Company train and mentor these maintainers to think ahead and understand 2, 3, or even 4 steps ahead of the task they are carrying out and can produce world-class maintenance support.

The standards have not changed in SOATB. Successful candidates leave the organization as specially selected and well-trained Soldiers ready to join an elite organization that carries out missions that no one else will try. In an Army where the watermark of experience continues to drop, SOATB has found success in evaluating candidates based on trainability rather than tenure.

Volare Optimus!

MAJ Steven Cartwright and SFC Joshua Champion are pseudonyms for a company commander and platoon sergeant, respectively, of the Special Operations Aviation Training Battalion at Fort Campbell, KY.

PEO Missiles and Space TAGM Team Provides Critical Support to Warfighters

By Mr. Craig Riedel and LTC Steve Cusack



The Tactical Aviation and Ground Munitions Project Office continues to provide scalable, lethal options to the aviators who support ground commanders. Our munitions continue to find relevance on platforms they were not originally intended for, operate reliably well beyond their intended shelf life as enabled by our stockpile reliability program, and perform effectively against targets we could not have even anticipated when they originally were designed and built. Our workforce at TAGM, our joint and international warfighters, and our industry partners are in a constant state of improvement to ensure ground commanders and aircrews have munitions ready to support training and combat operations.

HELLFIRE to APKWS

The changing nature of the threat and our National Security priorities drove the need for a new Aviation Lethality Strategy, and investments. The fiscal year 2023 President's Budget



U.S. AIR FORCE PHOTO BY A1C VICTORIA NAZZ



U.S. ARMY PHOTO BY OPT KYLE ABBASAWI, 16TH CAB

Top: An MQ-9 Reaper remotely piloted aircraft piloted by Airmen from the 556 Test and Evaluation Squadron flies over the Nevada Test and Training Range and performs live-fire exercises with Air-to-Ground Missile-114 Hellfire missiles Aug. 30, 2023.

Above: Soldiers assigned to 1-229 Attack Battalion, 16th Combat Aviation Brigade fire an AGM-114 Hellfire missile from their AH-64E Apache helicopter at Yakima Training Center, WA on Jan. 24, 2023.

marked a major change in investment, with the Army showing no additional procurement of the combat-proven HELLFIRE missiles in the Future Years Defense Program. Designed for use on attack helicopters with first fielding in 1984, HELLFIRE became the most shot missile in combat by adapting to its enemies, particularly through warhead adaptation.

Throughout the Global War on Terrorism, HELLFIRE evolved to include blast-fragmentation and thermobaric effects. HELLFIRE, particularly those using laser guidance, provided aircrews the only airborne precision weapon system on Army aircraft until the arrival of the Advanced Precision Kill Weapon System rocket in our Hydra family of munitions. The HELLFIRE production line remains active for meeting foreign military sales requirements and is expected to be there in the future if depleted stocks require additional procurement in the future.

JAGM

In response to contemporary threats, the Army is instead investing in the Joint Air-to-Ground Missile consistent with the Aviation Lethality Strategy. In its most basic improvement, JAGM's seeker capability combines laser guidance with millimeter wave radar. These missile guidance options provide crews with far more than a choice between one seeker or the other. The dual seeker synergizes both sensors, allowing crews to use both guidance techniques in the same engagement. The dual seeker also provides improvement against countermeasures and active protection systems that can degrade missile performance and accuracy.

JAGM, still in its initial increment for development, gives crews more options to engage targets. JAGM's developer and manufacturer has demonstrated increased range to 16km, which will greatly utilize the most modern Apache and Gray Eagle sensors and keep aircrews further away from enemy systems. These missile improvements align with the multi-domain tenets of reach and lethality. Lethality at increased range improves survivability through standoff. Improved JAGM capabilities, in the hands of the world's best aviators, present enemies with new dilemmas and meet the needs of the ground maneuver elements.

The lethality strategy also requires the ability to strike from ranges well beyond what can be accomplished with current Aviation munitions. In addition to our HELLFIRE and JAGM missile options, TAGM is also leading the effort to field a munition with range beyond the line of sight through Long-range Precision Munition. LRPM is a funded program that will acquire a materiel solution to meet the lethal variant of Launched Effects. To provide interim capability, TAGM is integrating the Spike non-line-of-sight missile onto select AH-64E aircraft. This interim effort will provide a combat-ready capability for aviators, and additional standoff against targets such as enemy air defense systems. Standoff will allow crews to remain outside of enemy weapons engagement zones as they conduct offensive operations and shaping operations for follow-on maneuver and air support.

Counter-UAS

Shifting from hardware-centric topics to capability based, TAGM has joined the joint Counter-Unmanned Aircraft Systems mission that we see in Ukraine, international over the water shipping lanes, and against deployed U.S. forces. With new combatant enemy organizations across the globe, this challenge is unique in that the Department of Defense already has munitions that can conduct this mission, but struggle with long-term feasibility because of cost and resupply challenges. There are current challenges with the cost curve where highly advanced interceptors that can cost up to millions of dollars per round are being used to intercept relatively simple and low cost UAS threats. This cannot be sustained over the long run, and TAGM continues to support the DoD in providing low-cost munitions traditionally used for attack, to instead provide low-cost C-UAS capability that gets us on the right side of the cost curve.

Our HELLFIRE-L7A is already adapted to a counter-air mission using radar guidance and a blast fragmentation sleeve on its original anti-armor warhead, and an improved software package for airborne targets. L7As are an affordable way to adapt legacy munitions, designed and produced decades ago, for current operations in 2024 and beyond. Our Hydra family of 2.75" rockets is also

a contender as an existing system that is adaptable to the C-UAS role on today's battlefields. Utilizing the laser guidance available in the APKWS guidance system, Hydra systems may provide airborne or ground-based C-UAS capability for systems that can designate targets with a laser. The still emerging UAS threat to US and allied forces remains a primary focus for the joint services, and TAGM is proud to have an innovative workforce completely focused on providing force protection and counter-air capability in the multi-domain environment.

Launchers

Finally, TAGM is also responsible for the critical linkage between Aviation platforms and munitions – launchers. Launchers are both a risk to current operations and another opportunity to provide increased options to aircrews. In fielding a JAGM-capable software upgrade to attack and special operations Aviation units, our field team observed degraded readiness in launchers at the company levels, which can impact lethality and loadout options.

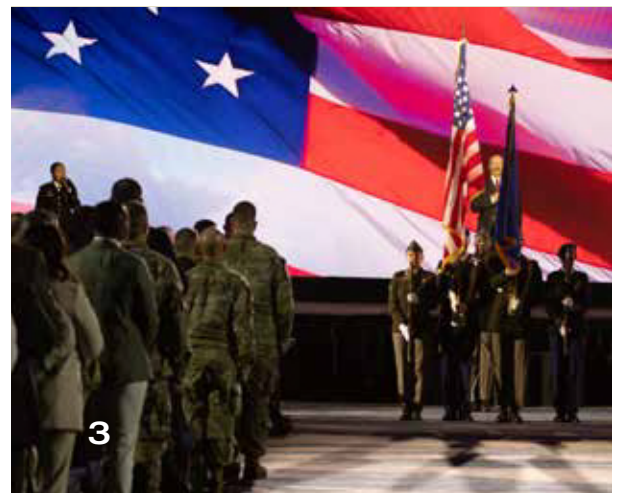
The great news is that the M299 is a Class VII supply item and has repair parts available for order and repair procedures in technical manuals. In addition to unit launcher readiness, ordering repair parts against partially mission capable or non-mission capable launchers smooths out demand spikes for suppliers, and improves the health of the industrial base and overall system cost. TAGM is also looking at the next generation of munition launchers, which has potential to bring more modularity to aircraft munition loads and improve re-arming time.

TAGM is proud to develop, procure, field, and support the tactical munitions commanders choose to use, through our ground-based or airborne launching platforms. Our focus is and will always be our warfighters. Please reach out to any member of the TAGM office if you have questions about the munitions and ancillary systems that you depend on. Our goal is to never let the warfighters we support enter a fair fight. We remain accountable to you, who remain ABOVE THE BEST!

Mr. Craig Riedel is the TAGM Program Manager and LTC Steve Cusack is the TAGMS Project Manager; they are located at Redstone Arsenal, AL.



AAA PHOTOS BY ALBREY GONZALES AND MICHEL ULBERTY



01 – Over 7,000 attendees participated in the 2024 Army Aviation Mission Solutions Summit.

02 – Some of the military and civilian aircraft on display both in the exhibit hall and outside the convention center.

03 – The 4th Combat Aviation Brigade color guard presents the colors with AAAA National Sr. VP, MG (Ret.) Wally Golden at attention in the background while SGT Ana Rodriguez from the 4th Infantry Division Band sings the National Anthem at the opening ceremony of the 2024 Army Aviation Mission Solutions Summit at the Gaylord Rockies Hotel and Convention Center in Denver, CO.

04 – BG Ed Barker, Program Executive Officer, Intelligence, Electronic Warfare and Sensors

(PEO IEW&S) moderates Modernized Sensors for Aerial ISR and Survivability working group, one of many working groups held over the three days of the Summit.

05 – MAJ Eelco S. Tolsma with the Royal Netherlands Air Force is inducted as a Knight of the Honorable Order of St. Michael by MG (Ret.) Golden at the 2024 Summit.

06 – Officers and representatives from 16 chapters pause for a photo with some members of the National Executive Group at the Chapter Officer Workshop during the 2024 Summit in Denver.

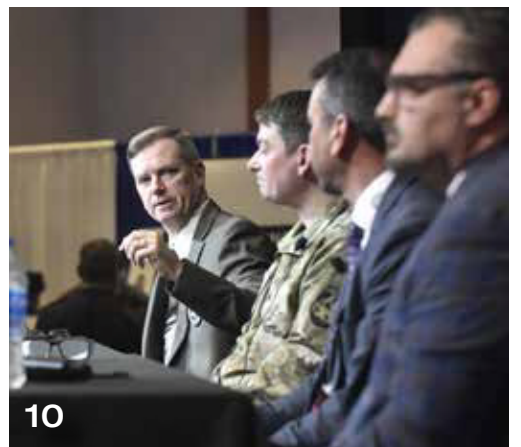
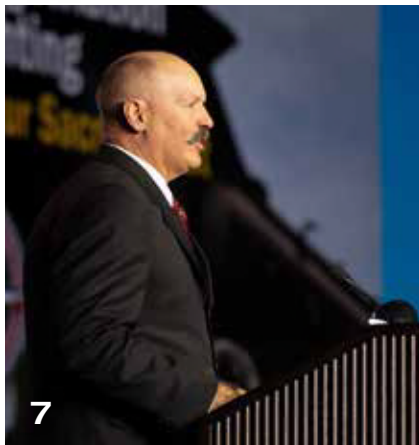
07 – MG (Ret.) Wally Golden, AAAA Senior Vice President, opens the 2024 Summit on behalf of AAAA President, MG (Ret.) Walt Davis who was

fighting an infection and unable to attend.

08 – COL Guido Krahl introduces MG (Ret.) Golden and AAAA Executive Director, Bill Harris, to the attendees at the 54th meeting of the NATO Military Committee Land Standardization Board (MCLSB) Helicopter Inter Service Working Group (HISWG) which meets each year during the AAAA Summit.

09 – Some members of the 227th Assault Helicopter Battalion, 1st Cavalry Division, pause for a photo at their booth – these Vietnam vets once again held their annual reunion in conjunction with the Summit.

10 – AAAA Secretary, MG Todd Royar, moderates the Artificial Intelligence in Army Aviation Leaders Q&A panel.





11



12



13



14



15



16



17

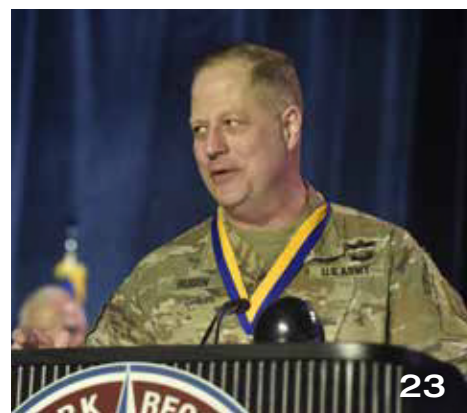
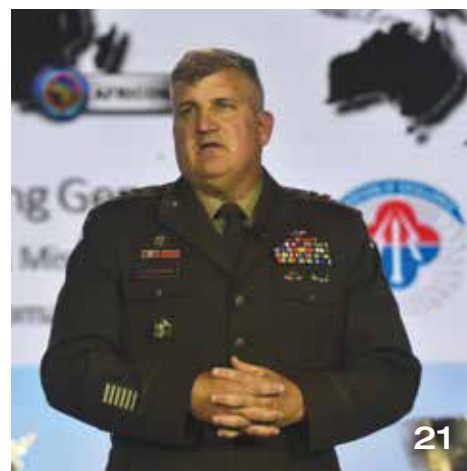
11 – Mr. Christopher M. Stuart, 110th Aviation Brigade, Fort Novosel, AL is presented the 2023 Joseph P. Cribbins Department of the Army Civilian of the Year Award flanked by (l to r) CSM Coley, CW5 Corsaro, MG McCurry, GEN Richardson, and MG (Ret.) Golden.

12 – CW2 Jared D. Chambers, Co. B, 4-4th Avn. Regt., Fort Carson, Colorado receives the 2023 James H. McClellan Aviation Safety Award. BG Jonathan Byrom, CG, Combat Readiness Center was on hand to congratulate him as well.

13 – CPL Trent W. McGuire, Troop A, 2-17th Cavalry Regt. 101st Cbt. Avn. Bde., Fort Campbell, KY is presented the 2023 Gary G. Wetzels Aviation Soldier of the Year award.

14 – SGT Zachary H. Kingsbury, Co. A, 2-160th Special Operations Aviation Regiment (Airborne) is presented the 2023 Henry Q. Dunn Crew Chief of the Year award. BG Scott Wilkinson, CG, U.S. Army Special Operations Aviation Command joined in congratulating him.

15 – SSG David N. Quay, Co. B, 2-160th SOAR (A), is presented the 2023 Rodney J. T. Yano NCO of the Year Award.



16 – CW3 Jerry L. Leehy, Co. A, 2-160th SOAR (A), is awarded the 2023 Michael J. Novosel Aviator of the Year Award.

17 –Company C, 3rd Battalion, 25th Aviation Regiment, Wheeler Army Airfield, HI was presented the 2023 Robert M. Leich Award. Accepting the award for the unit is its commander MAJ Dawn V. Herron and senior NCO, 1SG Holly A. Dozier.

18 –5th Battalion, 159th Aviation Regiment, Joint Base Langley-Eustis, VA is the 2023 U.S. Army Reserve Aviation Unit of the Year. Accepting the award are the commander, LTC Nicholas A. Steele, and CSM Kansas M. Jackson, the Senior NCO. Also congratulating the unit is BG Roger Deon, CG, U.S. Army Reserve Aviation Command.

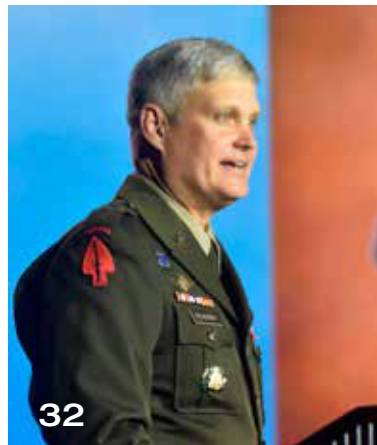
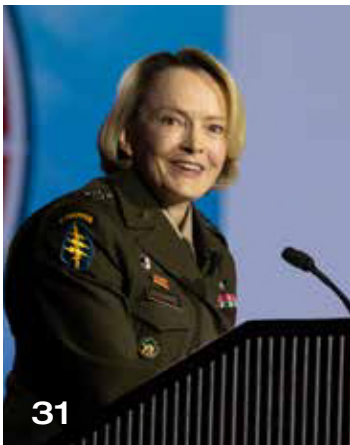
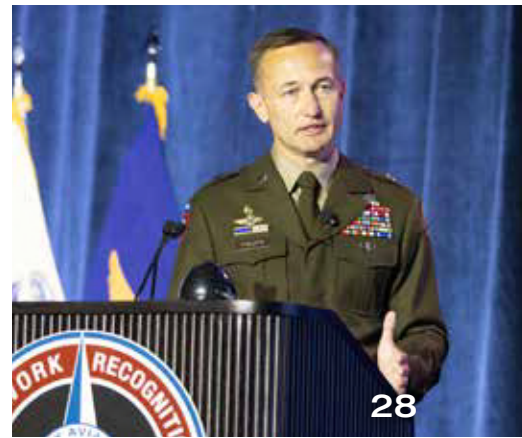
19 –The 185th Expeditionary Combat Aviation Brigade, Jackson, MS, is the 2023 AAAA Outstanding Army Aviation Unit of the Year. Accepting the award are the commander, COL J. Ashley Mills; and CSM Douglas J. Krol, the Senior NCO. GEN Dan Hokanson (far left), Chief, National Guard Bureau, joins in congratulating them.

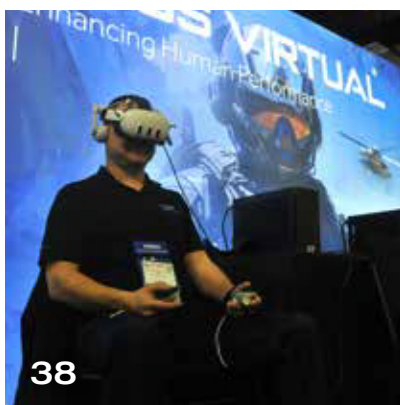
20 –The 2023 John J. Stanko Army National Guard Unit of the Year is 3rd Battalion, 142nd Aviation Regiment, Ronkonkoma, NY. Receiving the award are LTC Paul M. Bailie; unit XO, MAJ Salvatore Garcia; and senior NCO, CSM Dolan P. Brammer. Also congratulating the unit is GEN Daniel Hokanson, Chief of the National Guard Bureau (far left).

21 –MG Thomas O'Connor, commanding general of U.S. Army Aviation and Missile Command, makes a point during his presentation.

22 –1st Battalion, 160th Special Operations Aviation Regiment (Airborne), Ft. Campbell, KY, is the 2023 Active Aviation Unit of the Year. Accepting the award for the unit is its XO, MAJ Rob Pearsall; senior warrant officer advisor, CW5 Frank O. Escamilla; and Senior NCO, CSM Timothy W. Stevenson.

23 – MG Wally Rugen, Director of Aviation, U.S. Army G-3/5/7, briefed during the second day professional sessions and was inducted into the Gold Honorable Order of St. Michael by MG McCurry and MG (Ret.) Golden immediately following.





24 – MG David Doyle, commanding general, 4th Infantry Division, Ft. Carson, CO, welcomes attendees to Denver.

25 – GEN Laura Richardson, Commander U.S. Southern Command, delivers the keynote address for the professional sessions.

26 – MG Michael C. McCurry addresses the opening day professional sessions.

27 – Director of the Future Vertical Lift Cross-Functional Team, BG Cain Baker briefs during the professional sessions on the third day.

28 – BGDave Phillips, PEO Aviation, briefs on the third day professional sessions.

29 – Chief of the National Guard Bureau, GEN Daniel Hokanson, himself a Master Army Aviator, provides the second day professional sessions keynote.

30 – MG Robert L. Barrie, ASAALT Deputy for Acquisition and Systems Management, wraps up the Summit professional sessions on the final day.

31 – LTG Mary Izaguirre, the Surgeon General of the Army and commanding general of U.S. Army Medical Command addresses the attendees during opening day sessions.

32 – BG Scott Wilkinson, commanding general of U.S. Army Special Operations Aviation Command, briefs during the second day professional sessions.

33 – BG (Ret.) Tim Edens, AAAA Treasurer, moderates an Aviation International Senior Leader Q&A session with (l to r) Mr. Pat Mason, Deputy Assistant Secretary of the Army for Defense Exports and Cooperation; BG Volker Bauersachs, Germany; Brig. Nick English, United Kingdom; BGen. Chris McKenna, Canada; and COL Benton Mellor, Australia.

34 – Mr. Geoff Downer (far left) moderates a Launched Effects working group, the final professional session of the Summit.

35 – GEN Dan Hokanson, Chief National Guard Bureau, addresses National Guard State Army Aviation Officers and Aviation commanders during their conference held in conjunction with the Summit.

36 – Soldiers and veterans in the Soldier Café line up in front of the Vietnam-era hooch for discounted chow.

37 – Multiple industry partners provided after-hours receptions for attendees to unwind and enjoy the camaraderie.

38 – Many exhibitors provided opportunities for attendees to experience their products' capabilities first-hand.

39 – Over 300 exhibitors from industry and Department of Defense filled 2 separate halls and a large event tent covering a total of more than 114,000 square feet.



40



41



42



43



44



45



46



47



48



49



50

40 –More than 675 attended the Army Aviation Hall of Fame Induction Banquet during the Summit.

41 –Former CW2 J.O. Ratliff accepted the induction of his late comrade in arms, CPT Larry Taylor, into the Army Aviation Hall of Fame with his wife, Liz Ratliff, by his side.

42 –GEN (Ret.) James C. McConville is inducted into the Army Aviation Hall of Fame by MG McCurry while his escort, CW5 (Ret.) Steve Davidson, looks on.

43 –MG (Ret.) Jeff Schloesser is congratulated by MG McCurry next to his portrait following his induction into the Army Aviation Hall of Fame while his escort, CSM (Ret.) Donnie Calvery looks on.

44 –CPT (Ret.) Ronald A. Radcliffe (seated left of his portrait) celebrates with some of his fellow Air Cav Centaurs from Vietnam his induction into the Army Aviation Hall of Fame.

45 –The 4th Infantry Division Band Jazz Combo serenaded attendees at the U.S. Army Aviation Hall of Fame Induction Banquet on Thursday evening, April 25th.

46 –CSM (Ret.) Tod Glidewell, chairman of the U.S. Army Aviation Hall of Fame, proposes a toast during the opening of the Annual Induction Banquet while Honorary Branch Chaplain, COL (Ret.) Sonny Moore, stands by to deliver the invocation.

47 –Special honored guest for the Hall of Fame Induction Banquet, 100-year-old U.S. Army Air Corp fighter pilot, retired captain Stuart “Boot” Gordon, talks with 1SG Holly Dozier, senior NCO of C/3-25th Avn. Regt., winner of the 2024 AAAA Robert M. Leich award, while his daughter, Terry looks on.

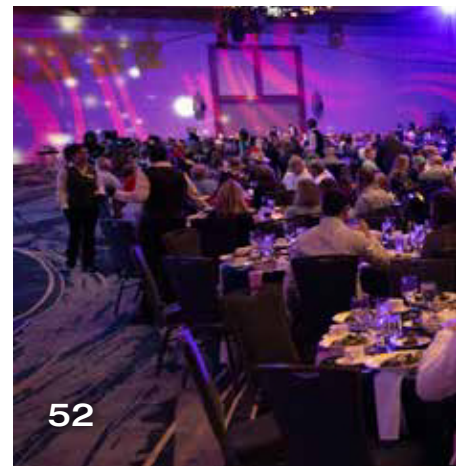
48 –Scholarship Foundation donors pause for a photo with Scholarship Foundation President, COL (Ret.) Karen Lloyd (center in striped blouse) following a donation breakfast during the Summit.

49 –Mrs. Jennifer Potts accepts the posthumous induction of her late husband, MG Anthony W. Potts, into the Gold Honorable Order of St. Michael by MG (Ret.) Golden during the Summit. She was also inducted into the Silver Honorable Order of St. Michael by Mr. Mark Kitz, Army Program Executive Officer for Command, Control, and Communications-Tactical; and was presented the Patriotic Public Service Award from the Assistant Secretary of the Army, the Honorable Douglas R. Bush, by long-time friend MG Robert L. Barrie, ASAALT Deputy for Acquisition and Systems Management.

50 –Army Aviation Museum Foundation donors pause for a photo with Foundation president, LTG (Ret.) Mark Curran (3rd from left) following a donation breakfast during the Summit.



51



52



53



54



55



56



57



58



59



51 –Country music artist Randy Houser serenades attendees at the Soldier Appreciation Concert on Friday night.

52 –More than 600 attendees at the Annual Meeting and Soldier Appreciation Dinner Concert enjoy their meal.

53 –GEN (Ret.) J.D. Thurman is awarded the AAAA President’s Award for his decades of support to Army Aviation and AAAA, to include his current service as the Chairman of the Senior Executive Associates.

54 –MAJ James Raymond, Griffin Chapter, receives the “Top Gun” recruiting award for 2023 for signing up 19 new members!

55 –Attendees at the Paint and Sip spouse event display the results of their efforts for the camera. There were multiple events and professional sessions specifically for spouses each day of the Summit.

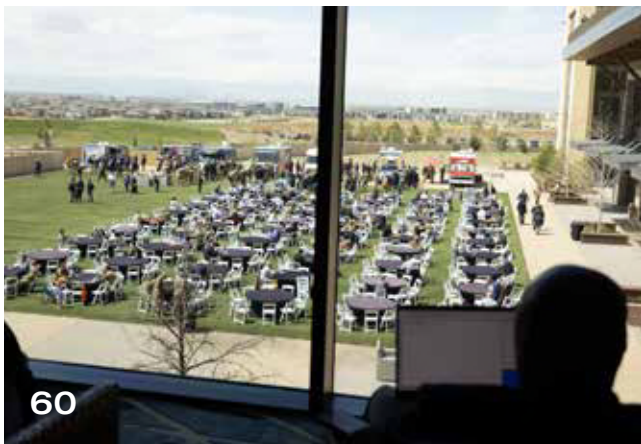
56 –MG Mac and Sadie McCurry receive the AAAA Outstanding Soldier and Family Support Award from MG (Ret.) Golden for their countless outstanding contributions in support of Army Aviation Soldiers and Families.

57 –CW5 (Ret.) Chad Ford, vice president for operations of the Tennessee Valley Chapter, accepts the AAAA Super Top Chapter award from MG (Ret.) Golden.

58 –CW4 Zachary Hartmann, president of the Prairie Soldier Chapter, accepts the AAAA Senior Top Chapter award from MG (Ret.) Golden.

59 –SSG Matt Zink, vice president for membership of the Gold Standard Chapter, accompanied by his daughter, Scarlett Zink, accepts the AAAA Master Top Chapter award from MG (Ret.) Golden.

60 –Attendees enjoy a unique outdoor luncheon experience with food trucks and the panorama of the Colorado Rockies in the background.



60

Thank You! 2024 SPONSORS



Soldier Café



Opening Networking Reception



Networking Café



Badge Holder



Wi-Fi



Coffee Breaks - Exhibits



Convention Center Bridge Banners



Escalator Clings – Aurora Level to Adams



Escalator Clings – Aurora Level to Colorado



Official Summit Bag



Convention Center Bridge Window Clings



Mobile App



Adams Exhibit Hall Pre-Function Banner



Elevator Door Wraps



Popcorn Break – Aurora Hall



Popcorn Break – Adams Hall



Escalator Header Cling



Jiffy



Shoe Shine



Exhibit Show Guide Bellyband Wrap



Hotel Key Card



Hotel Key Card



Press Room



Charging Station



Charging Station

2024 Army Aviation Mission Solutions Summit



Aviation Maintenance Support for Long-Range Large-Scale Air Assaults

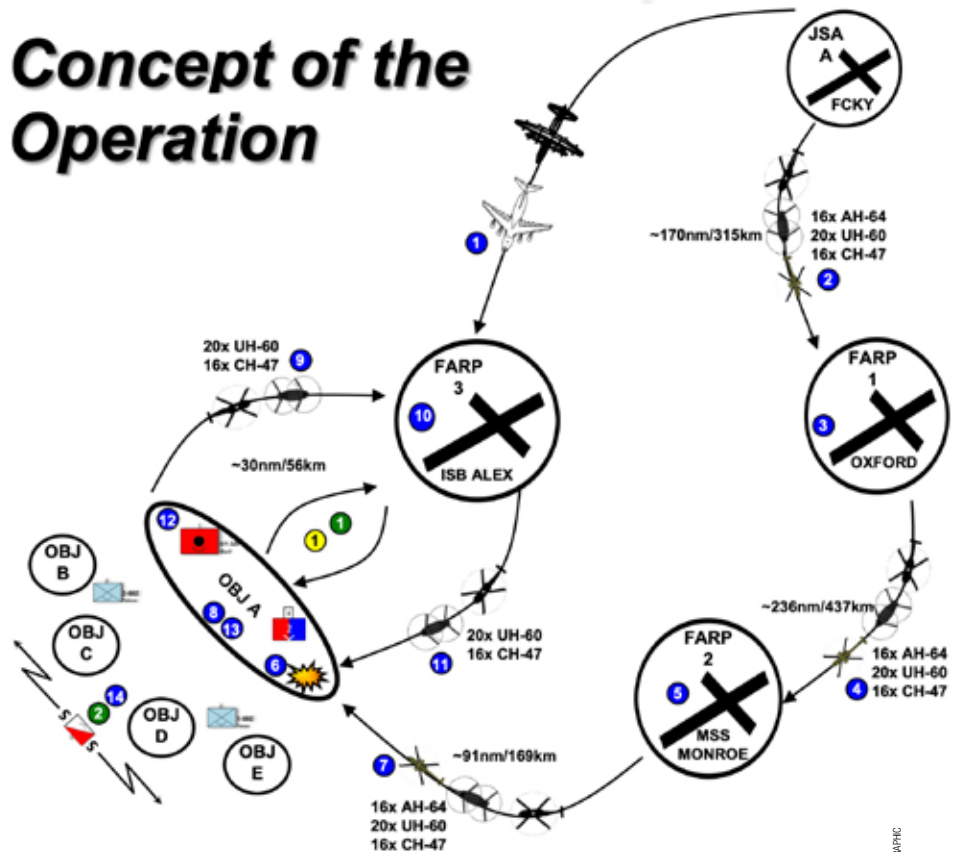
By MAJ Michael Haynes, CPT William Mooney, and CPT Avery "Rhys" Adams

In January 2024, the 101st Airborne Division (Air Assault), led by 76 aircraft from the Combat Aviation Brigade (CAB), conducted a Joint Forcible Entry (JFE) of 2nd Brigade Combat Team into Joint Readiness Training Center (JRTC) rotation 24-03. This was the first time the CAB flew that number of helicopters while traversing over five hundred nautical miles in close to twenty years. The Aviation maintenance support for Operation Eagle Eclipse (as the operation was named) was laudable but more importantly served as a learning and growth opportunity. The Aviation maintenance team settled on three key educational points from the operation: selection and placement of key sustainment leaders, the use of ground support equipment (GSE) as a brigade asset, and the deliberate integration of maintenance teams into the communication architecture.

Selection and Placement of Key Leaders

Every Army leader is taught to position themselves at a location to have the best command and control over their element. Regardless of the commissioning source or level of NCO pro-

Concept of the Operation



Overview of Operation Eagle Eclipse.



A Soldier from Co. B, 96th ASB, chalks the 30mm gun on an AH-64E prior to loading rounds in Monroe, Louisiana, Jan. 13, 2024.

Mission Night #1	
1	Pre-position 2BCT Main Command Post, 2BCT TAC, and portions of TF Strike at ISB (FARP 3)
2	AVNTF with C/1-75 CAV, 1-502 IN, 2-502 IN, and B/1-320 FA depart Joint-Support Area "A" (JSA) for FARP 1
3	AVNTF conducts FARP (Hot Fuel) at FARP 1
4	AVNTF with C/1-75 CAV, 1-502 IN, 2-502 IN, and B/1-320 FA departs FARP 1 for FARP 2
5	AVNTF conducts FARP (Cold Fuel) at FARP 2
6	Echelon above Division conducts Suppression of Enemy Air Defense (SEAD) ISO L2A2
7	AVNTF with C/1-75 CAV, 1-502 IN, 2-502 IN, and B/1-320 FA departs FARP 2 for OBJ A
8	TF Strike (Lift 1) INFILs OBJ A across 3x LZ's
9	AVNTF conducts movement to FARP 3 (ISB) to conduct FARP and load Lift 2
10	AVNTF conducts FARP and loads TF Strike (Lift 2) at FARP 3 (ISB)
11	AVNTF with TF Strike (Lift 2) departs FARP 3 (ISB) for OBJ A
12	B/1-320 FA establishes Position Areas for Artillery (PAA) IVO LZ GERONIMO
13	TF Strike (Lift 2) with 2BCT TAC, 1-320 FA TAC, 1-502 IN, and 2-502 IN INFILs OBJ PLATYPUS across 3x LZs
14	C/1-75 CAV establishes screen IVO PL XXX 1-502 IN clears OBJ D / OBJ E, 2-502 IN clears OBJ B / OBJ C, and 2BCT TAC established IVO LZ HIDEAWAY
Mission Night #2	
1	AVNTF INFILs TF STRIKE across 4x Lifts (Lift 3, 4, 5, 6) during Period of Darkness (POD)
Mission Night #3	
1	AVNTF INFILs TF STRIKE across 3x Lifts (Lift 7, 8, 9) during Period of Darkness (POD)
TF Strike is postured to conduct FPOL with 1/101 and 3/101	

fessional military education this is a well emphasized point. Maintenance support of a long-range large-scale air assault (LLAASLT) is analogous. More analysis is needed to determine who those leaders are as size and scale increase, but the concept remains the same. A leader must be in the best location to influence their team. It was anything but traditional for the Aviation Support Company (ASC) Commander to serve as the maintenance and Downed Aircraft Recovery Team (DART) OIC at one location, but it made the most sense after determining the size and scope of the operation.

In the introduction to ATP 3-04.7 it states “During large-scale combat operations (LSCO), Aviation maintenance practitioners must fully exploit opportunities while conducting expeditionary maintenance operations. This requires leaders to understand the organizational structure of support, as well as the strategic placement and availability of sustainment resources that further enables the regeneration of combat power.” (Headquarters, Department of the Army (2020) *ATP 3-04.7 Army Aviation Maintenance*) This is exactly what our team analyzed during this exercise.

There is no single best way to emplace leaders, but a thorough review of the brigade maintenance teams is necessary. For a LLAASLT that extended across three Forward Arming and Refueling Point’s (FARP), it was vital to emplace specific key maintainers, maintenance test pilots (MTPs) and maintenance leaders, in locations to ensure appropriate decision-making during contingencies.

Proper placement of key leaders strategically distributed decision-making. This allowed for swift and informed responses to dynamic situations such as a precautionary landing and aircraft start-up issues. By positioning the ASC commander and key MTPs, with expertise in maintenance operations at critical points or nodes, the CAB efficiently coordinated resources and adapted rapidly to changing circumstances. This enhanced the overall agility of the force, enabling a prompt response to multiple unplanned maintenance contingencies.

Aviation ground support equipment (AGSE) plays a crucial role in the efficiency and safety of aircraft maintenance operations. This specialized machinery is essential for tasks ranging from routine inspections to complex repairs, enabling maintenance crews to fix helicopters in any environment. Collaboration across the Brigade

was paramount to ensure all necessary equipment was available at the right node. By working together, sharing resources, and coordinating efforts, the team minimized aircraft downtime of two AH-64s and two CH-47s. With the coordination from maintenance companies within the Brigade, AGSE was transported via linehaul and military convoys to forward nodes ensuring the appropriate equipment was at the correct location. This required early identification of key equipment, which we saw as the Aircraft Ground Power Units (AGPU), Self-Propelled Crane Aircraft Maintenance and Positioning (SCAMP), Standard Aircraft Towing System (SATS), and towbars.

In Army Aviation, the deliberate **integration of maintenance teams into the communication plan** is paramount for success. The team learned the most from this key point as it was the first-time coordinating maintenance at the brigade level. However, the added real-time visibility of aircraft readiness and maintenance activities is vital information for extended operations. Integration into the communication scheme facilitates proactive decision-making, allowing for timely adjustments to maintenance schedules and resource allocation based on mission priorities.

It enabled our maintenance teams to access critical information and support remotely. Ideally, the communication systems help by leveraging digital tools and connectivity to troubleshoot issues and streamline repair processes. Throughout Operation Eagle Eclipse, Microsoft Teams became the maintenance reporting channel. This resulted from trial and error and a deliberate shift from the original plan after some real time experimentation and troubleshooting. As a result, there was a delay in the data, which at times led to confusion regarding aircraft availability.

This is why deliberate integration during the planning process is critical. The maintenance teams were less responsive because of the way they tied into the tactical communication systems. This tie-in ensures maintenance becomes an integral component of mission success and not just an afterthought. While the team made the communication plan work these issues underscored the need for it to be developed and rehearsed during the planning process.

To highlight the scope of the operation before concluding, our team worked through scale and range prob-

lems by coordinating with the Aviation maintenance companies/troops within the CAB. We built an Aviation maintenance sustainment package large and responsive enough to support 76 aircraft for three days and nights. We developed three different teams to deploy to Forward Arming and Refueling Point (FARP) sites and an Intermediate Staging Base (ISB) in Monroe, Louisiana. We planned to have ASC MTPs and pilots manning one aircraft of each Mission Design Series (MDS) to allow the flight battalions the flexibility to keep their pilots assigned to mission. The coordination with the maintenance companies/troops resulted in a majority of the maintenance package being sent to the ISB to help with launch and recovery support. Other teams were sent to Oxford, Mississippi and Alexandria, Louisiana with the priority being to allow maximum capability at the different nodes.

Conclusion

The 101st Airborne Division (Air Assault) is consistently at the forefront of innovation and maintains a legacy of unmatched capability. On a few cold and snowy nights in January 2024 the Screaming Eagles were again at the forefront of innovation and history as they built and refined the concept of Aviation maintenance support for LLAASLTs. The team saw what Clausewitz stated that war truly is the realm of chance and that chance makes everything more uncertain and interferes with the whole course of events.

Ultimately, planning maintenance support for a LLAASLT, a JFE, or any large-scale operation is about minimizing the amount that chance affects execution. Our team minimized the impacts of chance by placing key leaders in the right spots, deliberately working with our GSE, and developing a communication scheme for the maintenance teams. The 101st CAB did not execute this operation without flaws, but legacy demands we continue to improve and figure out how to provide the best Aviation maintenance support for our next rendezvous with destiny.

MAJ Michael Haynes is the commander, CPT William Mooney, the company component repair platoon leader; and CPT Avery “Rhyb” Adams is the company executive officer of Company B, 96th Aviation Support Battalion, located at Ft. Campbell, KY.

50 Years Ago – Women in Army Aviation: The Road to Combat, Part II

By Mark Albertson

Editor's Note: Throughout 2024 we will be celebrating the inclusion of women in Army Aviation with articles about the 50-year history.



As reported by the General Accounting Office in 1988, women in the armed forces increased from 55,400 (2.5 percent of total personnel) in 1973 to 220,957 (10.5 percent of total personnel) in 1987. Restrictions for women in the armed forces, though, abounded. This despite the fact that the Navy had commenced training women pilots in 1973, with the Air Force following suit in 1976, including the flying of reconnaissance aircraft. Indeed, the USAF would introduce women into Minuteman strategic nuclear missile firing crews. While in the Army, women were being trained as pilots and mechanics.

At the time the above report was published, 1.1 million of the military's 2.2 million jobs were out-of-bounds for women. Causation varied and included breaking through a male-dominated culture. For instance, the Navy did not "consider the size of berthing areas (sleeping quarters) on noncombat ships when determining sea duty availability for women. "...because the size of berthing areas is a constraint when sea duty positions are identified as open to women by Navy methodology."¹ Yet owing to the realities of the day, the decidedly male culture would have to compromise in the face of said realities, one of which was declining birth rates.²

Secretary of Defense, Les Aspin, altered the playing field on January 13, 1994, with his memorandum to the secretaries of the armed forces: Subject: Direct Ground Combat Definition and Assignment Rule. His memorandum "...directed the military Services to open more specialties and assignments to women..." "An appointed committee found the present 'risk rule' was no longer appropriate. Accordingly, effective October 1, 1994, reference (b) is rescinded. "My memorandum restricted women from direct combat on the ground. The Committee studied this and recommended that a ground combat rule be established for the as-



Then-Defense Secretary Leon E. Panetta hands Army LTC Tamatha Patterson a document he signed during a news conference at the Pentagon, Jan. 24, 2013, to lift the Defense Department's ban on women in direct ground combat roles.

Les Aspin served as 18th Secretary of Defense from January 1993 to February 1994.

signment of women in the Armed Forces. Accordingly, the following direct ground combat assignment rule, and accompanying definition of 'direct ground combat' are effective October 1, 1994..."³

The bottom line of Les Aspin's Government Executive message to the armed forces was, that even though the Services are to "expand opportunities for women,..." "These policies and regulations may include the following restrictions on the assignment of women..., where units and positions are doctrinally required to physically collocate and remain with direct ground combat units that are closed to women."⁴

Yet by this time, women had already lost their lives in combat – sixteen of them in Operations: DESERT SHIELD and DESERT STORM. At least two had been taken prisoner, the first such occurrence since World War II.⁵ And, with the National Defense Authorization Act for fiscal years 1992 and 1993, the exclusion of women flying combat aircraft had been rescinded. Women were now allowed to fly combat aircraft in the Air Force, Navy and Marine Corps. However, the direct ground combat exclusion remained in force.

By November 1993, Congress had eliminated the exclusion forbidding women from serving as naval combatants.⁶ In 2011, Air Force General Lester L. Myles, chair of a committee conducting research as to the diversity among military leaders, recommended that combat restrictions on women that had been in place in 1994 be lifted.⁷

The reality here, as mentioned previously, was that women had already been in combat even before Les Aspin's restrictions. And further, since 2001 more than 280,000 women had served as active-duty service personnel, of which 152 had been killed and another 800 wounded up to 2013.⁸

On January 24, 2013, and with the collective recommendation of the Joints Chiefs of Staff, Secretary of Defense, Leon Panetta, "announced the end of the direct ground combat exclusion rule for female service members."⁹ Panetta announced that all exclusionary barriers based on gender in the Services were to be eliminated. And he added: "If members of our military can meet the qualifications for the job, then they should have the right to serve, regardless of creed, color, gender or sexual orientation."¹⁰

The Services were directed to "undertake an evaluation of all occupational performance standards to ensure they are up to date and gender-neutral. Specialty schools will be included in the evaluation, a senior defense official said. The results of this evaluation are to be submitted to the defense secretary by May 15, while the entire process is to be completed by January 1, 2016."¹¹ While not fully completed by the deadline, all the Services had put in place appropriate regulations doing away with the exclusionary restrictions by that time.

Endnotes:

1. See pages 2 and 3, Executive Summary: GAO's Analysis: Women in the Military: More Military Jobs Can be Opened Under Current Statutes,

GAO, September 1988.

2. Refer to the April Looking Back column, online version of Army Aviation, "Realities and Necessity."

3. See, "Direct Ground Combat Definition and Assignment Rule," The Secretary of Defense, Les Aspin, Washington, D.C., January 13, 1994.

4. Ibid., 2

5. See page 4, "The 'Risk Rule,' for Assignment of Women," Women in Combat: Issues for Congress, by Kristy N. Kamarck.

6. See page 2, "Background," Gender Issues: Information on DOD's Assignment Policy and Direct Ground Combat Definition, General Accounting Office, October 1998.

7. The commission had been promulgated in the 2009 National Defense Authorization Act and recommended, in part, to eliminate barriers to women having access to promotions open to men solely. "Panel Says Rescind Policy on Women in Combat," NEWS: American Forces Press Service, by Lisa Daniel, March 7, 2011.

8. See page 2, "Women in Combat Roles: The Changing of the Guard," R.U.S.I., Commentary, January 2013.

9. "Defense Department Expands Women's Combat Role," U.S. Department of Defense, NEWS: American Forces Press Service, by Claudette Roulo, January 24, 2013.

10. Ibid., 1

11. Ibid.

Mark Albertson is the award-winning Army Aviation Publications Historian and a contributing editor to ARMY AVIATION magazine.

Vietnam Helicopter Pilots Association Special Feature



Oops!

By Peter Lagergren

Editor's Note: This is the next in a series of articles throughout the year taken from the pages of The VHPA AVIATOR, the newsletter of the Vietnam Helicopter Pilots Association. Preserving the Legacy! Enjoy.

CW4 (Ret.) Joe Pisano, RVN 1970-1971

I was in the 117th AHC as a Sidewinder gun pilot and thought that was a great gig. Didn't fly all that much, usually 30 to 50 hours a month but they were all hot fire missions so that kept the adrenaline level pretty high. The 117th Beach Bum slicks flew 200+ hours a month and were all on flight surgeons' waivers to keep flying. This was the start of the NVA [North Vietnamese Army] invasion of South Vietnam and the need for transporting people, beans, bullets in and wounded out was immense. Those guys got up, went flying all day, came back, ate dinner, had a drink and went to sleep - and rinse and repeat.

That meant that all the company OIC jobs for the myriad things that are required to operate an air mobile company fell to the gun pilots (sniveling prima donnas) who basically sat around doing nothing (unless a firefight wasn't going on somewhere). Oh, yeah I forgot, we used to escort slicks to LZs on Sundays, or as it was known then "Sunday is CA Day!" which was usually a monumental screw up planned somewhere in the high reaches of command where we collectively would amass large number of troops, slicks and gunships and go out and put on an airshow and firepower demonstration for the NVA who were well clear of the area due to their excellent contacts with our Vietnamese brothers.

I digress. In the fullness of time as one of the sniveling prima donnas (SNPs) I inherited the jobs of armament, POL and ammo. Great bunch of enlisted guys working there and they wanted to go home in one piece. I could sympathize with that. They didn't get to fly, but they worked their asses off to keep us SNPs flying.

Back in those less structured times, we SNPs would tend to specialize in one of the unique types of gunships. Some guys liked to fly the 'flex' ships which had small numbers of rockets but tons of 7.62 ammo for M-60s on pylons or mini guns, while some guys liked flying the "frog" with twice



PHOTO BY WILLIAM GRIBOSI

as many rockets as the flex ships and a badass 40mm high velocity grenade launcher, or a "hog" which had 48 rockets. Since the company was authorized 20 gun pilots and we usually had six to eight available, and only four out of our eight gunships flyable, it really wasn't that big a deal to claim one of them as your own. One of the benefits was the right to set the stick switches up any way you wanted depending on personal perversions, require nose art that suited you and so on. Since there were so few of us it wasn't any big deal to brief the other guys, if for some inexplicable and dastardly reason, one of us had to fly some other guys' bird. As a safety measure we insisted that anyone doing maintenance work on a gunship never turn on the power without the pilot around and never, ever, under any circumstances touch any of the buttons on the stick - that was a pilot's sole prerogative, don't you know.

While flying back to Pleiku in a flight of two after a really, really intense shoot-em-up with the NVA right on the Cambodia/Laotian border, I was talking to Holloway tower. They advised of an emergency going on at our area and to "be careful while landing!" What the hell does that mean? As we got

closer I could see this really nifty black column of smoke on the perimeter of our company area and being pretty quick on the uptake I decide this was what we were supposed to be careful about. Wonder what it was? We landed at the mini-port, got our gas and hovered over to the rearming area and shut down. All the while watching this cloud of smoke roiling over the north end. As we shut down, I realized the CO, the progenitor of the SNP acronym, was standing there dancing around in a state of total agitation. As I climbed out of the “frog” I get braced by the CO who’s yelling somewhat incoherently but the point that I got while he was yelling was “one of your idiots just strafed the flight line with a rocket!” and so on.

After mumbling a lot of “yessirs” and other denials of any responsibility, I hightailed it over to the perimeter and watched while the Pleiku fire teams were foaming the daylight out of one of the CONEX containers in the maintenance area, which still had secondary’s popping away like a Fourth of July celebration. Eventually it all calmed down and I got to do a post-event recon.

One of the flex ships had been in maintenance and the crew chief thought it would be a good idea to check the firing solenoids on the machine guns. He reached into the front seats, turned the main battery switch on and flipped up the guarded switch that energized the armament. Since the guns and rocket cables were all disconnected, he figured it would be a good idea to push the gun switch on the stick and have a buddy of his stand there next to the right-side guns and listen for the click of the firing solenoid. What happened next was just the perfect comedy of errors. The crew chief, having just been guessing about which switch toggled the guns actually toggled the rockets. Unfortunately, the cannon plug for the rocket pods had been disconnected, which meant the aircraft plug was lying on

the top of the rocket canister in proximity of the receiving cannon plug on the rocket pod which caused about 600 volts to jump through the air to one of the pins hooked to a loaded rocket. Said rocket ignited and accelerated to Mach 2 across the flight line. As it left, the fins on the rocket extended and these little knives happened to slice a swath in the pants of one of the NCOs walking by the nose of the aircraft, without giving him a scratch. Of course, he was as deaf as a doorknob for a few weeks. The rocket kept accelerating and impacted dead center in the door of one of the maintenance units’ CONEXs and just evaporated the steel door on the container.

The interesting events were just starting. The maintenance officer had a real thing about all of the explosive and flammable stuff his unit was responsible for, like their basic load of personal ammunition and other nasty solvents, paint, degreaser and the like. So, in a moment of pure combat area thinking he decided to take all of this stuff and put it into one container where he could keep an eye on it. Of course, that’s where my errant rocket ended up. The CONEX blew up in a big way and all kinds of stuff was cooking off. The MO and his NCOIC were standing at a respectful distance watching the show when one of the 40mm rounds cooked off and wobbled through the air in the direction of the MO, landing ten yards from him. Unfortunately, it had flown far enough to arm and detonated as soon as it landed giving the maintenance First Sergeant a bevy of fresh flesh wounds.

Eventually the fire went out, the maintenance NCOIC got to go home early, the crew chief was sent to be a clerk at the PX and I got to write a detailed, nay overly detailed, report on what could have possibly caused this event.

Peter Lagergren is a VHPA life member living in Sequim, WA.

ARMY AVIATION ▶ Advertiser Spotlight

Blackhawk Aerospace Solutions



Often operating on tight budgets, government customers need innovative, cost-effective performance-based solutions for legacy aircraft, allowing them to continue performing important mission operations without interruption. Blackhawk Aerospace Solutions brings together a powerful mix of capabilities and experience to serve as a single-source provider of comprehensive PT6 engine performance and maintenance solutions for government and military customers. Headquartered in Huntsville, Alabama, near the heart of U.S. Army Aviation, Blackhawk Aerospace Solutions is AS-9100 Rev D certified with a long-standing tradition of customer service and support. Our services include MRO & Engine Management Programs, Performance Upgrades, Additional Upgrades.

SIZE OF COMPANY: Small 0-99 Employees

CATEGORIES: Maintenance & Product Overhaul, Veteran-Owned Business

<https://www.blackhawk.aero/government-overview/>

*Each month, one 2024 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 2024 insertion order for print advertising (1 Ad Minimum).** Selected company will be randomly chosen by the 15th of the month prior.*



AAAA Chapter Affairs

By LTC (Ret.) Jan Drabczuk

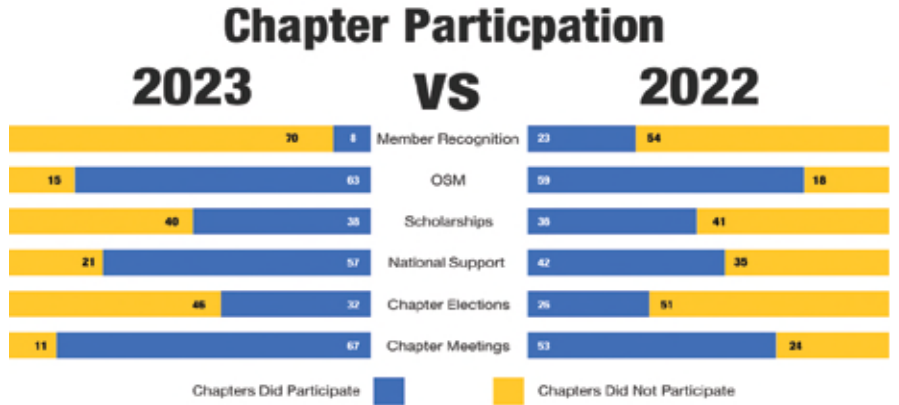
2023 AAAA Chapter Achievements AAAA is Strong and Continues to Grow

AAAA continues to grow with our membership of over 20,878 members. Our organization is strong and is in the best membership and financial status in years.

Those of you that had the opportunity to attend the AAAA 2024 Summit in Denver in April had the opportunity to be part of AAAA experiencing the great Rockies. What a beautiful part of the country. The Summit had over 7,000 registered attendees and 295 industry exhibitor firms attending this great networking event! We also had 35 countries in attendance. At the summit, the association recognized 11 outstanding individuals and units through the National Awards Program and inducted four people into the AAAA Hall of Fame at the AAAA Hall of Fame Induction Banquet. All 77 of our chapters had Chapter members attend the Summit. Our chapters also sponsored 26 Soldiers to attend the event at no cost! Looking forward to our Annual Summit in Nashville, 14-16 May 2025.

Attendance at our Chapter Workshop

Our Chapter workshop continues to get the attention of our Chapter officers. All AAAA chapters were invited to attend the Chapter workshop, with AAAA National providing financial assistance for chapters to attend. We had over 40 Chapter officers in attendance. As in past years, individual Chapter discussions were quite robust and informative. The Chapter workshop focused on how to improve the quality of programs and National Support that our chapters bring to our membership. The sessions



included highlights on Chapter Metrics, Chapter of the Year Selection, National Office Support, Chapter Fiscal Operations, Local and National Award Procedures, Scholarship Procedures, Membership Engagements, and our new TLC Program. Workshop and briefing slides can be found under the Chapter Tab on the AAAA website. Reminder, AAAA funds travel and housing for one Chapter officer to attend. Start planning now. It would be great to see more chapters attending in 2025.

Chapter Highlights

We presently have 77 Active Chapters in 4 categories. Sixty-seven of our chapters were very active, holding a record 347 Chapter events in 2023. 52 of these chapters were able to receive \$42,756 in Chapter refunds to support their chapters. On top of quarterly refunds, the NEG directly funded an additional \$187,831 to support 93 events for 55 chapters. Events have been the driving force to grow chapters with over 65 percent maintaining or growing membership. We continue to recognize our members. Last year 65 chapters submitted 1,143 OSM/Knight/OLL awards. Scholarships still are a big push at the Chapter level, 38 Chapters helped keep our scholarship program alive and well. Their support helped AAAA achieve a record year awarding \$651,000 to 401 scholarship National Awardees.

Top Chapters Recognized

Four of our chapters were recognized at the Summit Soldier Appreciation Concert. Chapters achieving Top Chapter of the Year status for 2023 were the Tennessee Valley Chapter as the Top Super Chapter (over 500 members), the Gold Standard Chapter as the Top Master Chapter (175-499 members), the Prairie Soldier Chapter as the Top Senior Chapter (75-174 members) and the Jersey Chapter as the Top AAAA Chapter (74 members and below). Competition continues to be tight as we look for the best chapters. We have developed more metrics to track the health of the chapter. We also had an excellent response from our chapters reporting on their activities this year, with 69 out of 77 chapters submitting their activity reports. The activity reports and the performance data provided us with the data to choose those chapters deserving of being considered for the 2023 Chapter of the Year award. All Super Chapters were considered, as well as those Master and Senior chapters that had had a minimum of 4 meeting/events, no more than minus 10% membership growth and had scholarship programs, and AAAA chapters that had a minimum of 4 meetings/events, no more than minus 10% membership growth and had either a scholarship or an awards program were nominated as potential 2023 Chapter of the Year candidates. The NEG reviewed

the nominated chapters and final selections were done by the AAAA Awards Board. Chapters are becoming more supportive to our Chapter Membership. Get out there and make your Chapter a 2024 Top Chapter Winner!

2024 Chapter Support and Improvement Focus Areas

AAAA continues to make AAAA the best professional organization to support Army Aviation, Soldiers and Families. This goal takes a lot of leadership and motivated Chapters. As we focus into 2024, AAAA has established four improvement focus areas. The first one is Continued Chapter Growth emphasizing membership expansion and new Chapter activations. The second area is Improved Chapter Meetings which includes enhancing Chapter activities and providing reimbursements and National funding. This includes quarterly Chapter refunds and additional National funding. Third is Recognition. We continue to celebrate Chapter achievements through awards and leadership roles. We recognize the best chapters of the year as well as improving Chapter membership in local/national awards boards and supporting the National Executive Board. Fourth is National Support and Reporting. This area includes a better two-way communication between chapters and the National office. Programs like our annual Chapter workshops, National Executive Group Chapter visits, updated election of office results, yearly Chapter activity and financial reports and better email integration with Chapter members and officers helps us track our success. More AAAA program updates will follow in our monthly newsletters.

Chapter Support

Feel free to contact me if you need help for your Chapter, Executive Board support, would like your Chapter featured in the AAAA magazine or to obtain clarification of National procedures. Also I would like to hear from any members that feel they need their Chapter revitalized or who would like to start a new chapter. The chapters are the backbone of AAAA. If you are not having fun in AAAA then that needs to change. I can be reached at jan.drabczuk@quad-a.org.

LTC (Ret) Jan S. Drabczuk
AAAA VP for Chapter Affairs

AAAA Chapter News

Aviation Center Chapter Recognizes Soldier Achievements



On April 26, 2024 at the Fort Novosel Post Theater, the chapter recognized the USAACE Non-Commissioned Officer Academy Senior Leadership Course Class #24-003 Command Sergeant Major David L. Spears Leadership Awardee. Chapter Vice President of Enlisted Affairs, MSG Michael D. Patrick Jr, presented a chapter Certificate of Achievement and a National sponsored one-year membership to **Sergeant First Class Alexander J. Roth** for his achievements during his professional military education at the Academy. SFC Roth will be returning to Hunter Army Airfield to resume his A/2-3 GSAB Platoon Sergeant duties while striving to make First Sergeant prior to his 17th year of service.



On April 17, at the United States Army Aviation Museum, the Aviation Center Chapter Secretary, LTC William Lewis presented Chapter Certificates of Achievement and a National One-Year membership to the USAACE Instructors of the Quarter for the second quarter of Fiscal Year 2024! (l to r) The Officer Flight Instructor of the Quarter is **CW3 James A. Croft**, 110th Aviation Brigade, the NCO Flight Instructor of the Quarter is **SSG AnQuan D. Bagley**, 110th Aviation Brigade. The Noncommissioned Officer Academic Instructor of the Quarter is SSG Leighn D. Hoover, NCO Academy-Fort Novosel and the Civilian Instructor Pilot of the Quarter is Lynwood T. Saville, 110th Aviation Brigade.

Air Assault Chapter Recognizes Memorial Designer



Mrs. Jennifer Espinoza, wife of LTC Tyler Espinoza (right), was inducted into the Honorable order of Our Lady of Loreto on February 15, 2024 for two decades of service culminating as the commander's wife of 6th Battalion, 101st Aviation Regiment during the loss of two MEDEVAC aircraft and crews. Not only did Mrs. Espinoza provide comfort and guidance to the families within her battalion but was the leading proponent and designer of the Nine Eagles Memorial unveiled on March 28, 2024. Here she is pictured with COL Clint R. Cody (left), commander of the 101st Combat Aviation Brigade and, her husband, LTC Tyler Espinoza, the outgoing commander of 6th Battalion, 101st Aviation



Regiment. The Nine Eagles Memorial was unveiled by COL Clint R. Cody, Commander, 101st Combat Aviation Brigade on Memorial Row, Fort Campbell, Kentucky on March 28, 2024.

ORDER OF ST. MICHAEL INDUCTEES



Aviation Center Chapter

March 16, 2024 saw three chapter members inducted into the Honorable Order
OSMs Continued on next page

OSMs *Continued*

of St. Michael and two into the Honorable Order of Our Lady of Loreto at the Friends of Army Aviation Hangar, Ozark-Blackwell Field, AL. On hand to officiate the inductions was AAAA National Secretary, MG (Ret.) Todd Royar. Pictured, (l to r) are: CW5 Mike Corsaro, Branch Chief Warrant Officer; chapter president, COL (Ret.) Marcus Gengler; **Mrs Marcia Rutland (OLL), CPT (Ret.) James S. Rutland (Silver OSM), LTC (Ret.) John E. "Doc" Holladay (Gold OSM), Mrs. Cindy Holladay (OLL), Walter L. Fricke (Bronze OSM)**, Royar, and MG (Ret.) Lou Hennies.

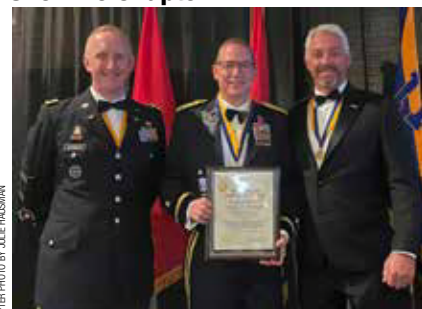
Colonial Virginia Chapter



CHAPTER PHOTO BY TONY S. KOSEJUE

CW5 Javier Gutierrez is inducted into the Silver Honorable Order of St. Michael by COL Tyson J. Hise on March 28, 2024. Gutierrez was recognized for 30 years of service, 24 of which were as an Army Aviator culminating with his assignment as the Senior Warrant Officer in the Technology Applications Office at Joint Base Langel-Eustis, VA. He deployed to combat 28 times for a cumulative 7 years in combat zones, survived two aircraft shoot downs and is a recipient of the Distinguished Flying Cross and 2 Air Medals with V device for Valor.

ShowMe Chapter



CHAPTER PHOTO BY JULIE HAUSMAN

BG Charles D. Hausman is inducted into the Gold Honorable Order of St. Michael by (l to r) LTC Derrick Jennings, AAAA Show-Me Chapter President, and BG (Ret.) Ray Davis, AAAA National Executive Board member and former ARNG Assistant Director for Aviation and Safety, on March 16, 2024, at

the chapter's annual Aviation Ball. Hausman was recognized for his significant and long-lasting contributions to Army Aviation, working tirelessly over his career and most recently as the Deputy Adjutant General for the Missouri National Guard and his current position as Deputy Director of the Civilian Protection Center of Excellence.

Tennessee Valley Chapter



CHAPTER COURTESY PHOTO

COL Jay Maher was inducted into the Silver Honorable Order of St. Michael in Huntsville, AL on April 5, 2024 by chapter president, Gary Nenninger. Maher was recognized for his accomplishments in support of Army Aviation throughout his 27-year career, especially during his most recent assignment as the Apache Helicopter Project Manager. In addition, his years of service as the chapter senior vice president have been nothing short of exceptional. His wife, **Holly Maher**, was inducted into the Honorable Order of Our Lady of Loreto at the same event for her commitment and loyalty to her husband throughout his career and the well-being of the command families as demonstrated by the countless hours she devoted to PM Apache leadership and its people.



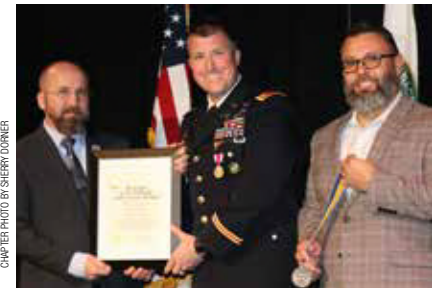
CHAPTER PHOTO BY NELSON E. BALLEW, JR.

COL Tanner Spry is inducted into the Silver Honorable Order of St. Michael by BG Cain Baker, Director, Future Vertical Lift Cross-Functional Team at Redstone Arsenal, AL on March 22, 2024. Spry was recognized for his more than 22 years of service to Army Aviation, including multiple deployments as an AH-64 pilot and culminating with his assignment as the Experimentation Director for the FVL CFT.



CHAPTER COURTESY PHOTO

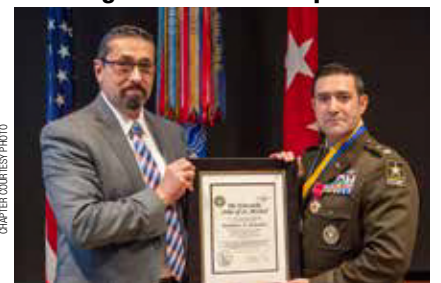
Ms. Misty N. Glover is inducted as a Knight of the Honorable Order of St. Michael by CSM (Ret.) Randy Wise, chapter VP Awards during a change of charter ceremony on March 1, 2024 at Redstone Arsenal, AL. Glover was recognized for her outstanding support of Army Aviation while serving as the product manager for Aviation Rockets and Small Guided Munitions. She will remain at Redstone and serve as the deputy project manager position for the STARE Project Office. Also pictured is Mr. Craig Riedel.



CHAPTER PHOTO BY SHERRY DORNER

LTC Sean J. Quinn is inducted as a Knight of the Honorable Order of St. Michael by CSM (Ret.) Randy Wise (left), chapter VP Awards, and CW3 (Ret.) Rob Seybold, Deputy Product Manager, Air Warrior, on April 12, 2024 in Huntsville, AL. Quinn was recognized for his outstanding oversight while serving as the Product Manager, Missile Warning Systems, of the Common Missile Warning System (CMWS) and Limited Interim Missile Warning System (LIMWS) products while completing the Acquisition Shaping panel process for the Improve Threat Detection System.

Washington Potomac Chapter



CHAPTER COURTESY PHOTO

LTC Matt Paladino was inducted into the Silver Honorable Order of St. Michael by Mr. Dan Curry, AAAA Washington-Potomac

Chapter Vice President for Awards on March 22nd, 2024 at the National Landing Experience Center in Crystal City, VA. Paladino was recognized for his significant and long-lasting contributions to Army Aviation during a distinguished 20 year career most recently serving as the G-2 on the Headquarters Department of the Army ISR Task Force.



CW4 Joshua Winkler is inducted into the Bronze Honorable Order of St. Michael by COL Travis McIntosh (right), HQDA G-8 Aviation Force Development Division Chief, and chapter president, COL (Ret.) Ron Lukow, on March 29th, at Joint Base Myer-Henderson Hall, VA. Presented on behalf of the North Country Chapter, Winkler was recognized for being a pioneer of the Unmanned Aircraft System (UAS) community and his outstanding

accomplishments while assigned to the 10th Mountain Division (Light). He is currently serving as the Headquarters Department of the Army G-8 UAS and Launched Effects Synchronization Staff Officer.



Former **Capt. Richard "Dick" A. Nelms** was inducted as a Knight of the Order of Saint Michael by BG David Doran, Assistant Director, Army National Guard for Aviation, Intelligence and Information on March 3rd, 2024 at Joint Base Lewis-McChord, WA. Nelms distinguished himself as a B-17 Pilot in the 447th Bomb Group, 8th Air Force, based in Rattlesden, England, during World War II where he flew 35 missions over Germany and Nazi-occupied Europe between

May 13th and September 8th, 1944 at just 21 years of age sustaining battle damage on 25 of his 35 missions flown, always accomplished the mission. Capt Nelms has been an avid volunteer and popular WWII history storyteller and B-17 guide at the Museum of Flight in Seattle, WA.

UPCOMING AAAA EVENTS

JULY 2024

- 1 Submission Deadline – ASE, AMSO, Avionics, and Donald F. Luce Depot Maintenance Artisan 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

AUGUST 2024

- 1 Award Submission Deadline – Logistics Support Technician and Unit of the Year; Materiel Readiness Awards; Fixed Wing Unit of the Year; UAS Soldier, Technician and Unit of the Year
- 7-10 EANGUS 51st Annual Conference, Little Rock, AR
- 18-20 NGAUS 144th General Conference, Reno, NV

SEPTEMBER 2024

- 1 Award Submission Deadline – Air/Sea Rescue; ATC Controller, Maintenance Technician, Manager, Facility, and Unit of the Year; DUSTOFF Flight Medic, Medicine, and Trainer of the Year awards
- 16-17 AAAA Army Aviation Survivability Forum (AASF) Huntsville, AL
- 22 National Aviation Hall of Fame Enshrinement, Washington, DC
- 28-29 Unmanned Aircraft Systems West, San Diego, CA



★ ★ ★

**THANK YOU
TABLE
SPONSORS**

2024 Army Aviation
Mission Solutions Summit

PLATINUM	GOLD	SILVER
		
		
		
		
		
		
		
		



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT



AAAA Membership Update By CW4 (Ret.) Becki Chambers

Thank you to David Weller, President of the Lindbergh Chapter, for submitting this month's membership article:

The Membership Corner

This month we are featuring Jaros C. Rickmeyer, called Jay by all those who know him. Jay's often been heard saying that "Aviation has always been my life" and that clearly has been how he has lived his life and his career.

Jay graduated from St. Louis University in 1960 with a degree in Aeronautical maintenance Engineering. The next day he began his career as a civilian aeronautical engineer at the Army Aviation Command, then central headquarters (St. Louis), for managing all the Army's Aviation programs. His initial responsibilities included monitoring quality control on the remanufacture of the CH-37A to B configuration.

This was followed an assignment to the CH-54 development and fielding program. This effort was being conducted at Sikorsky Aircraft, and during many frequent trips he had the opportunity to meet Igor Sikorsky, the Army flight crews, and senior Army leadership. After this first year experience, it became obvious to Jay that an additional way of keeping up to date on peripheral happenings across the military/industrial Aviation spectrum was necessary. Accordingly, he joined AAAA in 1961 and became an early member of the Lindbergh Chapter which had been established in August of 1960.

That membership in AAAA opened a two-way street for a variety of updated information from local and national AAAA meetings, the monthly AAAA magazines, and new associates, along with other resources. His subsequent 40 years of assignments included trips to seven foreign countries



Jay and Marilyn Rickmeyer

RIKMEYER PERSONAL PHOTO

and most US states to trouble shoot field technical and logistical issues, assist in crash investigations, participate in defining and executing twelve different new and upgraded aircraft designs, and foreign military sales coordination.

Jay and Marilyn Rickmeyer have been married since August 27, 1960. They have 8 children, 16 grandchildren, and 1 great-grandchild.

Even after his retirement, Jay still is proud to say that he still enjoys the incredible benefits from AAAA membership that are available to both employed and retired members. Jay said: "I have received both my 20 year and 40 year pins from AAAA along with the Silver Order of Saint Michael Award. My oldest son followed in my footsteps as an AAAA member and is now retired from the Army Aviation and Missile Command."

"The AAAA means so much to me and my family. I am a Life Member of AAAA and actively support the Lindbergh Chapter activities and the AAAA Scholarship Foundation. It is important that the resources that AAAA has continue to be available for our follow-on Army Aviation generations."

If you feel there is an outstanding member of our Army Aviation community you believe should be highlighted in the Membership Corner, please send me an email: beckichambers@quad-a.org

Recruit 5 People to Join AAAA Today!



You'll become an **AAAA ACE** and earn an **Amazon Gift Card!**

TOP MONTHLY RECRUITER WINS \$100!

Questions? Contact - membership@quad-a.org - quad-a.org

CW4 Becki Chambers
AAAA Vice President for Membership



**New
AAAA Life
Members**

Arizona Chapter
CW3 Darrell Lawrence Butlett
Aviation Center Chapter
CW5 Wendall A. Condon, Ret.
Big Sky Chapter
WO1 Kennyth Erickson
CW5 Julie Vacura
Colonial Virginia Chapter
Mr. Wilbert Early
Embry Riddle Eagle Chapter
MAJ Solomon Eric Bannister
High Desert Chapter
CPT Ryan Mote
Jimmy Doolittle Chapter
LTC Johnny Brown
Mount Rainier Chapter
CW2 Gary Kissling
LTC Juan Nieves
Narragansett Bay Chapter
CW3 Rachel Giblin
North Star Chapter
MAJ Justin Archer
CW5 Gregory Dahn
North Texas Chapter
COL Gary L. Cunningham, Ret.
Pikes Peak Chapter
CPT Morgan Wood
Southern California Chapter
Mr. Brian Long
Tennessee Valley Chapter
CW3 Henry M. Labiche, III Ret.
Mr. Roy J. Longino
Mr. Hung Nguyen
Utah Chapter
Mr. Steven Westenskow
CW3 Todd Young
Volunteer Chapter
MAJ Bill Welsh, Ret.
Washington-Potomac Chapter
CDT Liam T. Ohle
CW4 Thomas Wade
Yellowhammer Chapter
Ms. Lindsay Errico
COL Anthony S. Laier

**New AAAA
Members**

Air Assault Chapter
WO1 Crystal Baker
SSG Shawn E. Cecil
Mr. Douglas Cook
Mrs. Sabrina Kools
CW3 Logan Allie Logan Allie
Mr. Dale Lott
CW2 Joshua A. Palowitch
MSG Mitch Peddicord
SPC Clinton Tamplen
SPC Corey Walker
Aloha Chapter
WO1 Lawrence W. Pinter
CW5 Isaac Sauer
CPT Christ Theriot
1SG Brandon Wilson
Arizona Chapter
Mr. Ryan Bolin
Mr. Pat Carragher
Mr. Miguel Cuesta
1LT Andrew Diello
PFC Estella Lerae Elliot
PV2 Johnathon D. Hernandez
Mr. Jeff Igo
Mr. Bob Loftus
Mr. James Martin
Ms. Kim McClellan
Mr. Michael McNulty
Mr. Jordan Smith
Mr. Kyle Snowberger

CDT David Sorrento
Aviation Center Chapter
WO1 Matthew G. Alexander
Mr. Franklin Allen
CPT Abdulaziz A. Alsalem
WO1 Brian S. Alvarez
WO1 Kristin M. Anderson
2LT Zachary M. Angell
WO1 Steven O. Ariola
2LT Jace R. Baer
SSG AnQuan D. Bagley
WO1 Shawn L. Ballard
WO1 Jo O. Banter
WO1 Gage T. Barton
SFC John Bell
WO1 Corbin M. Black
WO1 Joshua A. Blackmon
2LT Michael E. Blumthal
WO1 Jeremy Borden
2LT Dawson L. Brackett
1LT Lance P. Brewer
2LT Benjamin D. Brodt
WO1 Matthew R. Brooks
2LT Floyd W. Buchanan
WO1 Mark A. Cabey
WO1 Irwin A. Castillo
WO1 Ronnie G. Castro
WO1 Tevin R. Cephus
2LT Noah B. Cetnar
WO1 Michael G. Chiasson
2LT Ross B. Chumbley
WO1 Christopher R. Clarkson
WO1 Caleb J. Clovatre
WO1 Thomas A. Coffin
WO1 Jonah D. Coleman
2LT Joseph W. Collins
1LT Michael O. Collins
1LT Ryan P. Companion
CW5 Wendall A. Condon, Ret.
2LT Evan T. Conley
WO1 Jacob P. Corazza
WO1 Hunter L. Corbin
WO1 Jarrod H. Cordes
WO1 Aimee R. Creamer
CW3 James A. Croft
2LT Jacob W. Cronk
WO1 Rogelio S. Cruz
2LT Brendan A. Cullura
WO1 Zachary Cunha
2LT Liam P. Delahunty
WO1 Grant M. DeMello
2LT Avadhish Dewal
WO1 Mamadou B. Diallo
1SG Jon W. Fagan
WO1 Rolando A. Fernandez
2LT Claudia I. Flores
WO1 Spencer M. Fowler
1LT Robert H. Fudge
2LT North W. Gaines
WO1 Anthony A. Ganger
Mrs. Linda Gentyzel
2LT Tucker R. Gilbert
WO1 Phillip L. Gile
WO1 Steven A. Gonzales
2LT Edward W. Goss
WO1 Mason A. Granke
1LT Tim Groeters
SFC Vertin Guilfoil
WO1 Trystin L. Hall
WO1 Hunter D. Haskin
2LT Logan T. Hegeelty
WO1 Jalen T. Heggs
2LT Christian M. Hess
WO1 Theodore C. Hinkle
WO1 Nicholas A. Hooper
SSG Leigh D. Hoover
1LT Kristina M. Hughes
WO1 Cameron S. Hutchison
WO1 Seok Gryu Hwang
WO1 Brian K. Igarashi
2LT Jack H. Island
WO1 Andrew S. Jeanes

1LT James R. Johnson
WO1 Joseph W. Johnson
WO1 Kyle E. Johnson
2LT Benjamin D. Jones
2LT Joshua B. Jones
WO1 Nicholas K. Jordan
WO1 Jesse E. Kapugi
2LT Jacob W. Karrasch
1LT Joseph W. Kellogg
WO1 Trevor R. Kennedy
WO1 Tyler A. Kessler
1LT Robert A. Kiessling
2LT Garrett T. Klinger
WO1 Brandon S. Lansing
2LT Jack C. Leipertz
WO1 Zane W. Leonard
2LT Rebecca M. Lewis
2LT Kerrie J. Lorenz
2LT Anthony J. Macko
WO1 Holden Majors
WO1 Carson Chase W. Marlowe
CW4 Aaron Marsh, Ret.
WO1 Diego A. Martinez
WO1 Salvador A. Martinez
WO1 James A. Martino
WO1 Fritz McHerron
WO1 Scott E. McVicker
WO1 Ramon J. Melero
WO1 Nathan P. Merrill
WO1 Wesley Q. Meyer
WO1 Jerome F. Middleton
2LT Tyler E. Moravec
WO1 Elijah C. Morris
2LT Wyatt Netting
1LT Lucas Neumann
WO1 Dylan C. Nguyen
CW3 Chadd Oswait, Ret.
WO1 Mack L. Patton III.
WO1 Garrett B. Paulson
WO1 Mark M. Pearce
MAJ Tyler Peck
WO1 Zachary L. Pennington
WO1 Thomas W. Petrowoht
2LT Addie V. Platz
2LT Elizabeth K. Pikal
2LT Josephine P. Pionk
WO1 Eric J. Powell
WO1 Jacob W. Preisler
WO1 Mateusz Prusaczyk
WO1 Gabriel S. Quinto
2LT John P. Quiroz
2LT Allyson M. Reavis
WO1 Jacob B. Reid
2LT Finn L. Rooou
WO1 Kody J. Ruano
2LT Marcus D. Russell
2LT Thomas J. Schenk
2LT Charles P. Scott
2LT Tyler J. Singletary
CSM Otis Smith, Ret.
WO1 Cameron M. Smyer
WO1 Joseph D. Snipes
WO1 Andi Sosu
Mrs. Aida Stallings
2LT Stephen A. Steinbach Jr.
2LT Aaron J. Stephens
WO1 Zachary Swenson
2LT Shelby R. Sykes
WO1 Sergio S. Tadique
2LT Brandon T. Tao
WO1 Luke M. Toups
WO1 Eric N. Troyer
CW2 Clark C. Urban, III
2LT Robert H. Wagenseller
2LT Logan T. Wahl
WO1 Devon Y. Walker
CW4 Christopher Webb
WO1 Terrell J. Whited
WO1 John P. Whiting
2LT William C. Wickham
2LT Sean J. Wilkerson
WO1 Connor M. Williams

2LT Samuel G. Williamson
WO1 Alex J. Wilson
2LT Corey M. Witter
2LT Matt R. Worden
2LT Joshua M. Wright
WO1 Samuel R. Wunder
2LT Mark D. Wylie
CPT Henry S. Zacharias
WO1 Chad R. Zielinski
Badger Chapter
Mr. Drew Alderman
PV2 Aiden Michael Brimm
Mr. Jeff Hopkins
Battle Born Chapter
LTC Dillon Sauer
Mr. Moises Valle
Bayou Chapter
CW2 Caleb Huff
CW2 Luis A. Sologaitoa, Ret.
Big Sky Chapter
SGT Kody Brown
WO1 Kennyth Erickson
PFC Broden Giuseppe Romano
Bluegrass Chapter
Mr. Kevin Beamish
Mr. Kevin Crawford
Ms. Nicole D'Elia
Mr. Rich Feehan
Mr. Jeff Gray
Mrs. Meghan Jump
PFC Ernest Parker Kissick
Mr. Bud Parker
CW5 Phillip Rogers
Mr. Lou Terhar
Ms. Kristen Wells
Central Florida Chapter
CW4 Doughton Bare
Ms. Tiffany Branin
Ms. Jackie Bushway
Mr. David Coe
Mr. Abdelhamid Elkheir
LTC John Intile, Ret.
Mr. Daniel Jacobs
Mr. John Knott
LTC Peter Martin
Mr. James Oliver
AB Raphael Pecoraro
Colonial Virginia Chapter
PV2 Jarrod Odell Bligen
SSG shanell chablal
SSG Rahn James Clements
WO1 Michael Hamilton Dunn
Mr. Wilbert Early
Mr. Paul Kelly
Mr. Cedric William Lipsey
SFC Curtis Parker
1SG Damian Phillip
SSG Samuel Smith
SSG Adrian Thenstead
Dr. Russell Thompson
Connecticut Chapter
Mr. Albert Pasquale Altieri
Mr. Dillon Bice
Mr. Andrew Corum
Mrs. Keri Cueff
Mrs. Jennifer Curtin
Mr. Maksim Dobrushkin
Mr. Jeff Euen
Mr. Cody Ferreira
Mr. Daniel Gabaldon
Mr. Stephen Green
Mr. John Hampford
Mr. Mark Lovallo
Mr. Kevin McCue
Mr. Mike Scotto
CAPT Daniel C. Short
Mr. Angelo Simonelli
Ms. Kristin Stach
Mr. James Wandishion
Corpus Christi Chapter
MSGT Juan Hernandez
Cowboy Chapter

Mr. John Mathews
Delaware Valley Chapter
Mr. Jason L. Adams
Mr. Charley Carl Barrett, Jr.
Ms. Kristin Bowe
Mr. Ryan Bowe
Mr. Howard W. Burke
Mr. Kevin D. Carlson
Mr. Jad Carson
Mr. Gene Dalporto
Mr. Chris Emsley
Mr. Peter Flecknoe
Mr. John Forti
Mr. Ron A. Fox
Mr. Dwaine A. Fritz
Mr. Joseph Giumento
Mr. Joseph W. Grande
Mr. Andrew M. Guaraldo
Mr. Stephen Halper
PV2 Donovan E. James Hardy
Mr. Don Hicks
Mr. Steve Higgins
Mr. Ethan Hunter
Mr. Matt Illum
Mrs. Wendi Jacobs
Mr. Joe Kaufman
Mr. Edward F. Lau
Mr. Mark W. Marzario
Mr. Joe Meehan
Mr. Michael Mikoscewski
Mr. Allen D. Moak
Mr. Ryan Olivo
Mr. Chris Purfield
Mr. Mike Quake
Mr. Matt Quinn
Mr. Tom Rauh
Mr. Lawrence J. Reiner
Mr. Julian Richmond
Mr. William G. Ripley, III
Mr. Mark Robert
Mr. Thomas A. Siano
Mr. Eric D. Soring
Mr. Roger Stewart
Mr. Joe Toriello
Mr. Joseph A. Toriello, Jr.
Mr. Brian Van Scoy
Mr. Ben Vogt
Mr. John T. Watmuff
Mr. Joseph Widecan
Mr. Jason M. Wrigley
Mr. John P. Zoccola
Desert Oasis Chapter
SFC Lance Kevin Barcelona
SGM Michael E. Behnkendorf
MAJ Billy Betts
SFC justin clevensline
Mr. Nathan Foust
SFC Charles Gammons
Mr. Blake Johnson
SPC Justin Ruth
Mr. Joshua L. Schaner
LTC Roberto Solorzano
Mr. JD Ziarkowski
Embry Riddle Eagle Chapter
MAJ Solomon Eric Bannister
Empire Chapter
Mr. Peter Burke
Mr. Robert Daminski
Flint Hills Chapter
COL Chad P. Corrigan
SSG Adan Gonzalez
1SG Zachary A. Haxton
SFC Ashlar Olson
CPT Russ Purewal
1SG Matthew Ross Smith
Flying Gator Chapter
Prof. Rod Boghosian
Mr. Mark Copeland
LCDR Jeffrey Scott, Ret.
PFC Kiara Alexis Tolbert

Continued on next page



New AAAA Members

Continued

Free Dominion Chapter
 CW3 Vernon Crumpler, Ret.
 Mr. Eric Jermain Dees
 SPC Terry Lewis
 SGT Kyle Manes
 SPC Malik Mayo
 CW2 William von Hemert
Frontier Army Chapter
 CPT Shane Mann
 Mr. Tad McMahon
 Mr. Christian Vila
Gold Standard Chapter
 Mr. Christopher M. Culp
 PFC Samuel Earl Rivera
 MSG Joseph Stringer
 Mrs. Leigh Anne Stringer
 CW4 Stuart Swanson, Ret.
Great Lakes Chapter
 PV2 Jesse David Kaminski
 Mr. Kyle Nakamoto
 PV2 David Morgan Petlick
 PV2 Ryan Charles Smith
Greater Atlanta Chapter
 Mr. Drew Coffy
 PFC Coleton Michael Daniel
 Mr. Ehsan Salehi
Green Mountain Boys Chapter
 Mr. Danny Kato
Griffin Chapter
 CW3 DeBrandon Perryman
 LTC John Robichaux
Grizzly Chapter
 SSG Cortez D. Cliatt
 WO1 Juan Quintanilla
High Desert Chapter
 CW2 David Mills
 CPT Ryan Mote
Idaho Snake River Chapter
 CPT Lucas Glauser
 Mr. Matthew King
 PV2 Daniel Alan McClymonds
 PFC Curtis Tucker Mecham
Iowa Chapter
 Mr. Roy Ely
 Mr. Joseph Graf
Iron Mike Chapter
 PFC Marcus Alan Alexander
 CW2 James Barrett
 WO1 Ashley R. Burkhart
 WO1 Michael Coates
 CW2 Albert Cruz
 Ms. Dana Danielson
 CW2 Garrett Wayne Laird
 WO1 Darin Linder
 CPT Samantha McNicholas
 MAJ Marshall Titch
 Mrs. Haley Watson
Jack H. Dibrell/Alamo Chapter
 SSG Mark Guillory
Jimmy Doolittle Chapter
 LTC Johnny Brown
 PFC Anthony Hook
Keystone Chapter
 Mr. Stephen C. Bowe
 SFC Terry Brown
 Mr. Mason Carter
 SFC Cara Potts-Jones
 WO1 Stephen Ross
 PV2 Peter Daniel Wenzel
 Mr. Ken Wetzel
Lindbergh Chapter
 Mr. Paul E. Griffin
Live Free or Die Chapter
 SSG Joel Coelho
Lonestar Chapter
 Mr. Hunter Fields

MacArthur Chapter
 Mr. Benjamin Ambrose
 Mr. Dan DeLaiarro
 PFC Samuel Peter Feiner
 Mr. Sal Ferraro
 MAJ Ricky Gianotti, Ret.
 LTC Bethany Green
 SFC Robert Grossman
 Mr. Eduardo Laris
 Mr. Dario Peragallo
 Mr. Craig Skerkis
Mid-Atlantic Chapter
 Mr. JB Bennett
 Mr. Nathan Fisher
 PV2 Javier Fornes
 Mr. Jeff Grobelny
 2LT Vincent M. Hernandez
 PFC Jose A. Negrón Nevarez
 LT Ricardo Onofre
 Mr. Rodney Rhoades
 Ms. Clara Skehan
 PFC Dylan Andrew Stavenas
 CW4 Benjamin Vehslage
Minuteman Chapter
 Mr. Ari Buchman
 Mr. Jay Catelli
 Ms. Regina Hammond
 WO1 Brandon L. Jackson
 Mr. Thomas Marie
 Dr. Trung Nguyen
 Mr. Nate Young
Morning Calm Chapter
 WO1 Daniel H. Acosta
 Mr. Jacob Belcher
 1LT Brendan Jennings Bryan
 SGT Mario M. Contreras
 CW2 Peter Davidovitch
 WO1 Kery H. Elliott
 MAJ Jorge L. Figueroa
 WO1 Sung Woo Kim
 CSM James F. Lowery
 CPT Kristin Y. McDaniel
 CW2 Kenneth D. Ortiz
 MAJ Dorothy Reid
 WO1 Tyler H. Vaughn
 CW3 Daniel Wesp
Mount Rainier Chapter
 CPT Rachel E. Bridwell
 SFC Jason Brown
 Mr. Jake Bruns
 MSG David G. Crews
 WO1 Nicholas A. Ertel
 PFC Jordyn Nicole Grendahl
 COL Raed Gyekis, Ret.
 SFC Andrew Hall
 PFC Qiu Haodong
 SGT Shelby M. Hinkens
 CW2 Gary Kissling
 Mr. Tyler Kleinsasser
 CW5 Ryan LoFranco
 Mr. Scott McClung
 CPT Larissa O'Donoghue
 LTC Eric V. Trivette
 Mr. Robert Weaver
 Mr. Eric Yates
North Country Chapter
 SGT Emmanuel Rosario-Calderón
 PFC Cameron Romero Torres
North Star Chapter
 CW5 Gregory Dahn
 CW4 Lloyd Enos, Ret.
 PV2 Luis A. Lazcano Martinez
 Mr. Davis Plaut
 SGM nathan schussler
North Texas Chapter
 Mr. Ramon Berbers
 PV2 Anthony Rudy Castaneda
 Mr. Charles E. Corwin
 Ms. Rebecca M. Garner
 SPC Braden Hensley
 SGT Steve Hepner

Mr. Brian Johns
 Ms. Cherrice Mason
 SGT Logan Nelms
 PFC Trevor Wayne King O'neal
 Mr. Kevin Pichon
 Mr. Jay Schmidgall
 Mr. George A. Tischler
 CW3 Joseph Villanueva
 SSgt Darrin Wagoner, Ret.
Northern Lights Chapter
 1SG Pablo Alvarez Bolivar
 Dr. Frances Burke
 SFC Elizabeth Cooper
 MAJ Bryant Knef
 1SG Curtis Seegars
Old Tucson Chapter
 Mr. Joshua Clinkingbeard
 PV2 Kristopher Cody Welker
Oregon Trail Chapter
 CW3 Shane Broome
 CW2 Mychal Denney
 PV2 Wyatt Joseph Lawson
 CPT Curtis Lloyd
 Mrs. Rachel McKay
 Mrs. Alexis McRobert
 SFC David Owen, Ret.
 CW3 Gregory West
 Mr. Mark Zimmerman
Phantom Corps Chapter
 CPT Joshua M. Cole
 CW5 Justin Crow
 Mr. Nicholas Hannes
 WO1 Allan J. Miller
 CW4 william myers
 CSM Michael Robinson
 Mr. Joshua San Nicolas
 CW3 Jory Stauffer
 1SG Robert Thibault
Pikes Peak Chapter
 SPC Markus Abeyta
 SGT Tyler Alexander
 Mr. Guillermo Anaya-Esquer
 CW4 Michael Antinora
 Mr. Andrew Antonio
 SSG Brian C. Arell
 SSG Jeremiah Arvidson
 Mr. Theodore Barber
 Ms. Andrea Barnes
 SPC Andrew Beilby
 WO1 Meagan Belen
 PV2 Alejandro Beltran
 SGT Joseph Beyer
 CPT Charles A. Bormann
 CPT Brent Bremer
 Mr. Nathan Brown
 CW2 Kyle Buckley
 SSG Igor Burliai
 Mr. Matt Christensen
 CW3 Wes Cooper
 CW3 Steven DeCeilio
 Mr. Michael J. DeMuth
 Mr. John C. Devlin
 Mr. Constantin Diehl
 Ms. Jennifer Dietrich
 COL Michael Dixon, Ret.
 Mr. Don Dowling
 MAJ Kaitlin Dwyer
 MAJ Sean Dwyer
 Mr. Paul Eberhardt
 1LT Riley Eck
 Ms. Maureen Elmaleh
 WO1 Brian Garcia-Velilla
 Dr. Slade Gardner
 Ms. Katherine Gizzi
 1LT Bianca Greer
 CW2 John Guidry
 Mr. Daniel Gurule
 CPT Brendan Hagens
 CW2 Justin Hanks
 Mr. Erik Hansen
 LTC Dennis Harding, Jr.

Mr. Jake Harding
 1LT Aaron Hill
 SFC Christopher Hilton
 Mr. Joseph Hughes
 SPC Kristoffer Hunter
 Mr. Andrew Jochems
 Mr. Tom Jones
 SSG Ashadu Katende
 SSgt Michael Kavanaugh, Ret.
 Ms. Bridget Kiely
 Ms. Rosemary Kramer
 Mr. Cornelius W. Kugler
 Ms. Hilary Kuhl
 MAJ Joseph Lanham
 1SG John Lee, Ret.
 CW3 Matthew LeVart
 Mr. Chris Lloyd
 Mr. Jonathon Marrero
 Ms. Sara Martinez
 WO1 Lucas Mason
 SFC Thomas Mason
 SGM Creed McCaslin, Ret.
 CW4 Chad McGrath
 Mr. William McKinnell
 Mr. Lance Medina
 Mr. Evan Megura
 SPC Gabriel Miera
 CW4 Daniel Millington
 MAJ Muriel Missler
 Dr. Anton Moldovan
 Mr. Jake Monty
 Mr. Dan Moultrie
 Mr. Tony Mueller
 SPC Michael Nunez
 Mrs. Nallely Nunez
 1SG Jeff Oddo
 Ms. jessica Olsen
 CW2 John Orban
 Mr. Jeff Page
 Mr. Dean Paschen
 CW3 Rick Peevy
 1SG John G. Raker
 WO1 Johnathon Rickman
 SPC Landon Rogers
 CPT Rebecca Roudbari
 SrA William Ryan
 SFC Jeremy Sanders
 SGT Bradley Schwartzengraber
 Mr. Anthony Scotti
 Mr. George Shen
 Mr. Matthew Sloan
 CW3 Ben Stocker
 Mrs. Lyssa Surface
 PFC Muhammad Tariq
 Mr. Jeff Thompson
 Mr. Kenith Thompson
 1SG Jeremy Tomalewski
 CW2 Spencer Vass
 SGT Bailey Walker
 Mr. Thomas Weber
 Mr. Chris Wells
 CW3 Greg White
 SPC Caleb Williams
 SFC Mark Williams
 Mr. Zach Willingham
 CPT Morgan Wood
 Mr. R. Glenn Woodward
Prairie Soldier Chapter
 WO1 Richard M. Hiatt
 Mr. Christopher Moore
 WO1 Matilda M. Saunders-Welch
 2LT Hillary K. Schlecht
Ragin' Cajun Chapter
 CPT Bryan Buttry
 SSG Christopher L. Korthals
 Dr. Sayantan Nath
Rio Grande Chapter
 CPT Parker David Brinson
 CW4 Stephen Davis
 CW2 Damian Kelly
 Mr. Ronald L. McCrae

Rising Sun Chapter
 SFC Antoine Collins
 SSG Michael Karpstein
Savannah Chapter
 MAJ Julian Harden
 SPC Jacob A. Leath
 CPT Nicholas Tyler
ShowMe Chapter
 PFC Arthur Hylton Erb
 PFC John Michael Finch
Southern California Chapter
 Mr. Josh Adams
 PV2 Ian Bell
 1LT Thomas Blye
 Mr. Fred Bonyadian
 Mr. Mark Borton
 Dr. Richard Bramlette
 Mr. Slim Chaabane
 Mr. Matthew Farides
 Mr. Cole Fisher
 Mr. Yuta Goto
 Mrs. Vania Guerrero
 SPC Robert Hartman
 SFC Boleena Ing
 Mr. Abdul Kashif
 Mr. Brandon Kramer
 Mr. Brian Long
 COL Samir Mustafa, Ret.
 Mr. Nilesch Patel
 PFC Reiner Claravall Pattawi
 PV2 Joseph E. Polanco
 Mr. Jack Rajcic
 Mr. Hasan Ramlaoui
 Mr. Christopher Sevier
 Mrs. Sheri Sletten
 Dr. Takashi Yuito
 Mr. David Zolnekoff
Tarheel Chapter
 1SG Charles Fitzpatrick
 1SG Dustin Moore
 SPC Madyson Lee Quinn
Tennessee Valley Chapter
 Mr. Justin Allred
 Mr. Corey Averitt
 PFC Nathan Daniel Beard
 Mr. Jonathan R. Brown
 Mr. Chase Coomes
 Mr. Dustin DeFee
 Mr. Dwayne Dunn
 Mrs. Rebecca Guerin
 Mr. Justin Harrison
 Ms. Sarah Huskey
 Mr. Brian Jones
 Mr. Adam Kennamer
 Mr. Phillip Mengden
 Mr. HUNG NGUYEN
 Mr. Valentine Nwachukwu
 LTC Sean Quinn
 LTC Daniel Robinson, Ret.
 LTC Jason Ross, Ret.
 Mr. Brandon Russell
 LTC James M. Sprayberry, Ret.
 Mr. Dan Stokes
 CW3 Nick Sue, Ret.
 Ms. Sabrina Veale
 SPC Daniel Wallace
 Mr. Lindell Whaley
 Mr. Brian Wood
Thunder Mountain Chapter
 SSG Dorian Espinoza
 Mr. Albert Lamas
 Mr. Jewel Lee
 Mr. Christopher Nakanishi
 SGT Madison Ochoa
 SSG Yaned Ochoa
 SFC Tiffany Rodriguez
 SFC Adan Torres
Thunderbird Chapter
 PFC Ty Austin Herrin
 Ms. Mayra Lockhart



Mr. Jean-Noel Neveu
 Mr. Burl Nicholson
 Mr. Jack Stuntz
Utah Chapter
 Mr. Steven Andersen
 SGT Antonio Drouet
 Mr. Robert French
 CW4 Steven Maddux, Ret.
 SPC Carson Peter Malen
 WO1 Aaron Malone
 Ms. Chelsea Ricards
 SPC Curtis Steineckert
 Mr. Steven Westenskow
 CW3 Todd Young
 Ms. Amanda Zundel
Volunteer Chapter
 Mr. Daniel Bilby
 Mrs. Courtney Conklin
 PV2 Ethan William Norris
 CW4 Matthew Stephenson
Voodoo Chapter
 Mr. Edward Hunter
 1LT Daniel Rieger
Washington-Potomac Chapter
 MSG Antonio Acevedo
 Mr. Kevin Aikens
 Mr. Steve Allred
 Mr. Trip Braund
 SGT Bonnie Cairns
 LTC James Cassella, Ret.
 Mr. James Cerulli
 PV2 Dadakhon Choriyeu
 CSM David Clark, Ret.
 COL William DePue, Ret.
 Mr. Stephen Elliott
 Mr. Nathan Fiala
 Mr. Julio Flores
 Ms. Stephanie Fowler
 Mr. Daniel Gallagher
 Mr. John Gibson
 Mr. Justin E. Hackworth
 CW5 Wayland Hamlin
 Mr. Ryan Hutchison
 Mr. Gabriel Jaggi
 1SG Jesse Lujan
 Mrs. Olivia Lynch
 CW4 Michael Mauro
 Mr. Pat Mcgovern
 SSG Pablo (Paul) Naupari
 Ms. Micaela Ocampo
 LTG David Ohle, Ret.
 CDT Liam T. Ohle
 Mr. Robert Pavlak
 Ms. Sandra Perez
 Dr. Andrew Schneider
 Ms. Rakhi Shah
 SSG Rob Slippey
 Mr. Ryan Virgens
 CW4 Thomas Wade
 Mrs. Heather Walrath
 Dr. Matthew Wentzel
 Mr. David West
 SFC Edward Yorgey
 2LT Patrick M. Zaleski
Winged Warriors Chapter
 CW3 Zachary Jenkins
Wright Brothers Chapter
 Mr. Ahmed Alwadie
 PV2 Brennen Marcus Fellers
 Mr. Peter Hilty
 Mr. Thomas Hughes
 Mr. James Kurzawa
 Mr. Khaled Shaleizi
 PFC Hayden Daniel Shriver
 Mr. Mark Vitale
 Ms. Molly Walton
 PV2 Corbin Bai Zhong Wise
 Mr. Eric Wolff
 PFC Mandy Wu
 Mr. Alex Zaddell



Your contributions provide hope, opportunities, and future success!

 **LEARN MORE AT**
WWW.QUAD-A.ORG/SCHOLARSHIP



AAAA SCHOLARSHIP FOUNDATION, INC.

Yellowhammer Chapter

Ms. Lindsay Errico
Zia Chapter
 CW3 Mark Edens
 Mr. Anthony Trujillo
No Chapter Affiliation
 Mr. Joseph Alden
 PFC Laura M. A. Arroyo
 Mr. Mohamed Attia
 Ms. Carolyn Bailey
 Ms. Kristen Beadle
 Mr. Russ Bickell
 Mr. Howard B. Bochiardy
 Mr. Gordon Boggie
 Mr. Brian Brown
 Mr. Mike Byrne
 Mr. Geoff Camp
 Mr. Kevin Campbell
 PV2 Kyle Evan Carleton
 Mr. Bobby Carpenter
 CW4 Kyle Caspersen
 SFC Cody Cates
 Ms. Taylor Clark
 SGT Parenza M. Claybrook
 Mr. John Conkle
 Mr. Braden Cooper
 TSgt Vincent Cortez
 Mr. Hakan Cosansu
 Mr. Quint de Groot
 CSM Carlos Diaz
 Ms. Julia Elbert
 Mr. Robert Ellis
 Mr. Thomas Equels
 Ms. Leticia Esnayra
 Mr. Jared Ethier
 PFC James Pearson Fazekas
 Mr. Eric Felix
 Ms. Chantel Friedrich
 Mr. Tom Fries
 SGT Andrew German
 SSG Robert A. Groenings
 Mr. Graham Gunn
 Mr. Thomas Guyer
 SSG Russell Hagar
 Mr. Douglas Hales
 Ms. Tori Hamby
 Ms. Heather Harke
 Mr. Kevin Horan

Mr. Clyde Hubbard
 Mr. Russell Humphreys
 BG George Irvin
 Mr. Jim Ison
 MAJ Michael Jansen
 Mr. Frank Johnson
 CW4 Robert Jones, Ret.
 WO1 Jeehyun Jung
 Mr. Thomas Kerby
 Mr. Fraser Kitchell
 Mr. Mike Knowles
 Mr. Alex Koenig
 Mr. Joseph Kovacs
 COL Krzysztof Kwiatkowski
 CW2 Gabriel LaChance
 WO1 James A. Lam
 2LT Albert Lapiejko
 Mr. Adam Leathers
 Ms. Mary Linhart
 PFC John-Glenn Lovett
 Ms. Yvette Lutze
 CW3 Nicole A. Mahon
 CW3 Zachary Mako
 SFC Christopher M. Malone
 CPT Jaime Marin
 PV2 Anthony C. Mazzucco
 Mr. Kevin McNamara
 CW3 Matthew Miles
 PFC Michael Mitchell
 LtCol Jose Manuel Molina
 PV2 Brendan Mosbaugh
 Ms. Sumiyabanu Motala
 Mr. Joe Mueller
 Mr. Tom Murphy
 Mr. Jonathan Orgel
 Miss Keara Park
 Ms. Storme Patterson
 Mr. Ryan Perkins
 COL Joseph Perovich
 Mr. Jeff Peterson
 PFC Shea Peter Phaneuf
 Mr. Craig Powell
 SPC Benjamin Powers
 WO1 Taylor James Pruss
 PFC Javier Echeverria Quiros
 SPC Justin M. Raver
 CAPT Don Reed
 Mr. John Reis

PV2 Tyler Michael Robertson
 Mr. Diego A. Rodriguez Villareal
 Ms. Jackie Rodriguez
 PV2 Henry A. Rodriguez-Perez
 Mr. James Rogers
 Ms. Oksana Rogova
 PV2 Boyd Fono Ropati, Jr.
 Dr. Massimo Rosi
 CW3 Charles Russell
 COL Piotr Saniuk
 SPC Elena Y. Santanasalgado
 Mr. Stephane Savard
 Mr. Dane Schneemann
 Mr. Matthew Scholz
 Ms. Kelly Siegal
 Mr. Roger Siegal
 PFC Alexandria E. Simma
 Mr. James Simpson
 PFC Corey Joseph Smart
 Mr. Patrick Smith
 PV2 Brodie Michael Snyder
 Mr. Daniel Soltani
 Mr. Allan Sorrig
 Mr. Cory Sparks
 Mr. Steffen Spell
 Mr. Scott Spurlin
 Mrs. Heather St. Onge
 WO1 Martin B. Stern
 CW4 Jeffrey Stokes, Ret.
 Mr. Laurent Szalamacha
 COL Mateusz Szymanski
 Mr. Erik Tejeda
 2LT Andrew Thilges
 Mr. Chuck Thompson
 Mr. Shawn Thrift
 Ms. Molly Tripp
 SPC Edward Vicek
 PV2 Jonathan Ethan Walker
 CW4 Kent T. Watson, Ret.
 Mr. Bradley Weiss
 Mr. Robert Welch
 SPC Dalton Rayven Wingley
 PV2 Conner Allen Wright
 SPC Michael Morgan Yates
 Mr. David Zacher
 Mr. Jeff Zacuto
 SSG Anthony J. Zielinski
 SFC Lukas Zurcher

Lost AAAA Members

Help AAAA locate a lost member from this list and receive a FREE one month extension to your AAAA membership!
 CPT Robert S. Boham
 Mr. Harold V. Bowie, Jr.
 LTC Jeffery D. Brown
 Mr. Rickey J. Brown
 MAJ James E. Bruckart
 Mr. Jason Bryant
 Mr. E. W. Cavanaugh
 LTC Richard G. Cercone, Jr.
 LTC Tzu-Shan Chang
 MAJ Harry L. Connors, Jr. Ret.
 Mr. Bruno Cussigh
 CPT Jordan M. Francis
 Mr. William H. Gillispie
 Mr. Michael F. Glass
 MAJ Gregory W. Glover
 COL Gerhard Granz, Ret.
 LT Tyler Grubic, PhD
 Mr. Jason Hager
 COL Jose L. Hinojosa, Ret.
 LTC Randy K. Jackson
 CW3 Jeffrey J. Jelonek
 MAJ David A. Jobe
 1LT Anna K. Knight
 Dr. Morey J. Kolber, PhD
 LTC Peter D. Kowal
 CW3 Vladimir Kultschizky
 CW3 Timothy J. Larz
 MSG David W. Little, Ret.
 CPT Alexander A. Magg
 LT Chad Milam
 SGM Ivonne M. Morrison, Ret.
 MAJ Darrel B. Nerove
 Mr. Fred A. Newcomb
 1LT Andrew J. Norton
 SFC Henry R. Rathbone, Ret.
 LTC Martin Scheld
 Mr. Thomas R. Schiltz
 LTC Jerry D. Scott
 LTC Friedrich Stern
 MAJ L.D. Walker



AAAA Family Forum By Judy Konitzer



U.S. ARMY PHOTO

Honoring our Military Children



U.S. ARMY PHOTO BY EMILIANO HERNANDEZ



CAMP HUMPHREYS WEST ELEMENTARY SCHOOL PHOTO



U.S. ARMY FORT NOVOSHEL NVA PHOTO



U.S. ARMY COURTESY PHOTO

Installations worldwide celebrated Month of the Military Child (MOMC) throughout April, however, it is NEVER too late to continually honor and celebrate our children everyday as they continue to serve.

In 1986 then Secretary of Defense, Casper Weinberger, designated April as the MOMC. Since that time, military and local communities have recognized our currently over 1,600,000 extraordinary military children who play an invaluable role making significant contributions for our country as they face many challenges and unique experiences while dealing with uncertainty and concern for their parents.

The symbol for MOMC is a dandelion whose seeds are blown by the wind but will always take root and blossom wherever they land, just like

our military children who are uprooted and replanted across the world and thrive wherever they land.

Purple is known by our military community to symbolize all the services united and has become the official color for MOMC. Many places around the country and world have adopted the practice of lighting up, decorating with, and wearing purple to bring community awareness and celebrate military connected children.

I went on-line to see how our military communities celebrated and was pleased to see how many events were

executed from Proclamations with signing ceremonies to Army Bands toasting events. Kids Fests were held with face painting, balloon art, table games, bounce houses, rock climbing, and visits from Military Police and Fire Departments. Many posts held Fun and Honor Runs and Walks, Earth Days, poster art projects, wearing spirit wear to honor our country and family cultures, as well as dressing up in Purple not only at Youth and Child Development Centers but also in their schools, with story time at their libraries. A STEM bus in Killeen, Texas hosted educational displays to inspire children and their parents to be leaders in environmental stewardship, and there was a combined Special Olympics event with students representing both the U.S. and the Republic of Korea.

I invite you to share a sampling of photos from a variety of installations showing their support and encouragement for our children and teens.

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

Facing Page Photos:

Top Right: Camp Humphreys West Elementary School recognized and celebrated their military children throughout April and culminated its first week with the entire school wearing purple for this classic photo.

Top Left: The official Army Family and MWR theme for April 2024 is Military Youth and Children Brave Fearless and Resilient.

Second from Top Left: CSA GEN Randy George and SMA Michael Weimer visited a child development center to celebrate Month of the Military Child with young members at Joint Base Lewis McCord during their April 3-5, 2024 visit.

Third from Top Left: Children receive their medals after a Run to Honor event on April 20, 2024, held in conjunction with MOMC month long festivities at Fort Novosel, AL.

Bottom Far Left: Co. A, 3rd Bn., 4th Cbt. Avn. Bde. conducted an April 23rd UH-60 Black Hawk flyover Patriot Elementary while students waved, as well as over other Fort Carson, Colorado elementary schools and Carson Middle School in support of MOMC.



▶ An Open Letter to Army Aviation Families

Dear Army Aviation Family,

Let me introduce myself... I am Jessica Garfola Wright. I am a retired soldier, aviator, wife of a soldier and mom of a soldier.

I am writing today to inform you about two AAAA programs that are of significant benefit to you, your soldier and your family members... children and grandchildren.

Specifically speaking about our 501(c)(3) non-profit organizations created specifically to support the AAAA family; our soldiers, Department of the Army Civilians and members of industry and their family members.

The first is the *AAAA Scholarship Foundation Inc. (SFI)*. This excellent program is well established and has been providing scholarships for over 50 years to our members and their families who are attending a degree producing (Associates, Bachelors, Masters, or Doctorate) institution. Each year AAAA solicits applications. The application period begins 1 September and closes on 15 December. Applications are evaluated based on merit, and awards are announced in March. For the School year '24-'25, 388 scholarships worth \$640,000 were awarded to deserving students. Information on the SFI Scholarship program and how to apply can be found at this link – https://www.quad-a.org/Scholarship/Scholarship/Application_Procedure.aspx.

Our second program is much newer and we need your help in getting the word out. It is the *Trade School, Licensing and Certification (TLC)*. The TLC Foundation provides grants to eligible applicants who choose a career in the trades, need a license or certification for an occupational career.

What are the trades? AAAA TLC considers trades to be any school, license or certification that is not awarded an Associates, Bachelors, Masters or PHD degree at a university or college.

Some examples of these trades are Airframe and Powerplant (A&P), plumbing, cosmetology, real estate, firefighting, personal trainer, medical records technician, welder, HVAC technician, court recorder, lock smith, truck driver, elevator mechanic, dental assistant, paramedic, respiratory therapist, graphic design, chef, education assistant, registered nurse, and many more.

How do I apply for a TLC grant? First you must be a member of AAAA or a spouse, child or grandchild of a member, a high school graduate or GED, and enrolled in an accredited Trade School, Licensing test/course or certification course.

When can I apply? Apply anytime during the year. These are rolling applications. If the application is complete, it is voted the next month.

Where do I apply? Simple... go to <https://app.smartselect.com/programs/81860-Army-Aviation-Association-Of-America>

Please pass the word to your friends and family. This is a golden opportunity for an individual who desires a career in the trades.

I would be happy to answer any questions or concerns. You can contact me at jessica.garfola.wright@gmail.com.

FLY ARMY!

Jessica

MG (Ret.) Jessica Garfola Wright serves on both the Scholarship and TLC foundation boards.



AAA Awards





Order of St. Michael Inductees

- Gold**
Air Assault Chapter
 Walter G. Adams
National Office
 MG Walter T. Rugen
No Chapter Affiliation
 COL Christopher B. Carlile, Ret.
- Silver**
Air Assault Chapter
 CW4 Judson D. Culp
 CW5 Christopher A. Lee
Aloha Chapter
 CSM Brandon C. Roush
Aviation Center Chapter
 Tildon K. Allen
 LTC Aaron L. Kearney
 James S. Rutland
Badger Chapter
 CW5 Joseph Zewiske
Colonial Virginia Chapter
 CW5 Anthony H. Koselke
 LTC Jeffery Murphy
 SGM Christopher G. Smitte
Connecticut Chapter
 MSG James J. Duggan
 Gold Standard Chapter
 CW3 Edward C. Guilford
 MG Timothy J. Winslow
Jimmy Doolittle Chapter
 COL John W. McElveen
Morning Calm Chapter
 CSM Alfredo Manuel L. Valdes
Pikes Peak Chapter
 CSM Christopher M. Vanalstyne
ShowMe Chapter
 CW5 Robert L. Moore Sr.
 CW4 Matthew J. Sandbothe
Tennessee Valley Chapter
 George D. Bailey, Jr.
 COL John J. Maher
 LTC Greg Oelberg, Ret.
 COL Tanner J. Spry
Washington-Potomac Chapter
 LTC Matthew N. Paladino
No Chapter Affiliation
 COL Gregory C. Risk
 Phantom Corps Chapter
 LTC Michael J. Crivello
 LTC Gerardo F. Dominguez
 CSM Pedro Lopez
 George Powell
 CW4 Joshua R. Robinson
 COL Daryl S. von Hagenl
- Bronze**
Air Assault Chapter
 WO1 Jeffery A. Barnes*
 SGT Emilie Marie Eve Bolanos*
 CW4 Jonathan Dodson
 CW3 Zachary G. Esparza*
 SGT Isaac J. Gayo*
 SSG Joshua C. Gore*
 CW2 Aaron M. Healy*
 SSG Taylor J. Mitchell*
 CW2 Rustin R. Smith*

- SGT David M. Solinas, Jr.*
Aloha Chapter
 1SG Justin R. Adsitt
 CPT Mahdi Al-Husseini
 CW3 Ryan Craig
 CPT Michael Cremins
 SFC Gabriel Gonzalez
 CPT Kathleen Holder
 CPT Sean A. Lucas
 LTC Deanna M. Manriquez
 CPT Michael McFadden
 CPT Christopher Morton
 CPT David M. Taylor
 CPT Cory Young
Arizona Chapter
 BG Lonnie J. Branum Jr.
 SSG Johnathon A. Castillo
 CW5 Michael P. Downing
Aviation Center Chapter
 CW4 Jonathan K. Braun
 CW3 John J. Brown
 CW4 Carl N. Craig
 SFC Michael W. Emery
 Walter L. Fricke
 CW4 Louis G. Haberborn
 SFC Cody A. Lane
 Joseph W. McVeigh
 CPT Emmanuel K. Osei
 CW5 Michael G. Siedler
 CPT Justin M. Snow
 1SG Jessie R. Turner
 SSG Christopher A. Whitehead
Bavarian Chapter
 CPT Andrea Bynum
 MAJ Sean Carson
 SFC Jeremy J. Nugent
 CPT Eli Rhodes
 CPT Jacob Saint-Blancard
 SFC Philip Solberg
 CW5 Thomas Weekly
 SFC Jose Zarate
Bluegrass Chapter
 CW5 Keith Baker, Ret.
 1SG Matthew E. Singer, Ret.
 CW5 Anthony Villier
 LTC Jonathon J. Wesely
Colonial Virginia Chapter
 SFC Michael D. Bradford
 SFC Stephen Burke
 SGM Benjamin J. Buzek
 SFC Brittany Campbell
 MSG Charvis N. Earle
 SSG Derek V. Edmonds
 SSG Jonathan Epperly
 SSG Dustin C. Fry
 SSG Brent G. Owens
 SGM Joshua W. Prescott
 LTC Aaron L. Smith
Delaware Valley Chapter
 CW4 Barry W. Wulf
 Flint Hills Chapter
 1SG Ashley D. Jacobs
 Frontier Army Chapter
 CPT Mason E. McCoy
 John A. Partridge
 CPT Kyle J. Selig
 Carolyn Simpson
 CW4 Jonathan Szopinski
 Gold Standard Chapter
 LTC Shannon R. Beall
 MAJ Keith Bratcher
 CSM Deborah A. Countryman
 MSG Travis S. Geisler
 LTC Timothy A. Green
 LTC Dennis M. Harding
 LTC Thomas G. Ivanco
 CW5 Johnny Jackson
 CW5 Jason Payne
 CW4 Mark T. Zuidmulder
Greater Atlanta Chapter
 CPT Michael W. Nolin
Green Mountain Boys Chapter

- 1SG Kris Sample
 CW4 Philip W. Small
Griffin Chapter
 CW2 Thomas J. Ashcraft II
 MAJ Thomas J. Terry
 SFC Tyler L. Vermillion
 1SG Christopher M. Wilkes
High Desert Chapter
 SFC Frank Young Jr
Iron Mike Chapter
 MAJ(P) Timothy A. Ashcraft
 CW5 James D. Barnes
 CW4 Jonathan P. Harless
Jimmy Doolittle Chapter
 CW4 Randy J. Jones
Keystone Chapter
 CW4 Raymond P. Lessing
 SFC William A. Shillingsford
Magnolia Chapter
 MAJ Jonathan A. Cook
 CW3 Christopher R. Cox
 MAJ Brandon Dixon
 CW5 Jesse J. Green, Jr.
 MAJ Wade Jeffries
 CW5 Jeffrey S. Letort
 MAJ Jonathan Maruszak
 SSG Tiffany Pullum
 MAJ Cody Rainer
 SSG Renaldo Scott
 LTC Wangson Sylvien
 CW5 James R. Waltress IV
 CW4 Bryan Zemek*
Mid-Atlantic Chapter
 1SG Kelly D. Thomas
Mohawk Chapter
 CW2 Casey Frankoski*
 CW2 John M. Grassia III*
Morning Calm Chapter
 1SG Devin M. Ketchem
 CW2 Kendall B. Liner
 CW2 Betran Noralez
 CW4 Kevin Oaks
 CPT Rye M. O'Neal
 To Yong Pak
 CW4 Brian Rotante
 CW3 Rebekah M. Roundtree
 CW4 Kourtney R. Roundtree
 CPT Jordan D. Steward
Mount Rainier Chapter
 SFC Cory Davis
 1SG Jeremy Gribble
 SFC John M. Staudacher
North Country Chapter
 SFC Rhys Coffey
 CW3 Avery A. Dyer II
 SSG Patrick Egan
 Julian Neil
Northern Lights Chapter
 James Bartsch
 MAJ Conor P. Dolan
 MAJ Bryant P. Knef
 SSG Ezekial Mendoza
 MAJ Matthew A. Skinner
 1SG Zachary C. Voorhees
Phantom Corps Chapter
 SFC Shawn M. Ackerman
 SSG Keith E. Almendarez
 CW2 Tony Barnes
 CW3 Marc A. Boeve
 CW4 Justin M. Braswell
 MAJ Arthur N. Clymer
 CPT Joshua M. Cole
 CW3 David B. Coppersmith
 CW2 Josue E. Corea
 SFC Steven T. Curl
 SFC Thomas C. Cutler
 CW4 Ryan A. DiBattiste
 CW4 Jeffery R. Ewell
 CPT Frank Y. Fink
 MAJ James T. Gantt
 SFC Nicanor Garcia
 CW3 Austin J. Graham

- SFC Joshua E. Greek
 CPT Logan G. Hardt
 CPT Matthew J. Hill
 CPT Jordan G. Hodges
 LTC Christopher T. Lamar
 CPT Michael T. Nelson
 CW3 David J. Noakes
 SFC Dannie Oliver
 CPT Nicholas E. Palka
 SFC Ian M. Parise
 CPT Joshua Petrovic
 CW3 Allen Pharr
 SFC Guillermo M. Pimentel
 CW4 James I. Pitman
 CPT Kyle D. Price
 CSM Michael A. Robinson
 CW3 Joseph A. Rodriguez
 CW2 Cody H. Russell
 SFC Andrew J. Scales
 MAJ Jordan M. Schumacher
 CW3 Daniel Schwendeman
 CW2 Steven K. Shupert
 CW3 Michael J. Slaughter
 CW4 Matthew J. Smith
 MAJ Jacob S. Veldhouse
 CW4 Jeffrey A. Wedgewood
 CPT Sean J. Wynot
 CPT Kenneth J. Yacynych
 SFC Angelica M. Yanez
 SFC Shawn M. Ackerman
 MAJ Jordan M. Schumacher
Prairie Soldier Chapter
 CW4 Joseph M. Dolton
 CW4 Nick J. Gruber
 BG Lynn M. Heng
 CW3 Courtney L. Miller, Ret.
 CW4 Lloyd T. Morris III
 CW2 Wesley D. Newton
Ragin' Cajun Chapter
 MAJ Wesley R. Cannon
 CW2 Jonathan K. Martin
Rio Grande Chapter
 CPT Austin G. Breed
 SFC Jason W. Dracos
Savannah Chapter
 CPT Lyndsie J. Slusher
ShowMe Chapter
 CW4 Eugene D. Bequette
 COL Paul R. Howerton
Tennessee Valley Chapter
 Carol D. Holcomb
 Charles A. McClendon
 James Mitchell
Thunder Mountain Chapter
 MSG Frederick M. Lewis, Ret.
 SFC Thomas F. Ward
Volunteer Chapter
 CW5 Glynn Corkern
 CW4 Timothy E. Helton
 CW4 Peter J. Neveu
Washington-Potomac Chapter
 SGM Christopher A. Carrier
 Yellowhammer Chapter
 1SG Edward Simmons
No Chapter Affiliation
 SFC Chad R. Burns
- Knight**
- 
- Air Assault Chapter*
 Sandra A. Coshatt
 MAJ Christopher R. Lancia
 CH (CPT) Kyle Ward
Aloha Chapter

- CW2 David E. Carrero
 CW2 Isabel Perez
Aviation Center Chapter
 SFC Patrick Lawson
Bavarian Chapter
 CPT Margaret Carson
 SSG Andrew Dydasco
 MSG Nicholas C. Long
 MSG Justin Solomon
 CPT Dawn Ward
Colonial Virginia Chapter
 Ellen P. Chase
Griffin Chapter
 LTC Jesús García Malo de Molina
High Desert Chapter
 MSG Miguel Cardoza
Iron Mike Chapter
 MSG Rodney Bessire
 SFC Stephanie Rodgers
Magnolia Chapter
 Heather Richey
 COL Chester Shermer, M.D.
Morning Calm Chapter
 Robert Vanderveide
North Country Chapter
 Laura A. Kilgore
Northern Lights Chapter
 CPT Thomas J. Holliday
Phantom Corps Chapter
 CSM Felimon G. Gomez
 CPT Shannakay M. Henry
 CW4 Roderick L. Hobson
 SFC Kolby T. Marsh
 SFC Norberto Santana III
 SFC Jevon L. Watkins
Pikes Peak Chapter
 CPT Donovan Briggs
Prairie Soldier Chapter
 CW5 Kenneth M. Henderson
Tennessee Valley Chapter
 Eileen Beardsley
 LTC Sean J. Quinn
Washington-Potomac Chapter
 CPT Richard Nelms, Ret.
No Chapter Affiliation
 MAJ Will B. Bermeo, Ret.
- Our Lady of Loreto**
- 
- Air Assault Chapter*
 Jennifer Espinoza
 Rebecca L. Lacombe
Aloha Chapter
 Shannon Lynn
Arizona Chapter
 Jessica Smith
Aviation Center Chapter
 Jessica D. Peterson
 Wendy Rittichier
Colonial Virginia Chapter
 Cassandra R. Layne
 Christina Murphy
Gold Standard Chapter
 Shannon R. Chew
 Lauren D. White
Morning Calm Chapter
 Kathryn Ann Elzen
Phantom Corps Chapter
 Stephanie R. Dominguez
 Dulce Lopez
Tennessee Valley Chapter
 Jordan Duffy
 Holly Maher
 *indicates a posthumous award

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, Inc. from May 2023 through May 2024. 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. Every penny donated to the Scholarship Foundation goes directly towards scholarships as a result of the Army Aviation Association of America subsidizing all administrative costs (minus investment brokerage fees).

190th Assault Helicopter
7/17th Cavalry Association-IHO
Barbara Inglett
AAAA Air Assault Chapter
AAAA Arizona Chapter
AAAA Aviation Center Chapter
AAAA Badger Chapter
AAAA Bluegrass Chapter
AAAA Central Florida Chapter
AAAA Colonial Virginia Chapter
AAAA Connecticut
AAAA Delaware Valley Chapter
AAAA Gold Standard Chapter
AAAA Griffin Chapter
AAAA Idaho Snake River Chapter
AAAA Keystone Chapter
AAAA Lindbergh Chapter
AAAA MacArthur Chapter
AAAA Mid-Atlantic Chapter
AAAA Minuteman Chapter
AAAA Mohawk Chapter
AAAA Mount Rainier Chapter
AAAA North Star Chapter
AAAA North Texas Chapter
AAAA Oregon Chapter
AAAA Phantom Corps Chapter
AAAA Prairie Soldier Chapter
AAAA Southern California Chapter
AAAA Tennessee Valley Chapter
AAAA Washington Potomac-Chapter
Acuity International
Arthur Agnew
AIRBUS
Air Shelters USA, LLC (ZUMRO)
AIRBUS U.S. Space & Defense, Inc.
All In Credit Union
Amazon Smile
Army Aviation Association of America,
Inc.
Army Otter-Caribou Association Inc.
Belkin International
Bell Textron Inc.
Joseph Bergantz
Robert P. Birmingham
The Boeing Company
Celeste & Paul Bogosian
Steve Bolton
Richelle Brown
Sherry C. Brown-IHO Joyce Hesson
BT Mack
Mary & John Burke
Luann J Burnham-IHO COL John March
C&F Bank
Cynthia S. Campbell-IHO CW4 Richard
Campbell
Charles C. Claudill-IHO Joyce Hesson
Bell
Combined Federal Campaign
Nathan S. Champion

Russell W. Chung
Sylvia A. Cikins-IHO Joyce Hesson
Charles T. Climer
Justin Vernon Cole
Colony Construction, Inc.
Buddy Conklin
Craig Cook
Tim Cotter
Geoffrey A. Crawford
David W. Crocker
Lance J. Culver
Gary L. Cunningham
Patrick F. Curran-IHO Fallen Aviation
Brethren
Daniel R. Curry
Brittany Curtiss
Davidson Brown, Inc.
Gerald R. Davis
Gail Davis
Robert L. Davis, Jr.
Rodney Davis
Walter L. Davis
Todd Digeronimo
DigiFlight, Inc.
Gail & Jan Drabczuk
Craig J. Dupuy
The Dustoff Association
Timothy J. Edens
Element Construction
ESS-Eye Safety Systems
Facility Engineering Associates, P.C.
Teresa Ferraro
Michael C. Flowers
FORTS Services
Vanessa & Jeffrey Fowler-IHO COL
Hoecherl
James G. Freeman
Jenny & Paul Gale
Galvion
GE Aerospace
General Atomics Aeronautical
Systems, Inc.
Michael P. Goodwin
Jon Graft
Thomas O. Graft-IHO Joel R. Graft
Mark W. Grapin
John Haire
Scott J. Halverson
Joanne E. Hansrote
Thomas M. Harrison
Helibasket LLC
Margaret & Clifford Holgate-IHO
James Hesson
Scott W. Hollingsworth
Richard W. Huber
Tom T. Huff
LaVerne Humpert-IHO LTC Gabriel
Spicer
Iron Bow Technologies

James M. Israel
Charles Jackson-IHO Levi Scott
Vietnam Helicopter Pilots Association
JACS Aircraft Certification Specialists
Jack A. James-IHO T/SGT Karl P.
Danckwerth Sr.
Larry Jess
Devon John
Robert L. Johnson
Larry Martin Jonas
JS Solutions LLC-IHO COL Hoecherl
Clara Ann Junot-IHO Joyce Hesson
Kathryn's High Tea
Strata-G Solutions LLC
Richard D. Kenyon-IHO Virginia Kenyon
Thomas J. Konitzer
James F. Leary
Shane C. Leipertz
Elizabeth & John Lewis-IHO Joyce
Hesson
Karen Lloyd
Lockheed
The Lockwood Group LLC
Missy & Brenton Logan
Robert C. Lorenz
Timothy A. Lunger
Elisabeth & Daniel T. Madish
Truly & Tommy Marks
Elizabeth A. Martin
Stephen T. Mauro
Charles E. McCormick
Thomas P. McGurn
MG and Mrs. Carl H McNair, Ret.
Rudy Mendez
Jane F. Merryman-IHO Joyce Hesson
Krista Mills
Charles Mineo-IHO CW2 Brian Madrid
Stephen Mundt-IHO S. Dwyer, T. Potts
& J. Head
Donald T. Munsch, Munsch & Co.
Aeromechanics
MyHy Liquid Hydration Mix
James T. Naylor
Network for Good
Northrop Grumman-IHO COL Hoecherl
Kathleen O'Connor
Elizabeth Oneill
Ostovich Enterprises, Inc.
The OV-1 Mohawk Association
Amber & Brent Pafford
Elaine & Clarence Patnode
Marilee Patrick & Sandra Becker
Patriot Taxiway Industries
Daniel C. Pearson
Kimberley Smith-IHO COL Terry M
Peck
Peduzzi Associates, LTD
Janet Penny
Barbara & Daniel Petrosky

Phantom Products, Inc.
Piasecki Foundation
Billingsley G. Pogue
Kyle Poppell
Douglas L. Powell-IHO Joyce Hesson
Janet M. Powers Fund-IHO Joyce
Hesson
Radial Solutions Inc.
Patricia & Brian Ranson
Marc L. Rassler
Charles R. Rayl-IHO Rosalie Sparks
Marilyn C. Rickmeyer
Jaros C. Rickmeyer
Marilyn C. Rickmeyer
John M. Riggs
Roberson Giving Fund
Kenneth Todd Royar
Latny & Jonathan Salt
Michael Schruppf-IHO MG R.
Molinnelli & LTC G. O'Grady
The Sendak Family
Matthew D. Shattuck
Billie K. Sikes
S3-System Studies & Simulation, Inc.
Jan Smith
Judith & Mark Smith
Heather Snoe
Barry J. Speare-IHO Diane Speare
Diane L. Spencer
Marian Spencer
Tracey & Karl Stahlecker
Celia Stump
Kathryn Taylor
Truck & Transportation
Terry L. Truett
Jill & James Tyler-IHO COL Hoecherl
Kevin Valdes
Justino Vega
Vertx
Veterans Home Association of the
Whitemarsh Valley
Vietnam Helicopter Pilots Association
Vita Inclinata Technologies
Leslie H. Weinstein-IHO Joyce Hesson
Erin Whitaker-IHO Joyce Hesson
Karen White-IHO CW5 Frank E. White
The White Birch Foundation Gift Fund
Myrna Williamson-IHO MG Carl
McNair
Whitney & Jeffrey Winchester-IHO
COL Hoecherl
The Winvale Group
Corey Womack
Wreaths Across America
Jessica & Chuck Wright
Michelle Yarborough-IHO CW4
Thompson
The Zieff Family Fund Inc.-IHO Bill
Harris

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.



People On The Move

Graduations Continuing the Legacy



PERSONAL PHOTO PROVIDED BY COL (RET) SHANE KIMBROUGH

1LT Zachary Kimbrough is congratulated by his parents, former Army Aviator COL (Ret.) and NASA Astronaut Shane and Robbie Kimbrough following his graduation from Flight School XXI on April 18, 2024 at Fort Novosel, AL. 1LT Kimbrough is off to his first aviation assignment in Korea flying Black Hawks.

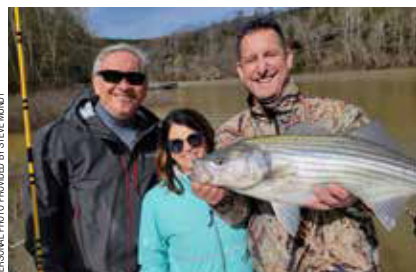
Changes of Command/ Responsibility Demon Brigade Welcomes Ryder



U.S. ARMY PHOTO BY OPT JORDAN BEAGLE

LTC Jonathan Ryder accepts the colors of 1st Squadron, 6th Cavalry Regiment from 1st Infantry Division Combat Aviation Brigade commander, COL Chad Corrigan, during a change of command ceremony May 17, 2024 at Powidz, Poland. Ryder assumed command of Task Force Sabre from LTC Mike McClean.

Awards Fishing Success!



PERSONAL PHOTO PROVIDED BY STEVE MUMDT

LTC (Ret.) Terry L. Truett (right) was the highest bidder at the Cribbins AAAA Scholarship Benefit Dinner Dance. He and his wife, Rebecca, enjoyed a four-hour fishing expedition on Lewis Smith Lake in Alabama with CW4 (Ret.) Michael J. Durant, pilot of the "Super Six Four" of "Black Hawk Down" and fishing guide Captain Keith Prather. Durrant also gave Truett signed copies of his books "In the Company of Heroes" and "The Night Stalkers."

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, Novosel, AL.

49 Officers April 4, 2024 Class 24-011

Commissioned Officers

- 2LT Bowden, Israel M. -DG
- 2LT Wieder, Andrew S. * -HG
- 2LT Efimov, Daria D.
- 2LT Emmons, Brandon A. *
- 2LT Flores, Christian A. *
- CPT Howard, Trae R. *
- 1LT Lucas, Aaron C.
- 2LT McConnell, Erin C.
- 1LT Miller, Mikhenna E.
- 2LT Sand, Mary C. *
- 2LT Stowell, Tyler M.
- 1LT Tuttle, Shanyndoah L. *
- 1LT West, Lakin P. -HG
- 1LT Williams, Elizabeth L.

Warrant Officers

- WO1 Van Der Merwe, Mason * -DG
- WO1 Bertram, Matthew S. * -HG
- WO1 Borders, Braxton K. -HG
- WO1 Hallgarth, Jeremy C. * -HG
- WO1 Pegram, Jeremy C. -HG
- WO1 Adix, Dane C.
- WO1 Akin, Mumin Y. *
- WO1 Allen, Jarryd A.
- WO1 Blair, Robert E., III *
- WO1 Cabreira, Sean M.
- WO1 Esquivel, William
- WO1 Ferrara, Andrew D.
- WO1 Fowler, Kristina M.
- WO1 Gallant, Thomas J.
- WO1 Gordon, Akeem V. *



FSXXI Class 24-011

ALL PHOTOS: U.S. ARMY PHOTO: FORT RUCKER PUBLIC AFFAIRS

- WO1 Gordon, Shaquille R.
- WO1 Guerrant, Daniel E. *
- WO1 Harrington, Bryan G.
- WO1 Hill, Aubrey W.
- WO1 Holt, Joshua T. *
- WO1 Huggins, Jarrod M.
- WO1 Kenney, Dylon D.
- WO1 Lacherez, Nemo J.
- WO1 Lambeth, Bryce A.
- WO1 McVadon, Zackery M.
- WO1 Nguyen, Van H.
- WO1 Reyes Garcia, Anthony J.
- WO1 Scoblic, Christopher M.

- WO1 Steiner, Charles M.
- WO1 Storino, Caine P.
- WO1 Tierney, Burke P.
- WO1 Tomlinson, Emily D.
- WO1 Upton, Garrett M.
- WO1 Weindorf, Charles T., III
- WO1 Woodham, Tyler *

59 Officers April 18, 2024 Class 24-012

Commissioned Officers

- 1LT Martin, Tucker S. -DG
- 1LT Adams, Valentina M. -HG

- 1LT Bosch, Dustin L. -HG
- 1LT Cothren, Thomas A. -HG
- 1LT Schretzman, Chloe E. -HG
- 1LT Barlow, Bradley D.
- 1LT Dinallo, Emily P.
- CPT Fox, Kevan A.
- 2LT Garno, Matthew J., II *
- 1LT Harlow, Brian A.
- 2LT Hilliard, Zachary C.
- 1LT Jones, Daniel R. *
- 1LT Keller, Emily E.
- 1LT Kimbrough, Zachary C.
- 1LT Lee, Jason *

- 1LT Leonard, Clayton J.
- 1LT Olaya, Connor J. *
- 1LT Oswald, Hunter D.
- 2LT Ramsey, Bethany R.
- 2LT Redman, Ransom K. *
- 2LT Ruppert, Robert G. *
- 1LT Sharrett, Bromley M.
- 1LT Thornbrugh, Jared M. *
- 2LT Winston, Jacob H. *
- Warrant Officers**
- WO1 Yaden, Paul A. * -DG
- WO1 Figueroa, Sebastian -HG
- WO1 Madden, Travis A. -HG

People On The Move

- WO1 Martine, Tyler M. * -HG
- WO1 Berkel, Marcus A.
- WO1 Besaw, Michael A. *
- WO1 Bobb, Zachery V. *
- WO1 Burriss, Zoey A. *
- WO1 Buttner, Christopher C.
- WO1 Chapa, Jakob R.
- WO1 Cooke, David G.
- WO1 Cox, Michael A. *
- WO1 Denning, Herbert F., IV
- WO1 Erb, Anthony M.
- WO1 Fernitz, Haydn J.
- WO1 Goss, Jacob I. *
- WO1 Hanna, Sarah J.
- WO1 Jennings, Alexander R.
- WO1 McFadden, Colin G. *
- WO1 Niles, Charles S. *
- WO1 Nordgren, Leif C.
- WO1 Pallon, Joel T.
- WO1 Peterson, Garrett W. *
- WO1 Peterson, Jeffrey A.
- WO1 Powell, Mitchell T.
- WO1 Preciado, Eduardo G. *
- WO1 Riggs, Brady F. *
- WO1 Riley, Marshawn B.
- WO1 Sanchez, Jonathan E.
- WO1 Scoggins, Kyle A. *
- WO1 Silva, Samuel D.
- WO1 Ulatowski, Matthew K.
- WO1 Valdes, Stephen J.
- WO1 Vella, Dallas A.
- WO1 Worthington, Ian P.



FSXXI Class 24-012

34 Officers May 2, 2024 Class 24-013

Commissioned Officers

- 2LT Hughes, Peyton T. * -DG
- 1LT Cleaver, Sean M. -HG
- 1LT DeRoster, Shae A. * -HG
- 2LT Beem, Abigail E. *
- 2LT Carter, Brian H. *
- 2LT Eraci, Natalia P.
- 2LT Kim, Daniel E. *
- 2LT McBain, David C. *
- 1LT McGrovy, John J.
- 2LT Patteson, Jalen T. *
- 2LT Rudak, Phillip R. *
- 2LT Saldana, Jerad R. *
- 2LT Testa, Anthony J., III *
- 2LT Voisard, Karissa R. *
- 1LT Wenzel, Michael A.

1LT Woods, Jenna M. *

Warrant Officers

- WO1 Ayala, Raphael * -HG
- WO1 Althiser, James L.
- WO1 Bucher, Ryan A.
- WO1 Chmiel, Andrew I.
- WO1 Crotty, Dylan M. *
- WO1 Culotta, Joshua N. *
- WO1 Curtis, Micah M. *
- WO1 Drahem, Trevor M. *
- WO1 Griffin, Jermarlon D.
- WO1 Jacobsen, Noelle P. *
- WO1 Mixon, Luke J.
- WO1 Olson, Jacob M.
- WO1 Palma, Miguel A. *
- WO1 Prado, Alejandro D.
- WO1 Rodriguez, Paul N., Jr. *
- WO1 Ward, Conor J.
- WO1 Willisonlittlejohn, Aaronkai *
- WO1 Wilson, Austin R. *

-DG: Distinguished Graduate

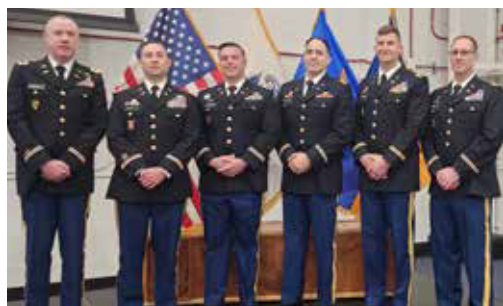
-HG: Honor Graduate

* = AAAA Member



FSXXI Class 24-013

Non-Rated Warrant Officer Graduates



AAAA congratulates the following officers graduating from the Aviation Maintenance Warrant Officer Advanced course at the 128th Aviation Brigade, Joint Base Langley-Eustis, VA.

6 Graduates, 22 March 2024

- CW2 Nicholas Grudich * -DG
- CW2 Josef Larareo -HG
- CW2 Brady
- CW2 Branan
- CW2 Croteau
- CW2 Santiago

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

Aviation Maintenance Technician (151A)

- Class 001-24
- WO1 Michael H. Dunn * -DG
- WO1 Christopher Adam Booth
- SGM Harish Jakhar
- WO1 Roger Changnam Kim
- WO1 Allen S Laws
- Class 002-24
- WO1 Taylor James Pruss * -DG
- WO1 Joshua Matthew Latham

- WO1 Luis Eduardo Martinez
- WO1 Johnathon Walter Rickman *
- SGM Ankit Sihag

AH-64 Attack Helicopter Repairer (15R)

- PFC Alexandria E Simma * -DG
- PFC Kayla Simone Barnes
- PV1 Carter Jaylynn Gilmore
- PFC Lesley Victoria Leung
- SPC Wilson Joel Mangual
- SPC Travis Glenn Martin
- PV2 Savannah Nicole Shore
- SPC George Deshaun Ward
- SPC Alazae L. Washington
- Class 006-24
- PFC Anthony Mason Hook * -DG
- PV1 Kaleb Levi Hartzler
- PV2 Angel Yeriel P. Gonzalez
- PV1 Hasani Kontar Ratliff
- PFC Jesse Cruz Salcido
- PFC Dylan Matthew Smith
- PV1 Anarldo Anjay Stewart
- PV2 Frank John L. Taitague
- PV2 Eric David Vattes
- Class 007-24

- PV1 Anthony C. Mazucco * -DG
- PFC Nimrod Jamil Castillo Romero
- PV2 Michael Cervantes-Delgado
- PV1 Jordan Anthony Gutierrez
- SPC Seth Curtiswayne Hagen
- PV2 Maxwell Treat Hollinshead
- PV2 Jacob Neil Hollis
- PFC Connor Webster Jarvis
- PV1 Anthony Manuel Lopez
- PFC Sarah Lynne Ouellette
- PFC Mallekai Desler Rome
- PFC Leonardo Alonso Vasquez, III
- Class 008-24
- PV2 Aiden Michael Brimm * -DG
- SPC Ashlee Elizabeth Andrews
- PV2 Alexander Arreola Galvan
- PV2 Dalton Nickolas R. Blackburn
- PFC Nia Taj Cuffy
- PV1 Shandykane Yasuda Fredrick
- PV2 Dillon Eugene Law
- PFC Abigail Nicole Pounders
- PV1 Riley James Scoville
- SPC Austin Stewart Sloan
- PFC Erick Marin Tudorancea
- PFC Limin Zhu
- Class 009-24



AAAA

People On The Move

PV2 Dadakhon Choriyev * -DG
 PV2 Alexandre C. Beaudreau
 PFC Scott Francis Clark
 SSG Hossam Dlamini
 PFC Nicolas Edward Enns
 SSG Soufiane Hammouch
 PV1 Vera Zviagolskaia Latu
 PV1 Nathan P. George Martin
 PV1 Heriberto R. Rodriguez, II
 PFC Jacen Rodriguez
 PV2 Octavio Roman Lopez
 PV1 Amrit Thapa
Class 010-24
 PV2 Corbin Bai Zhong Wise * -DG
 PFC Robert Gage Agnitsch
 SPC Seth Matthew Billups
 PFC Anthony Lee Connor
 PV2 Matthew Elliot Cosby
 PFC Suvneet Sonitesh Naidu
 SPC Aaron Bryant Olsen
 PV1 Rashid Devoneda Simon
 PV2 Virgil William Stephens, Jr
 PV2 Angel Gabriel Vazquez
 SPC Brain Vazquez-sanchez
 PV1 JIann M Walker
Class 011-24
 PV2 Boyd Fono Ropati, Jr. * -DG
 PVT Joseph Fabian Camarena
 PFC Corey Merlin Dume
 PVT Audel Rafael Farcil Burgos
 PVT Troy Xzavier Gibbs
 PV2 Xavier Everett Giles
 PVT Logan Cain Godwin
 PV2 Trenten David Knutson
 SPC Jackson Douglas Mercier
 PFC Raul Yariel Rodriguez Irizarry
 SPC Jesus Angel Santamaria
 PV2 Armando Steven Uribe
Class 012-24
 SPC Madyson Lee Quinn * -DG
 PVT Joaquin Mechi Lee Aikens
 SGT Winsome M. Andrews, Jr
 PVT Anass Bahri
 PV2 Joshua Braxton Bullington
 PVT Obeth Alejandro Cruz
 PFC Gavin Tyler Galler
 SPC Jongho Kim
 SPC Sabdi Efrain Martinezgarza
 PV2 Trent Tyler Potter
 PVT Vanessa Lyn Siefert
 PVT Mason Lee Snell
Class 013-24
 PV2 Javier J. E. Quiros * -DG
 PVT Kwadwo Agyemang Adusei

PV2 Jacob Martyn Brofford
 PFC Samuel Matthew Chambers
 PFC Kody James Floyd
 PVT Christian Skylar Guthrie
 PVT Brandon R. Hernandez
 PVT Luke Zennon Surber
Class 014-24
 PV1 Jesse David Kaminski * -DG
 PV1 Jerrod Harold Adams
 SPC Nathan Miles Alonso
 SGT Edgar Charles
 PV1 Joshua Robert Massiah
 PV1 Janzen Colyn Cupolo Myers
 PFC Van Nguyen Pham
 SPC Brianna Michele Porter
 PV1 Williams Winston Robert
 PV1 Ramon Francisco Vargas
 PV2 George Yokhana

CH-47 Medium Helicopter Repairer (15U)

Class 004-24
 PFC Matthew Paul Boyd
 PV2 Madison Jane Coalson
 PFC Shawn Patrick Cook, Jr.
 SPC Andrew Jamal Ford
 PFC Michael A. Gomez Meza
 PFC Henry Edward Louis Kastens
 SPC Jordan Andrew McGill
 PFC Del Charles Cleve Parry, Jr.
 PFC Sebastian James Schultheis
 PFC Daniel Jesse Spear
 SGT Brendan Alasdair Weber
Class 005-24
 SPC Gavin Charles Eckard
 SPC Ethan Andrew Kirsch
 SPC Ryan Jacques Mclean
 SPC James Russell Merritt, III
 SPC Terence Antonio Moore
 PFC Jacob Clifford Schwesinger
 CPL Morrisson David Soumahoro
 PFC Harmon Alexander Speikers
 SGT Dereon Chase Young
Class 006-24
 PV2 Conner Allen Wright * -DG
 PFC Rojelio Alvarez Mejia
 PFC Ricardo Diaz Garcia
 PV2 Andrew Patrick Lints
 PFC Jakari Darius Loring
 PFC Yolanda Angel Salas
 PV2 Trinity Konrad Toftoy
 PFC Loren Relles Williams
Class 007-24
 PV2 Brodie Michael Snyder * -DG
 PFC Benjamin John Austin
 PV2 Dominic Charles Baist
 PV2 Kody James Bremer
 PFC David Erick Elliott
 PV2 Andrew Owen Evans
 PFC Collin James Leonard
 PV2 Chase Vincent Livingston
 PFC Samuel Paul Lopez, Jr.
 PFC Abraham Michael Luna
 PV2 Shristi Siwani Sharma
 PV2 James Malachi Siek
Class 008-24
 PV2 Ian J Bell * -DG
 PFC Jeremy Dean Brown
 PFC Darrien Jayce Carvajal
 PV2 Joseph Anthony Dellarte
 PFC Thomas Samuel Dowdle
 PV2 Ryan Allen Jones
 PFC Cody Boyd Karwal
 PV2 Logan Matthew Leger
 PFC Hazael Renee Olvera
 PV2 Patrick Dylan Plumlee
 SPC Lucas Mark Rogers
Class 009-24
 PFC Nathaniel James Colton
 PV2 Cody Scott William Doran
 SPC Connor Angelo Truglia Good

PV2 Jose Antonio Lopez Navarro
 PFC Nathan Scott Nickerson
 PFC Trevor Wayne King Oneal *
 PFC Avraham A. O. Gonzalez
 PV2 Bryan Alexander Ovalle
 PFC Caidyn Daniel Peterson
 PV2 Aidan Andrew Ryan Prentice
 PV2 Martin Alejandro Romo
 SPC Nathan William Taylor
Class 010-24
 SPC Jon Austin Armstrong
 PFC Krystofer Mikhail Bacon
 PV2 James Alex Bailey
 PV2 Bryan Austin Borsi
 PV2 Benjamin Scott Clawson
 PFC Logan Alan Elmer
 PV1 Luke William Hay
 PV2 Joel Francisco Martinez
 PV2 Tonney Massaquoi
 PFC Jaxson Edward Lynn Pike
 CPL Gabriel Santacruz
 PFC Edwin Thomas
Class 011-24
 PFC Shea Peter Phaneuf * -DG
 PFC Paul Franck Aka
 PV2 Manuel Cisneros-Torres
 PFC Tyler Oneil Clifton
 PV2 Collin Pierce Fry
 PFC Matthew Ryan Hornaday
 SPC Daniel Richard Lamkin
 SPC Karl Michael Ordorff
 PV2 Landon Nathaniel Powell
 PFC Luke Mrcay Robinson
 PV2 Isaac Riordan Sheehan
 PV2 John Henry Sponable
Class 012-24
 PV2 Peter Daniel Wenzel * -DG
 PV2 Edward Ethan Bright
 SPC Terrance Daronn Cartwright
 SPC Christopher Josue Cruz
 PV1 Michael Earl Frazier, Jr.
 PV2 Arik Zander Goetz
 PV2 Lucas Rueben Guerrero
 PV2 Jaycob William Lee Harlow
 PV2 Jaden Dawson Houell
 PFC John Walter Mangarillo
 SPC Michael Antonio Robinson
 PV2 Thomas William Tinklepaugh
Class 013-24
 PFC Samuel Peter Feiner * -DG
 PFC Tyler Joseph Maxwell Brezna
 PFC Austin Samuel Loague
 SPC Declan Scott Lyons
 PV2 Ricardo Alex Nicely
 SPC Malachi M O Piesasa
 PFC Kelvin Geovanny Ramirez
 PV2 Derek C. Soderstrom, Jr.
 PV2 Jon Christian Kainalu Urabe
 PFC Dylan Ray Volpe
 SPC Yu Shin Wangchen
 PFC Seth Curtis Whitfield

UH-60 Helicopter Repairer (15T)

Class 011-24
 PFC Coleton Michael Daniel * -DG
 SPC Gibson Kwamena Aidoo
 SSG Omar Ali Al Duayji
 PFC Arlie James Banks, III
 PFC Riley Thomas Brady Parmer
 PV2 Jack Robert Brewer
 PFC Nelson M. M. C. Whalen
 PFC Frederick Clyde Comstock
 PV2 Mason James Conti
 PFC Max Elliot Davitch
 PFC Mustafa Haitham Labeeb
 PFC Mason Lee Lott
Class 012-24
 PV2 Daniel A. Z. McClymonds * -DG
 SGT Roy Alan Bevis
 SPC Dominic Peter Daiuto

SGT Cameron Mackenzie Karr
 PFC Kaitlyn Reese Madden
 SGT Nickolas Delmas Moore
 PV2 Benjamin Eliezer Novick
 PFC Mitchell Anthony Rusgrove
 PV2 Kaitlin Annelise Stone
 PV2 Luis Eduardo Tress
 PV2 Liam Patrick Turner
Class 013-24
 PV2 Brennen Marcus Fellers * -DG
 PFC Killian Alexavier Cariker
 PFC Matthew Kunzer Ernst
 PV2 Nathan Cody Garrett
 PV2 Santiago Guevara Segura
 PV2 Landen Cole Holstein
 PFC Lexington Richard Horton
 PFC Joel Jovan Ibanez
 PFC Marvin Leonardo Noronha
 PFC Korbin L Oden
 1LT Kittikan Seekaew
 PV2 William Alan Paul Sims
Class 014-24
 PFC Collin Joel Amaral
 PFC Laura M. Asencioarroyo
 SPC Jacob William Barton
 PFC Christopher Uriel Cisneros
 PFC Isaac Emerson Coffin
 PV2 Natealia Marea Enns
 SPC Darnen Charles Estler
 PV2 Jacob Seeley Hendricks
 PFC Chase Micheal Hiber
 PFC Rhys Gerard Lewis
 SPC Michaela Grace Matlock
 SPC Edward James Rodrigues
Class 015-24
 SPC Dalton Rayven Wigley -DG
 PV2 Hunter Jorm Holtzman
 SPC Emmanuel Matias Rivera
 PV2 Brenden Paul Medina
 PFC Liam Conbhar O'Hickey
 SPC Alyssa Marie Pauzuolis
 PFC Brenyn Derek Rodrigues
 PV2 Micah Anthony Schmidt
 PFC Needam Bryce Sommer
 SGT Supakorn Thonglom
Class 016-24
 SPC Carson Peter Malen * -DG
 PV2 Taiden Ray Bowen
 SPC Angel Luis Camachovalle
 PV2 Kaden Austin Coats
 PV2 John Aidan Delorme
 SGT Luther Sterling Gillikin
 PV2 Trenten Joseph Kiewert
 PV2 Drake James Kimple
 PV2 Landon Christian Knecht
 PV2 Joshua David Lotspeich
 PFC Alexander Javier Ramos
 SPC Roman Michael Sandoval
Class 017-24
 PFC Brian Russell Bachman
 PFC Noah Payden Clifton
 PFC Barik Carlalvis Hill
 PFC Julio Cesar Ray Luna
 PFC Timothy Walter Muckey
 SPC Lee Edward O'Connor
 PFC Ethan Lee Paulus
 PFC Owen Keen Post
 PV2 Kayden Riley Reed
 PFC Alexis Andres Sotopastrana
 SPC Benjamin Lee Stevens
Class 018-24
 PFC Dylan Andrew Stavenas * -DG
 PV2 Christina Joelle Clark
 PFC Alexander Tod Oloizia
 PV2 Scott Allen Pace
 PFC Olivia Nicole Pelletier
 PFC Antonio Humberto Porras
 PV2 Pamela Ramirez
 PFC Mark Rodriguez
 PFC Cymek Esbi Shaw
 PFC Yaniya Larae Shuler
 PFC Deven Young Thompson
 PFC Luis Angel Velasco

Class 019-24
 SPC Michael Morgan Yates * -DG
 SPC Yesenia Abogado
 PV2 Giovanni Saige Camacho
 PV2 Ezequiel Isaiha Carvajal
 PFC Elijah Rafael Gonzalez *
 PV2 Austin Baran Goodgion
 PV2 Zachary Cole Little
 SPC Andrew Ross Pate
 PFC Ethan James Kabbash Smith
 PFC Adam David Smith, Jr.
 PV2 Tyler Ian Wilhite
Class 020-24
 PFC Arthur Hylton Erb * -DG
 PV2 Carson Griffith Arnold
 PV2 Easton Alec Beebe
 PFC Kdyn Akida Blue
 SPC Nathan Cole Chitwood
 PV2 Aaron Matthew Corrent
 PFC Brennan Thomas Edwards
 PFC Collin Guinness Farrar
 SPC Brodee Lamprea Fontanilla
 SPC Cameron Bijou Jackson
 PFC Manuel Alexis Moya
 PV2 Preston Scott Rice
Class 021-24
 PFC Cameron Romero Torres * -DG
 PV2 Kody Daniel Adams
 PFC Sean Patrick Fuller, Jr.
 PFC Johan Osvaldo Garcia Lugos
 PFC Mason Scott German
 PFC Dalton Allen Green
 PFC Tony Windell Harvey, III
 CPL Christopher Robert Meegan
 PFC Levi Christopher Mills
 PFC Carlton Roger Moise
 PFC Aidan John Schuster
 PV2 Chad Steven Tuttle
Class 022-24
 PFC Kiara Alexis Tolbert * -DG
 PV2 Lunden Matthew Henslee
 SPC Nuttapon Jantaraj
 PV2 Zachary Burabod Lee
 PFC Jade Violet Lierman
 PFC John Tyler Mory
 PV2 Kayleighanna Jade Oconnor
 MAJ Hugo Cesar R. Cervantes
 PV2 Gavin Christopher Stewart
 PFC Nathan Michael Swickert
 PFC Caleb Baker Willis
 PV2 Jacob Elijah Winn
Class 023-24
 PV2 Kyle Evan Carleton * -DG
 PFC Brandon Bruce Baldry
 PV1 Jason Tyler Bell
 PFC Dylan Timothy Bianculli
 PFC Connor Thomas Coleman
 PFC Myron David Crouch
 PFC Gavin Liam Dolan
 PV2 Victor Manuel D. Vasquez
 SPC Coby David Easton
 PV2 Clayton David Foster
 PV2 Christopher Allen Hatchell
 SPC Jangel Nolasco Garcia
Class 024-24
 SPC Juan R. Arandahernandez
 PFC Benjamin James Aujay
 PFC Aidan Cole Brymer
 PFC Karmyn Annette Hudson
 SPC Austin Dale Littlepage
 PV2 Juan David Melendez
 PFC David A. Donald Minton
 SPC Anthony John Prastio
 PFC Jackson Roche Roddy
 PV2 Brian Gabriel Untermayer
Class 025-24
 PFC James Pearson Fazekas * -DG
 PV2 Lukas James Dean Allison
 PV2 Nathaneal Brian Aubin
 PV2 Christian Taylor Bice
 PV2 Brenden Xavier Bowden
 PFC Adrian Gabriel Branham
 SPC Kevin Andres Elicier Flores

AAAA Salutes the Following Departed...

LTC Harvey H. Randolph, Jr. Ret.
Deceased 3/16/2024
 Life Member
 MAJ Robert F. Akin, Ret
Deceased 4/19/2024
 Life Member
 MAJ Charles L. Deibert, Ret.
Deceased 3/13/2024
 Life Member, CASA Emeritus
 CW4 Thomas L. Hobbs, Ret.
Deceased 2/5/2024
 MSG Dorothy L. Snyder
Deceased 3/11/2024
 Life Member
 Mrs. Mary Rutkowski
Deceased 3/6/2024
 Life Member
 Ms. Maria Calfous
Deceased 3/6/2024
 Life Member

People On The Move

SPC Zachary Graves Howe
 PV2 Benjamin Garrett Johnston
 PV2 Joshua Bryan Menard
 PFC Christopher Thomas Oleary
 PV2 Anthony Blake Spiers
Class 201-24
 PFC Hayden Daniel Shriver * -DG
 SPC Santosh G. Nageshwara Rao
 PFC John Gonzalez Alejo
 PV2 Jacob Alexander Griffiee
 PV2 Adam Muhammad Johnson
 PV2 Ashton Asa Jones
 PFC Gaven Taylor Jones
 PV2 Jonah Robert Mcgione
 PV2 Felix Yadiel M. Acevedo
 PFC Alexander Marshall Stark
Class 026-24
 PFC Corey Joseph Smart * -DG
 PV2 Christopher James Brush
 PV2 Wyatt James Herr
 SPC Chun Yen Liu
 PFC Danny Jensen Long
 PV2 Matteo Marinmartinez
 PV2 Vivian Sanchez Marquez
 PV2 Henry D Smith
 PV2 Brooklenn Nicole Vosshell
 PV2 Isaac Adam Weeman
 PV2 Nathaniel A. Williams
Class 027-24
 PV2 Tyler Michael Robertson * -DG
 SGT Jaime Bautista Alvarez
 PV2 Anthony Lee Hayward, Jr.
 PV2 Jaycen Alexander Meurer
 PV2 Amber Michelle Moreno
 SGT James Phinehas Nakhla
 PV2 Luke Joseph Obermeier
 PV2 Ryan Jesse Ortiz
 PFC Roman Estephan Polanco
 PV2 James Austin Roberson
 SPC Timothy Bowden Streit

Aircraft Powerplant Repairer (15B)

Class 001-24
 PV2 Ryan Charles Smith * -DG
 PFC Liam Miles Greene
 PV2 Jackson Carter Hayes
 SPC Cole Alexander Kling
 PFC Edward Alexander Laba
 PV2 James Michael Lamp
 PV2 Josue Lopes Pereira
 PFC Luke William Oefelein
 PV2 Dell Joseph Robert
 PFC Chase Alexander Rowe
 PFC Andrew Thomas Sain
Class 002-24
 PFC Reiner Claravall Pattawi * -DG
 PFC Aidan Nicholas Aponte
 PV2 Sebastien Larry Bradford
 PFC Jetson Allin Busbea
 PV2 Nicholas Richard Falero
 SPC Devon Michael Faulds
 PV2 Michael Dewayne Kern
 PV2 Cornelius K.F. Mcninch
 SPC Cody Lee Pound
 PV2 Patrick John Walsh
 PFC Shannon Theo Worrell

Aircraft Powertrain Repairer (15D)

Class 001-24
 PV2 Luis A. L. Martinez * -DG
 PFC Owen Nicholas Clay
 PFC Elijah Slade Duke
 PFC Saul G. Gonzalez Marrufo
 PFC Phoebe Catherine Hartgrove
 PV2 Jackson Wyatt Hendrix
 PV2 Christian D Lefler
 PFC Michael Andrew Mann
 PFC Jeremiah J. Rapada Miguel
 PFC Marc Angelo Santiago

PV2 Gavin Paul Williams
Class 002-24
 PFC Ernest Parker Kissick * -DG
 SPC Gabriel Christopher Campbell
 PVT Chauncey Carmouche
 PV2 Jillyann N. Elliott-Hunsucker
 PVT Xavier Zebediah Gemme
 SPC Corey Lynn Hamblen
 PV2 Omar Herrera
 SPC Mulbah Kesselly
 PV2 Jonathan Mellorn
 PFC Noah Thomas Painter
 PV2 Ronald Wilton Szretter
 PV2 Hunter Tony Harold Venstad

Aircraft Electrician (15F)

Class 001-24
 PV2 Cody Cj Dolin
 PFC Gabriel Ifitkhar
 PV2 Caleb James Melton
 PFC Saul Emitterio Navarro
 PV2 Hin Yeung Ou
Class 002-24
 PFC Jules Olivier Pedy
 PV2 Braxton Douglas Reed
 PV2 Jhonathan Marcos Serrano
 SPC Joshua Ian Stewart
Class 003-24
 PV2 Wyatt J. Lawson * -DG
 PV2 Brayen Estiven Alzate Arias
 PFC Natasia Maria Egli
 PV2 Jordy Nieves Ortiz
 PFC William Samuel Reisetter
 PV2 Gabriel R. Rodriguez Pablos
Class 004-24
 PV2 Jonathan E. A. Walker * -DG
 PFC Felipe De Jesus Angeles
 PFC Tanner Neil Campbell
 SPC Pierre Nmn Daniels
 PV2 Andrew Michael Simpson
 PV2 Tristan Catalo Storm
 SPC Oguzhan Unsal
 PFC Jesse Roy Walker, III

Aircraft Structural Repairer (15G)

Class 002-24
 PFC Jacob Thomas Hamilton
 PV2 Brendan Matthew White
Class 003-24
 PV2 Henry A. Rodriguez Perez * -DG
 PV2 Devin Andrew Bartlett
 PV2 Austin Blake Bledsoe
 PVT Allen Lee Boss
 SPC Curtis Devin Camp
 PFC Tristan Marshall Evans
 PFC Joshua Alva Foor
 SPC Kenneth Anthony Glass
 PFC Gurbir Singh Kalsi
 PFC Oshawn Lindsay
 PFC Bryce Caden McCurdy
 PV2 Cesar Gabriel Pozos
 PV2 Eli James Reichley
 PFC Jamil E. Robles
 PFC Ethan Christopher Schreiber
 PFC Rocco J. Simon
 PFC Julian Raymond Vasquez
 PV2 Brendan Matthew White
 PFC Tyson Robert Wilhelm

Aircraft Pnedraulics Repairer (15H)

Class 002-24
 PV2 Jarrod Odell Bligen * -DG
 PV2 Humberto Diaz Gomez
 PFC Bishnu Bahadur Karki
 SPC Irakeem Jamal Lewis
 PFC Adrian J. Manzano-Quinones
 PFC William Arthur Metz
 PFC Brandon Nicholas Morris
 PV2 Logan Griggs Naramore
 SPC Kwadwo Boakye Okyere

PV2 Jeremiah Henderson Smith
 SPC Isaac Conner Swearingin
 PFC Shyndell R. Thompson, Jr.
Class 003-24
 PV2 Donovan E. J. Hardy * -DG
 PV2 Cadence Grace Clackner
 SGT Larry Junior Love
 PFC Ramon Ramos, Jr.

Avionic Repairer (15N)

Class 025-23
 PFC Mandy Wu * -DG
 PFC Justin Lakhno
 PFC Marc William McDonald
 PFC Graciella Rae Morton
 PV2 Ricardo Josue Ortiz
 PV2 Charles Xavier Perry
 PFC Jalen Anthony Polk
 PFC Tariq Dashun Russell
 PFC Michael Angel Velez
Class 026-23
 PFC Marcus Alan Alexander * -DG
 PFC Ryan Alexander Brennan
 PFC Alfredo S Delgado
 PV2 Allen Donald Dunfee
 PVT Garrett Austin Hill
 PFC Jalen Anthony Polk
Class 001-24
 PFC Nathan J. D. Beard * -DG
 SPC Branda Mariah Fitzgerald
 PV2 Alexander O. Heredia Frias
 PFC Mason Garrett Lewis
 PFC Jacaira Janna Pressley
 PV2 Christian R. Stoops Jimenez
 SPC Edmundo D. Villegasbolivar
Class 002-24
 PV2 Anthony R. Castaneda * -DG
 SPC Henry Franklin Bonds
 PFC Zane A. Dean Chandler
 PV2 Cullen Baxter Deal
 PV2 Chance H. Ellingsworth
 SPC Marc Francis Lacerra
 PV2 Justin Raymond Sanders
 PV2 Kaedin Rece Shaw

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

Class 001-24
 SPC Justin Michael Raver * -DG
 PVT Haritz Yahel Contreras
 PFC Nathan James Imholte
 PFC Jebadiah Frederick Mull
 PFC Jesus Nava
 PFC Richard Alexander Studt
 PFC Clayton David Teel
Class 002-24
 PFC John Glen Lovett * -DG
 PV2 Jason Ryan Bieber
 SPC Zachary Gaston Campbell
 PV2 Kody Kyle Clendenning
 SPC Garrison Markussencer Dahn
 PFC Juan Daniel Espinoza Barajas
 SPC Alexander Charles Korman
 SPC Jacob Anthony Martinez
 SPC Elliott John Ruckman
 SPC Andrew Charles Young
Class 003-24
 PFC Joshua Javier Martinez-Romo
 SPC Lukas Daniel Pate
 -DG: Distinguished Graduate
 -HG: Honor Graduate
 * = AAAA Member

Unmanned Aircraft Systems (UAS) Graduations

Tactical Unmanned Aerial Systems (TUAS)

ARMY AVIATION

Upcoming Special Focus



JULY

Training and Simulation
 Aviation Survivability
 AFC EDGE23



AUGUST/SEPTEMBER

Blue Book Directory
 AAAA Scholarship
 Foundation Winners

Contact: **Bob Lachowski**
Erika Burgess or Carmen Touhy

AAAAindustry@quad-a.org

203.268.2450 ARMYAVIATIONmagazine.com

Operations Technician

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

TUAS Technician

8 Graduates, 24 April 24
 WO1 Baccus Travis C
 WO1 Braithwaite Zachary R
 WO1 Carpenter Travis S *
 WO1 Dvorak Nathan R
 WO1 Feero Clay H
 WO1 Gersuk George C
 WO1 Graham Eric J
 WO1 Hernandez Robert L
2 Graduates, 24 April 24
 WO1 Soto Anthony E
 WO1 Young Taylor N

UAS REPAIRER

AAAA congratulates the following Army graduates of the Unmanned Aircraft Systems Repairer Course, MOS 15E and 15M at Fort Huachuca, AZ.

Shadow UAS Repairer Course

7 Graduates, 11 April 24
 SPC Vargas Alexander -DG
 PVT Cox Sean Michael
 PVT Cronin Christian Anthony
 SPC Metcalf Melelototoa C
 PV2 Pemberton Zen Alexander
 PFC Perez Noah
 PV2 Torres Joey
5 Graduates, 2 May 24
 PV2 Yoder Jacob Thomas -DG
 SPC Brumbaugh Charles W/PV2 Davila Josue Emmanuel
 PFC Montoya Edward A III
 PVT Vega Rivera Angel E

Gray Eagle Repairer Course

PV2 Cooper Eli N -HG
 PFC Buchanan Joseph M
 SPC Garcia Matthew Adam
 PVT Ortiz Garcia Jose A

PFC Perez Miguel A
 PFC Richardson Austin B
 PFC Valles Nathan R

UAS Operator

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

Shadow UAS Operator Course

9 Graduates, 25 April 2024
 SGT Lindstrom David W -DG
 SPC Alvarez Priscila
 PFC Falke Seth R
 SGT Hemphill Kyle L
 PFC Kissee Gage Earl
 PVT Magnus Landen James
 PV2 Morgan Jacob M
 PV2 Sumter Seth J
 SPC Thompson Christian
8 Graduates, 14 May 24
 PV2 Saban Kareem J -DG
 PV2 Simmons Jonathan D -HG
 PFC Cooper Ricky A
 PV2 Donatelli Constantino
 PV2 Moreno Katelyn E
 PV2 Nejedeh Caleb J
 PVT Toolate Landon M
 PV2 Woods Nathaniel J

Gray Eagle Operator Course

13 Graduates, 10 May 24
 PV2 Mendoza C. Kapena -DG
 PV2 Squires Matthew David -HG
 PFC Adkison Bryce K
 PVT Cruz Daniel
 PV2 Diers Charles Grayson
 PFC Duschen Jaden Eban
 PV2 Ely Gabriel T
 PFC Henson Lily I
 PV2 Rasser Caleigh Morgan
 PFC Reese Trentin Scott
 PFC Rhodes Ezekiel W
 PVT Thomas Alston Aaron
 SGT Tripoli Ross A
 * = AAAA Member

Editor's note: Companies can send their Army Aviation related news releases and information to editor@quad-a.org.

HELLFIRE Follow-on Production Contract Awarded to LMCO



LOCKHEED MARTIN COURTESY PHOTO

The U.S. Army awarded Lockheed Martin (NYSE: LMT) a follow-on production contract for Joint-Air-to-Ground Missiles (JAGM) and HELLFIRE missiles with a Program Year 3 (PY3) award total value of \$483 million. This contract will provide JAGM and HELLFIRE procurement and production support for the U.S. Army, U.S. Navy and international customers. It is the third follow-on award that is a part of a multiple-year award that was initially awarded in March 2023. The total contract award value is for up to \$4.5 billion through 2025.

Safran Selected to Provide Electrical Power Generation for FLRAA



BELL PHOTO



Safran Electrical & Power, announced on May 22, 2024 that they have signed an agreement with Bell Textron Inc. to provide the starter-generation systems for the U.S. Army's Future Long Range Assault Aircraft (FLRAA) program. Safran will supply an advanced high-voltage starter-generator system that will feature a high-speed rotor and advanced power electronics. The design, development and qualification will take place at the Safran Electrical & Power centers of excellence located in Twinsburg, Ohio, and Sarasota, Florida.

Airbus Completes Acquisition of Aerovel



LOCKHEED MARTIN SIKORSKY GRAPHIC



Airbus has completed the acquisition of U.S.-based Aerovel and its unmanned aerial system (UAS), Flexrotor. Flexrotor is a small tactical unmanned aerial system designed for intelligence, surveillance, target acquisition and reconnaissance (ISTAR) missions over land and at sea.

Aerovel, which has over 30 employees, manufactures the Flexrotor in Bingen, Washington.

Sikorsky to Lay Off Hundreds in Connecticut



In the wake of the Army's announcement to terminate the Future Attack Reconnaissance Aircraft program, Sikorsky confirmed on April 16, it is laying off as many as 400 employees in Connecticut, primarily in its engineering and digital technology ranks which would have developed the aircraft. A spokesperson did not provide a specific number of workers impacted, but that it equated to less than 1 percent of parent Lockheed Martin's workforce, which numbered 122,000 people entering this year. One source familiar with the company's plans said the cuts would affect about 350 jobs in Stratford and another 50 elsewhere in Connecticut. The layoffs would extend to Sikorsky facilities in other states.

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

BAE Systems Information and Electronic Systems, Fort Wayne, IN, was awarded a \$459,802,408 order-dependent contract for AN/ARC-231/A Multi-mode Aviation Radio Suite hardware components, repair services and technical/engineering/logistic support; work locations and funding will be determined with each order, with an estimated completion date of April 9, 2034.

General Atomics Aeronautical Systems Inc., Poway, CA, was awarded a \$52,918,826 hybrid (cost-plus-fixed-fee and cost-plus-incentive-fee) contract for Gray Eagle fleet sustainment and logistics support; work will be performed in Poway, with an estimated completion date of April 23, 2029.

L3Harris Technologies Inc., Palm Bay, FL, was awarded a \$16,990,788 hybrid (cost-no-fee, cost-plus-fixed-fee and firm-fixed-price) contract for FliteScene digital map software; work locations and funding will be determined with each order, with an estimated completion date of April 17, 2029.

RSI-Quantitech JV LLC*, Huntsville, AL, was awarded an \$8,048,752 modification to contract W911SF-23-C-0009 for aviation maintenance support; work will be performed at Fort Moore, Georgia, with an estimated completion date of April 27, 2028.

Torch Technologies Inc., Huntsville, AL, was awarded a \$9,296,371 modification to contract W31P4Q-23-F-C002 for technical services support for aviation mission systems; work will be performed in Madison, AL, with an estimated completion date of May 7, 2028.

Advertisers Index

ARESIA.....	13
Army Aviation Museum Foundation ..	43
Bell	1
Coastal Seat Cushions, Inc.....	17
Crestwood Technology Group (CTG)..	27
Dallas Avionics.....	29
David Clark Company.....	31
Eclipse International Corp.....	19
Energys	5
FLIR Systems, Inc.....	2
GNS - Global Navigation Sciences, Inc.	20
Helibasket	7
Lockheed Martin	84
Marvin Test Solutions, Inc.	35
PCX Aerosystems.....	15
Phantom Products Inc.	9
Science and Engineering Services, SES, Inc.....	11
SKEDCO, Inc.....	17
Tyonek	25
W.L. Gore & Associates	37
Yulista Holdings, LLC.....	21



AAAA Legislative Report

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

Play Ball! The Fiscal Year 2025 (FY25) Defense Mark Up Season Is Underway

The "Mark Up" of the National Defense Authorization Act (NDAA) and Defense Appropriations Bill align with the kickoff

of America's favorite past time – Baseball. Mark up season begins with the submission of the President's Budget Request that includes Army Aviation's desired funding baseline across the portfolio. This is "home plate" from which Congress increases, decreases

or fulfills the Army's baseline request. They determine what will ultimately be authorized and appropriated to the Army by law. Army Aviation is up to bat. Let's hope the branch hits a grand slam. Below is the Army's FY 25 base budget request for procurement and RDT&E.

PROCUREMENT (Proc)	
Program	Requested
Future UAS Family	\$149,059
Small UAS (SUAS)	\$69,573
Apache Block 3 Reman	\$570,655
Apache Block 3A Reman (AP)	\$0
Blackhawk M Model (MYP)	\$767,224
Blackhawk M Model (AP)	\$58,170
Blackhawk L & V Models	\$0
Chinook	\$699,698
Chinook (AP)	\$0
Spectrum Army SUAS	\$0
Gray Eagle	\$0
Gray Eagle Payload	\$14,086
Gray Eagle Mods2	\$23,865
Multi Sensor Airborne Recon	\$0
Apache Mods	\$81,026
Chinook Mods	\$15,825
Blackhawk Helicopter Mods	\$34,565
Network and Mission Planning	\$49,862
COMMS, Nav Surveillance	\$61,362
Degraded Visual Environment	\$3,839
Aviation Assured PNT	\$69,161
GATM Rollup	\$4,842
UAS MODS	\$2,265
ASE	\$139,331
Survivability Countermeasures	\$0
CMWS	\$51,646
CIRCM	\$257,854
Common Ground Equipment	\$31,181
Aircrew Integrated Systems	\$14,478
Air Traffic Control	\$27,428
Launcher, 2.75 Rocket	\$3,815
Launcher, Guided Missile; Longbow Hellfire	\$21,545

RESEARCH DEVELOPMENT TEST & EVALUATION (RDT&E)	
Program	Requested
Future Vertical Lift Technology	\$52,685
Air Platform Applied Research	\$53,206
Air Platform Advanced Tech	\$17,076
Future Vertical Lift Advanced Technology	\$140,578
Aviation Advanced Development	\$6,591
Small Unmanned Aerial Vehicle (SUAV)(6.4)	\$1,800
Future Tactical UAS	\$127,870
Aircraft Avionics	\$7,171
Air Traffic Control	\$982
Common Infrared Countermeasures (CIRCM)	\$11,691
Aircraft Survivability Equipment	\$38,225
Future Long Range Assault Aircraft Development	\$1,253,637
Joint Air-to-Ground Missile (JAGM)	\$3,030
Small Unmanned Aerial Vehicle (SUAV)(6.5)	\$37,876
Aviation Ground Support Equipment	\$979
Aircraft Certification	\$2,201
Blackhawk Product Improvement Program	\$25,000
Chinook Product Improvement Program	\$4,816
Improved Turbine Engine Program (ITEP)	\$67,029
Aviation Rocket System Product Improvement	\$0
Unmanned Aircraft Systems Universal Products	\$24,539
Apache Future Development	\$8,243
Aircraft Engine Component Improvement Program	\$142
Tactical Unmanned Aerial Vehicles	\$0
Airborne Recon Systems	\$0
MQ-1C Gray Eagle UAS	\$6,681

Program Terminations
FARA Ecosystem
Future Attack Reconnaissance Aircraft (FARA)
Aviation Rocket System Product Improvement and Dev

New Start (Or New Funding Line) Programs
FVL Radar Technologies (Under FVL Technology)
Air Vehicle Integrated & Alternative Tech (AVIATe) (Under FVL Technology)
Future Long Range Assault Aircraft (FLRAA)

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 June 30, 1999

Briefings

April 21: The White House announced that President Bill Clinton has nominated General Eric K. Shinseki to be the Army's 34th Chief of Staff. Senate Armed Services Committee confirmation is required for the former commander of U.S. Forces Europe and, present vice chief of staff of the Army, to be able to assume his new posting on June 21.

to be able to assume his new posting on June 21.

New AAAA President

Major General Carl H. McNair, Jr., U.S. Army (Ret.), was named president of the Army Aviation Association of America. The honor was bestowed at the AAAA Annual Membership Luncheon during the AAAA convention in Nashville, May 10, 1999. General McNair served in a variety of command and staff positions during his 32 years of active service, including combat in Vietnam (1967-1969) and being the commanding General of the Army Aviation Center and chief of Army Aviation. He is also a Master Army Aviator, with more than 4,000 hours in rotary and fixed wing aircraft, of which 1,500 hours had been accrued in combat.



Briefings



Two California Army National Guard UH-60 Black Hawk helicopters and their crews recently took part in a five-day training exercise with the Los Angeles County Sheriff Department's SWAT team. The aircraft, provided by the Los Alamitos-based Company B, 1st

Battalion, 140th Aviation, were used to train the police officers in tactical air operations and other related topics.



50 Years Ago June, 1974

Fort Campbell

Between January and November, 1973, the 158th Aviation Battalion, 101st Airborne Division (Airmobile) flew in excess of 20,000 hours. For this accomplishment, the unit was awarded the Department of Army Aviation Accident Prevention Award of Honor, the

first battalion-sized unit to be so recognized. The 158th performed a variety of tasks to be so honored, including that of experiments with a helicopter tree-landing platform, nighttime low-level missions and combat assaults by infiltration.



Wing Wiring

An Army mechanic, together with a contractor representative,



are shown rewiring the weapons system in the wing of a Cobra attack helicopter. The effort is part of an evaluation being conducted by MASSTER at Fort Hood, Texas. It is to study new electronic control systems designed to provide Cobra pilots more variety so as to be able to select, arm and fire the Cobra's 2.75-inch rockets.

lots more variety so as to be able to select, arm and fire the Cobra's 2.75-inch rockets.

Shiny Addition

The Army Aviation Museum at Fort Rucker has received a new addition. It is an experimental aircraft of composite construction. The YE-5A, had completed tests and was acquired from the Land Warfare Lab at the Aberdeen Proving Grounds in Maryland.



"Airmobility" Study Published

One of the most comprehensive reports on the use of Army Aviation in combat has been released by the Superintendent of Documents., Airmobility, 1961-1971. Author is Lieutenant General John J. Tolson, III, former 1st Cavalry Division Commander. This literary effort traces the growth of the airmobility concept, through the Vietnam War, up to 1971.

Celebrating the 50th
Anniversary of the Army
Aviation Hall of Fame

50
YEARS
1974-
2024

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 Novosel, AL.

The deadline for nominations for the 2026 induction is June 1, 2025

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 George Philip “Phip” Seneff, Jr., Deceased

By Mark Albertson

George P. Seneff, Jr. was born in Chicago, Illinois in 1916. He began his Army career in 1936 when he enlisted as a private. Within a year, he was selected to attend the U.S. Military Academy at West Point graduating in 1941 as a 2nd Lieutenant of the Field Artillery. During World War II, he served in the European Theater of Operations, attached to the 14th Armored Division. Following the defeat of the Axis Powers, he served as a Tactical Officer at the Military Academy (1946-1948) after which he was transferred to the Armored Branch. He would become an Assistant Army Attache in London (1950-1953) followed by service with the 82nd Reconnaissance Battalion of the 2nd Armored Division in the U.S. Army Europe (1953-1955).

Rotated stateside, he was assigned to Department of the Army where he was put in charge of R&D and, in 1956, he graduated from the Army Aviation School.

Seneff could be outspoken. In 1978, when interviewed by Lieutenant Colonel Ronald K. Andreson, for an Army War College Program on the History of Army Aviation, Andreson asked, “Sir, in 1956, which was about the time you became a rated aviator, an extensive test of aerial gunnery in Army helicopters was ongoing at Fort Rucker under the direction of General Hutton, who was Commandant of the Aviation School and a Colonel Vanderpool of the CDC Aviation Agency, who in fact, was not an aviator.”

General Seneff: “I recall them very well because I was intimately involved in them myself. I was supporting the thing from a staff point of view from the Pentagon. I think they really meant a great deal to the future of it, really. Jay Vanderpool was a very enthusiastic guy and a very far sighted guy and he accomplished miracles... it was strictly a black shop operation, getting existing guns and welding them to frames that were then welded on to the choppers.”

Seneff stressed that if it was not for the enterprising Vanderpool and his scrounge



U.S. ARMY/AVIATION FILE PHOTO

operation, Army Aviation might not have become what it later came to be. Indeed, he said, “Now I’ll state here that we tried to get Vanderpool rated many times and were blocked by senior Army aviators who were too damn stupid to see what he had done for the Army.”

In 1960, Seneff joined the U.S. delegation to NATO in Paris; after which he would become commander of the 11th Air Assault Aviation group and the Division Aviation Officer of the 11th Air Assault Division (Test) upon the unit’s activation in February 1963. In 1965, Colonel Seneff became the sixth Director of Army Aviation; in which position he was able to play a significant role in the Army’s procurement of the AH-1 Cobra attack helicopter.

Seneff saw service in Vietnam, including as an aviation advisor to the South Vietnamese government and, as commander of the 1st Aviation Brigade; he also developed many of the tactics and techniques used by Army Aviation during the Vietnam War.

While commanding the 1st Brigade in Vietnam, he penned his “Philosophy of Command” in 1966, in which he wrote, “You have to lead, preferably by example. Precisely how you do this is a matter of your personality, the organization and the situation... Some of the best leaders I have known... insisted on extremely high standards. How you achieve them is secondary. Just make sure you do – you are preparing your people for combat in a dangerous game.”

He went on to command the 3rd Infantry Division in Europe; III Corps at Fort Hood, Texas and 5th Army at Fort Sam Houston, Texas.

He retired from active duty as a Lieutenant General in 1974 and was inducted into the Army Aviation Hall of Fame that same year. He died on December 2, 1999 at the age of 82.

Mark Albertson is the award-winning Army Aviation Publications Historian and a contributing editor to ARMY AVIATION magazine.

MODERNIZED BLACK HAWK.[®]
MORE POWERFUL. MORE CONNECTED.
MORE OPTIONS FOR THE GROUND COMMANDER.



SIKORSKY 
A LOCKHEED MARTIN COMPANY