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On The Cover

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FARA Development Discontinued

The Army will discontinue development of the Future Attack and Reconnaissance Aircraft at the conclusion of prototyping activities while continuing investment in the Future Long Range Assault Aircraft, and making new investments in UH-60 Black Hawk, and CH-47F Block II Chinook. In a Feb. 8 announcement, the Army said it will also phase out operations of systems that are not capable or survivable on today's battlefield including the Shadow and Raven unmanned aircraft systems. The Army will increase investments in unmanned aerial reconnaissance capabilities and the procurement of commercial small unmanned systems. See page 54 for more details.



U.S. ARMY GRAPHIC

Chaney, Cole and Garcia Nominated

The Secretary of Defense Lloyd J. Austin III announced on March 1, 2024 that the President has nominated the following Army Aviation officers for promotion to brigadier general:



U.S. ARMY PHOTO

COL Kevin S. Chaney – currently serving as project manager, Future Attack Reconnaissance Aircraft, Program Executive Office Aviation, Redstone Arsenal, AL;



U.S. ARMY PHOTO

COL Kenneth C. Cole – currently serving as deputy commander (support), 101st Airborne Division (Air Assault), Fort Campbell, KY.



U.S. ARMY PHOTO

COL Rogelio J. Garcia – currently serving as deputy commander (support), 25th Infantry Division, Schofield Barracks, Hawaii.

Largest NATO Exercise In Decades Kicks Off



U.S. ARMY PHOTO BY SFC. JOSHUA JAMES SARGOL

Exercise Steadfast Defender 24, kicked off on Jan. 24, 2024 as the dock landing ship USS Gunston Hall sailed from Norfolk, Virginia. In a press release, Army GEN Christopher G. Cavoli, NATO's Supreme Allied Commander Europe,

said it will feature about 90,000 service members from the 31 NATO allies and Sweden. The exercise will take place primarily in Finland, Estonia, Germany, Greece, Hungary, Latvia, Lithuania, Norway, Poland, Romania, Slovakia, Sweden and the United Kingdom and will run through June. According to Cavoli, it is NATO's principal multidomain exercise for 2024 and the largest exercise since Reforger 1988.

Rubio Space Flight Achievement Recognized



U.S. ARMY PHOTO BY SCIENCE MEDIA



On Feb. 22, 2024, Secretary of the Army Christine Wormuth presented the Army Astronaut Device to

COL Frank Rubio who holds the U.S. record for the most days in space for a single spaceflight including 371 days on the International Space Station. Rubio will wear his device on his Senior Aviator Badge. There have been only 19 Army Astronaut devices awarded since the device was approved on May 17, 1983.

ARNG Orders Aviation Safety Stand-down



U.S. ARMY PHOTO

The Army National Guard ordered an aviation safety stand-down of all its rotary wing units on Feb. 26 after two accidents in February, including a Feb. 23 crash that killed two pilots from the Mississippi Army National Guard. The length of the stand-down is "undetermined" because of the nature of Army National Guard aviation units. Units and crews will be allowed to resume flying once they've completed the directed review of safety policies and procedures.

CORRECTION:

On page 29 of the February 29, 2024 issue Captain Larry L. Taylor's rank was incorrect; we apologize for the error.



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On Final to the Annual Summit



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It is hard to believe that another month has flown by. As you read this, we will have convened a meeting with the National Executive Group and our committee chairs to review several areas ...

... importantly our efforts at developing an organizational strategic plan, and to set expectations for the upcoming National Executive Board meeting in April at the Summit. More to follow, but please check the AAAA website to make sure you know who the committee chairs are and get your issues to them; they are your conduit to each mission area from membership to awards, and Hall of Fame to Reserve Component affairs...and we value all feedback, recommendations, and issues you may have.

Next, you all by now have heard the very important news of Future Attack Reconnaissance Aircraft program termination, and the intended investment in a UH-60M multi-year contract, further CH-47F Block II production, and a strong commitment to the Future Tactical Unmanned Aircraft System, along with other unmanned systems and launched effects. While the FARA termination is certainly an impact to what was a priority required aviation capability, we can only move forward positively in support of these decisions that still ensure we are providing an indispensable Aviation capability in support of our Army. For sure we will hear much more about all of this during the excellent programs, panels, and presentations that are on the upcoming AAAA Annual Summit agenda in Denver next month.

And speaking of the Summit. We have received numerous cards and letters about a recent event hosted by another large military association at the same hotel, The Gaylord Rockies, where we will be conducting our Summit.

Fortunately, we had already sent our event Team to observe the other group's meeting to assess and address potential issues and impacts for the conduct of our Summit. Led by AAAA Meeting Director, Rebecca Sadegh, together with Art Agnew and Marian Spencer, they put together an extensive AAR with lessons learned for the event and mitigating actions. Some of the key takeaways that you all should be aware of include:

The other group experienced a very difficult parking and arrival situation daily, with limited alternative bus service. While we do not expect the amount of local drive-in traffic they experienced, we had already planned for a much more extensive bus system, literally 600% the size they used, servicing all of our twenty-one official overflow hotels. In addition, local police departments are working on a new traffic flow pattern into the Gaylord Rockies, to avoid the extended traffic back-ups that the other group experienced. We will also have access to additional parking capacity that the other group did not have.

Next, we are starting our professional

programs each day much later than we have done at previous Summits. Specifically, we will start each day at 10:00 a.m., or later, and have pushed the program one day forward to begin on Wednesday, thus allowing time for attendees to gather before the morning 'crush.'

We have also adjusted food and beverage availability and opportunity, to include food trucks, to accommodate our planned attendance, which is currently about 15-20% above our all-time high registration in 2023.

And finally, we will be using a larger ballroom than the other group did for the important General Sessions, to ensure we can accommodate our larger attendance.

The bottom-line is that thanks to your enduring support, we have grown our Annual Summit substantially over the past five years since this event venue was scheduled and contracted for and we are taking every conceivable step to make sure that we can provide an outstanding, safe, and enjoyable Summit for you and your families.

There is a lot going on in our Army, and especially in our Army Aviation Branch. We could not have a more dedicated, invested, and capable Army Aviation Leadership Team and we truly look forward to working with them and you together at the Summit and beyond, to ensure we know how best to support our U.S. Army Aviation Soldier and Family!

Look forward to seeing you all in Denver!

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



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A Catalyst for Total Army Aviation Dialogue

By MG Michael C. McCurry II

The Aviation Center of Excellence hosted the Aviation Senior Leaders Forum (AvSLF) at Fort Novosel on 23-25 January 2024.

The AvSLF is an annual event, mandated by Army Regulation 95-1, in which Combat Aviation Brigade (CAB) command teams from all Army components, select Army and Aviation senior leaders, and retired Army Aviation general officers considered “Legacy Leaders” meet to discuss current and future challenges to Army Aviation. This forum is the key venue where Army leaders meet to promote dialogue on Aviation challenges, such as transformation, across the Army Aviation enterprise.

This year’s theme “Transforming Aviation Warfighting – Strengthening the Sacred Trust” centered the discussion topics on both transforming Aviation warfighting while remaining focused on the Soldier on the ground. The forum also provided an opportunity for Army senior leaders to amplify their thoughts concerning their priorities, particularly continuous transformation.

We were privileged to have GEN Randy George, the 41st Army Chief of Staff; GEN Gary Brito, Commander, TRADOC; GEN Daniel Hokanson, Chief of the National Guard Bureau; LTG Paul Calvert, FORSCOM Deputy Commanding General; LTG Chris Donahue, Commander XVII Airborne Corps; and BG Roger Deon, Commanding General, Army Reserve Aviation Command, among others, as speakers during the AvSLF. These presenters were able to provide their understanding of key focus areas across the Army components. Additional attendees included the CAB command



An audience of all-Component participants listening to presentations from MG Micheal McCurry, U.S. Army Aviation branch chief and leaders and their spouses from across the Army Aviation enterprise during the 2024 Aviation Senior Leaders Forum, 23-25 January.

teams, consisting of CAB commanders, command chief warrant officers, and command sergeants major, who had an opportunity to ask these senior leaders key amplifying questions and clarification of not only those focus areas, but also gain guidance on other critical Army priorities. Furthermore, the forum participants could also dialogue with the legacy leaders throughout the event. General (Retired) Dick Cody and LTG (Retired) Daly were among the distinguished legacy leaders that participants had the opportunity to interact with at the forum.

Open, Honest, and Critical Dialogue

As we transform Army Aviation, it is crucial to identify tomorrow’s challenges today. The discussions on who, what, and how we fight large-scale combat operations are better matriculated in the confines of a conference

auditorium than a foxhole. The AvSLF and other venues like it do just that. The content, candor, and consequence of these events also offer a plethora of insightful and beneficial outcomes.

Similar to previous years, this year’s AvSLF provided relevant content to the Total Army Aviation force. Leaders were able to listen and discuss subject matter pertinent to all COMPOs. In alignment with the forum’s theme, Army Aviation’s priorities of Generating Aviation Warfighting, Developing Ready Units, Continuously Transforming, and Strengthening the Profession were a focal point for many discussions. For example, senior leaders spoke of the requirement for formations to be adaptive, innovative, and lethal, and the formations’ ability to transform while in contact.

CAB teams from each COMPO had an opportunity to discuss relevant issues affecting their ability to perform their mission now and in the future in



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a closed-door setting. This was a great opportunity to address and resolve Army Aviation transformation issues regardless of COMPO because we have a tendency not only to “stovepipe” problems within COMPO silos but also their solutions. This critical forum promotes dialogue and enables us to share problems and solutions common to all components.

The non-attribitional format encourages frank and candid discussions among the leaders present. The audience is encouraged to ask the presenters, the legacy leaders, and other AvSLF participants hard questions. The event’s goal for this method is simple – to promote unabated discussion and achieve a better understanding of the Army Aviation issues that may affect the ability of commanders to conduct missions with Aviation assets. Some issues may be peculiar to individual formations and others to the enterprise. The ability to communicate concerns and understand potential resolution paths comes from unconstrained dialogue. The ability to have open, constructive, and a genuine exchange of ideas is critical to meeting the requirements of the Army leadership.

The open and frank dialogue allows current commanders to leverage the expertise of current and past Army senior leaders. The challenges current commanders encounter and those they may have thought were exclusive within their commands may be resolved or morphed into a more global perspective. With their sage and experienced advice, the legacy leaders further reinforce this benefit.

The Way Ahead

The success of the Army Aviation enterprise depends on working together to identify and resolve issues to provide

world-class support to the joint and combined arms teams. Regardless of the component, we have a commitment to uphold the sacred trust with the ground Soldier. As we prepare to transform Army Aviation to fight and win in large-scale combat, we must communicate effectively and frequently across components to determine if we are on a glidepath to fight and win on the future battlefield. The AvSLF is one way we meet this critical requirement.

While Army Aviation is committed to maintaining an open and frank dialogue to overcome the many challenges our units face today, there are other venues that support this effort as well. The Army Aviation Association of America (AAAA) is a critical partner in this endeavor sponsoring several events to continue the dialogue for the Total Army Aviation Force in 2024. They include the Army Aviation Mission Solutions Summit in Denver, CO, April 24-26; the Aircraft Survivability Equipment Symposium in Huntsville, AL, September 16-17; and the AAAA Cribbins Readiness Conference in Huntsville, November 11-13. These events are open to all COMPOs as well as industry partners. They are essential to supporting Army Aviation in strengthening the profession.

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



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► This Is Your Army!

Restructuring Army National Guard Formations

By GEN Daniel Hokanson



U.S. NATIONAL GUARD PHOTO BY SFC SKRAMSTED

For a generation of service members, combat meant counterinsurgency operations in Iraq and Afghanistan. Our training, our equipment, and our formations supported this type of warfare.

Our adversaries – while motivated and lethal – lacked the capacity to compete in sheer military, economic, or diplomatic terms. The United States was the world’s sole superpower, the primary author of the rules-based international order, and the global partner of choice with an unmatched network of allies and partners.

Those twenty years of counterinsurgency operations fundamentally transformed the National Guard from a strategic reserve to an operational force. Our purpose was clear to the Joint Force and the world: We exist to fight America’s wars. We exist to support the National Defense Strategy and provide strategic depth to the Army and the Air Force. Over the course of the Global War on Terrorism, National Guardsmen served more

than one million deployments, and today they continue to serve overseas in every Combatant Command.

But the environment today is different in both scope and scale. Even as terrorist threats persist in the Middle East and beyond, China and Russia have emerged as nuclear-capable strategic competitors, raising the specter of large-scale military confrontation not seen since World War II.

Operationalized Division Alignment

In response to this dynamic security landscape, driven by the National Defense Strategy, the Army is focusing on the division as the key combat formation across both the active and reserve components. To best support the Army and prepare to prevail in large-scale

Ssg Jeremy Hubbard (door) and Sfc Stephen Skramsted (window) of the COARNG just prior to a dynamic hoist infil demonstration at the High Altitude ARNG Aviation Training Site (HAATS).

combat operations, or LSCO, the National Guard has operationalized division alignment across its formations.

For the National Guard, division alignment means better integration with the regular Army’s divisions and the Joint Force. That means more predictable training and deployment rotations, and formations that look the same and are interoperable. It also means more cooperation between the active and reserve components, so there is greater familiarity and trust when it comes time to deploy. This gives us greater capacity to build and sustain readiness, and supports our modernization efforts.

But the Army National Guard must also transform its aviation units to meet the global demands of the future. Currently, National Guard force structure investments do not match the active



U.S. NATIONAL GUARD PHOTO

View from the CH-47 center cargo hook of HI-ARNG fighting fires in Maui using a 2,000 gallon waterbucket.

component's force design updates. This creates the significant risk that the Army National Guard would not be able to meet Combatant Commander requirements. Failing to modernize Army National Guard aviation formations by excluding them from force design updates is detrimental to the Joint Force and our national security.

The National Guard is an integrated operational reserve; when I think about the future of Army National Guard aviation, I envision Guard aviation formations supporting the division as the unit of action.

Key to Success

Integration is key to our success. Since its inception, Army aviation has executed air-to-ground operations as an integral member of the combined

arms team; its purpose is to complement ground forces. The existing force structure was designed during the two decades of conflict in Iraq and Afghanistan, centered around Brigade Combat Teams. But the new era of strategic competition – and the possibility of LSCO – demands a shift to operations centered around divisions.

Our formations have not yet caught up to this reality. The Combined Arms Center's 2018-19 LSCO Gap Study identified 17 capability gaps that must be closed to achieve dominance in LSCO. The aviation force design update will help mitigate these gaps – but we cannot delay in implementing them.

The active component is currently shifting to twelve fully resourced combat aviation brigades (CAB) tailored to Division-centric operations across all warfighting functions. Future capability investments in aviation force structure will reorganize the regular Army to six Heavy CABs, three Light CABs, one CAB with Heavy Lift Bn capability, and two Theater Enabling CABs.

The Army assessment that inspired

the active component's realignment is valid for the National Guard as well. Like the active component, the Army National Guard provides warfighting capability and capacity, in addition to our unique role supporting America's governors and serving our communities. Therefore, like the active component, the Army National Guard intends to restructure our formations to better support the divisions and provide agility, endurance, and depth.

Restructuring ARNG Aviation

It is my intent to restructure our current Army National Guard formations to align and better support the mission of Army National Guard Divisions with two Heavy CAB formations with Attack Battalions, Air Cavalry Squadrons, and Gray Eagle Companies, one Light CAB with a Heavy Lift Battalion to provide Air Assault capacity and capability, five Light CABs and three Theater Enabling CABs designed to support Corp level operations. The Army National Guard's Division-aligned CABs will reorganize as closely as possible to the active component's CAB designs to meet warfighting demands.

The Army National Guard's aviation force structure refinement efforts have two objectives. The first is to tailor formations to support the force more effectively. The second is to position the Army National Guard for modernization, to include the incorporation of Future Vertical Lift assets.

This redesign is not without interim readiness risk, but failing to make the same Division-centric investments in Army National Guard aviation alignment presents even more significant risks, like losing our Nation's competitive edge. In a LSCO fight, the Army National Guard will need to seamlessly mirror our active component counterparts.

The National Guard must update its force design to remain "Always Ready, Always There."



GEN Daniel R. Hokanson is the 29th Chief of the National Guard Bureau.



▶ This Is Your Army!

U.S. Army Reserve: Part-Time Warriors, Full-Time Pilots

By LTG Jody J. Daniels



U.S. ARMY PHOTO BY SP5 JEFF THIBBARD



U.S. ARMY PHOTO BY MSG. BOYD LLEN



U.S. ARMY PHOTO BY SAMANTH MUESSATI

The U.S. Army Reserve is known for its rapid flexibility, with every member of my team integrating the requirements of civilian jobs with the demands of the military.

For most Army Reserve Soldiers, that means about 39 days of military training annually as compared with the active component's full year. The pilots of the Army Reserve Aviation Command, however, achieve parity every year with their active counterparts – hour for hour in flight time.

The ability of these highly talented individuals to maintain equal flight times is a win for the Total Army. We're able to retain these Soldiers with advanced and expensive training in the force and not lose them to the civilian sector. The Army Reserve is an ideal choice for service members who want to continue their service after Active Duty, allowing them to maintain their aviation career with the unmatched

Top: A C-12 Huron airplane is parked on the ramp while a UH-72 Lakota helicopter taxis by at Cairns Army Airfield Jan. 31, 2024. The C-12 is assigned to Detachment 1, Company B, 1st Battalion, 228th Aviation Regiment, U.S. Army Reserve, and is stationed at Fort Novosel, AL, the home of the U.S. Army Aviation Center of Excellence.

Middle: U.S. Army Reserve UH/HH-60 Black Hawks used for medical and casualty evacuation during exercise Mountain Medic at Fort Carson, CO, Aug. 14, 2023. Mountain Medic is an Army Reserve-led joint, multi-component, multi-domain aeromedical evacuation exercise geared at improving and re-enforcing medical evacuation operations in a simulated large-scale combat operations environment.

Bottom: U.S. Army Reserve Best Squad competitors float in the water as their teammate jumps out of a CH-47 Chinook during the helocast event on day five of the U.S. Army Reserve Best Squad Competition on Fort McCoy, WI, Sept. 7, 2023.

adaptability of part-time service...anywhere in the Nation.

We transform our aviation structure in line with Regular Army aviation requirements to provide strategic reserve capacity for Multi-Domain and Large Scale Combat Operations, and be able to respond to operations in support of the homeland. Our aviators are not constrained by state boundaries, enabling them to have resources, training, and operations across their entire mission set.

Command Impact

The Army Reserve Aviation Command (ARAC) is a truly one-of-a-kind organization with a proven track record for pilot safety. With more than 4,400 Soldiers, 600 civilians, and 230 aircraft across 12 states, the ARAC does it all... air assault, air movement, aeromedical evacuation, and inter- and intra-theater transportation. The ARAC has a rotary-wing fleet of UH-60s, HH-60s, and CH-47s. Its fixed wing fleet is comprised of C-12s and UC-35s – all maintained by part and full-time crew chiefs and mechanic teams. Those maintenance teams are first rate, historically exceeding Department of the Army goals and routinely outperforming other components in readiness levels.

To top that off, we support all FEMA regions across the United States to support emergency response and Defense Support of Civil Authorities missions. Our pilots provide lift capabilities in disaster zones, carry supplies and equipment to affected areas, and are trained to respond to Chemical, Biological, Radiological and Nuclear events.

We've supported recovery efforts in the aftermath of devastating floods, tornadoes, and hurricanes across the homeland. Our heavy-lift capable aircraft can rapidly deliver critical supplies and construction equipment into disaster zones, from Florida to Washington state.

Supporting the Community

We partner with communities across the country when disaster strikes. We want our community leaders, local and state governments to know what we bring to the table before the trouble arrives.

A perfect example was the assistance we provided to the Montgomery County Fire Marshal in Houston, TX in the wake of the recent flooding. The 1st Assault Helicopter Battalion, 158th Aviation Regiment "Ghostriders" helped conduct a survey of flooded areas across the disaster zone.

Their survey provided immediate and accurate feedback on the extent of the damage and aided rescue planning by local authorities. The unit flew a two-hour aerial survey mission, with six Montgomery County personnel flying with the Ghostriders.

The local leaders knew we were available to help, and called as soon as the need arose. It's exactly what we're looking for... the ability to help out the communities we serve while providing tough, realistic, and real-world training for our aviators.

Maintaining Course

Describing capabilities to local leaders isn't the only information we're trying to spread. We want Army pilots across the country in the active component, future cadet pilots, those in Warrant Officer Candidate School, those in high school...to know what kind of a career they can have in the Army Reserve.

For the pilots who currently fill our ranks, we need you to tell your story. How has the Reserve benefited you? What opportunities has Reserve service given you? What have you accomplished that you didn't think you could?

At every level of the Army Reserve, our focus for both recruiting and retention is on the quality of life for our Soldiers. We are invested in mentorship, childcare, job support, family life, and career progression. In order to maintain our aviation force in the way ahead, we must continue to establish a welcoming and supportive Army Reserve community.

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LTG Jody J. Daniels is Chief of Army Reserve and commanding general of U.S. Army Reserve Command, Fort Bragg, NC.



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A New Horizon: Challenges and Transformations in ARNG Aviation's Shift to Large-Scale Combat Operations

By BG Matthew J. Strub



U.S. ARMY NATIONAL GUARD PHOTOS

For over two decades, the Army has focused on preparing and fighting in Counterinsurgency (COIN) operations.

As the winds of global conflict shift, a new challenge rises on the horizon for Army Aviation: how to train and prepare for Large-Scale Combat Operations (LSCO). This shift from low-intensity COIN to high-intensity LSCO presents a formidable test for Army Aviation, requiring a complete overhaul of training, tactics, doctrine, and mindset.

Multifaceted Challenges at Individual, Crew, Unit, and Organizational Levels

As Army Aviation faces the heart of transformation, ARNG Aviation faces multifaceted challenges in training at the individual, crew, unit, and organizational levels. Pilots and crews have trained and focused extensively on COIN operations with the luxury of air superiority. Adapting to LSCO requires mastering complex maneuvers, integrated air-ground operations, and operating in high-threat environments, contending with anti-access area denial.

Unit-level training fosters cohesion, communication, and shared understanding, which is crucial for effective LSCO operations. However, unit-level training for ARNG Aviation in LSCO scenarios presents challenges in preparing for the mission complexity needed to respond and operate on an evolving battlefield. Compared to COIN, LSCO will involve large formations widely dispersed in multi-domains, requiring faster movement and quick reaction times with the need for extended reach capabilities. The distributed stationing of ARNG aviation force structure across multiple states makes collective

(Left) A formation of U.S. Army AH-64D Apaches assigned to 151st Attack Reconnaissance Battalion, South Carolina Army National Guard, and a U.S. Navy HH-60H Seahawk assigned to Helicopter Anti-Submarine Squadron 11 conduct joint training at Naval Air Station Jacksonville, FL, March 11 and 12.

(Right) Oklahoma Army National Guardsmen from Battery A, 1st Battalion, 160th Field Artillery, 45th Infantry Brigade Combat Team, conduct sling load training operations with Company B, 2nd Battalion, 149th General Support Aviation Battalion.

training above the company level difficult. It hinders the ability to integrate with ground forces to fight at echelons. Adapting to complex battlefield dynamics requires significant unit-level training and coordination, a capability gap ARNG Aviation faces as it prepares for the LSCO fight.

The transition from COIN to LSCO demands greater battlefield awareness, complex maneuvers, and seamless integration with the ground forces in high-threat environments. Therefore, prioritizing unit-level training for ARNG Aviation in LSCO scenarios with mission complexity and equipment and logistics challenges is not just a strategic advantage but a necessity for mission success and the safety of aviators.

Organizational Transformation: Mobilization Timelines, Personnel Availability, and Funding

The transition from COIN to LSCO requires a fundamental transformation at the organizational level of ARNG Aviation, addressing critical areas such as mobilization timelines, personnel availability, and funding allocation. The current Reserve component mobilization timeline model for COIN, involving home station drills and extended annual training events that culminate with multiple units for multiple states moving to the Mobilization Force Genera-

tion Installation (MFGI) for months of post-mobilization training at the brigade level, may not be feasible if LSCO demands quick response. In concert with ARNG leadership, the Army must explore realistic options to adjust the Reserve component mobilization timeline to ensure ARNG Aviation is at the necessary readiness level to deploy and support the division fight. In the LSCO fight, rapid deployment is vital. Identifying processes and mobilization requirements beforehand is critical to avoid bottlenecks that could delay getting ARNG Aviation into the fight.

Developing solutions for training that consider the balance of civilian careers with increased training demands and operational tempo (OPTEMPO) for LSCO deployments is problematic. Already battling retention concerns, without consideration for balancing civilian careers with military demands, it will be harder to retain skilled aviation professionals as the impact on civilian lives becomes too severe. LSCO demands advanced equipment and training resources. With ARNG making up almost half of the Army's total aviation capability, ARNG Aviation must follow suit with active duty in modernization and transformation efforts. ARNG Aviation must avoid entering the complex LSCO battlefield ill-equipped or undertrained to face sophisticated adversaries. Funding and resources are critical to implementing LSCO training requirements in new equipment, simulations, and infrastructure. Balancing these needs with other budgetary priorities is challenging but necessary. Transforming the mobilization process, supporting work-life harmony, and securing adequate funding are not just organizational challenges but essential investments in the future of ARNG Aviation's success in the face of LSCO realities.

Embracing Doctrine and Tactics Changes

As the Army transforms doctrine, manuals, and tactics, moving away from COIN to LSCO focus, ARNG Aviation must embrace the changes. Disseminating new knowledge and ensuring the enterprise understands this shift does require a focused effort. New tactics emphasizing combined arms integration, complex maneuvers, and high-threat awareness are crucial for operating effectively. Updated doctrine ensures crews understand these nuances and employ them skillfully. Standardized tactics across the Army create a shared understanding that ensures seamless coordination for aviation across all components. The LSCO battlefield will be dynamic, requiring flexibility and adaptations in planning and execution. Training based on updated doctrine will foster the ability to adjust on the fly and increase operational flexibility and responsiveness. The successful transition of ARNG Aviation from COIN to LSCO hinges on embracing and effectively implementing updated doctrine and tactics. Continued investments in LSCO-focused training, equipment, and infrastructure will pay dividends in mission success and the safety of aviators.

Addressing these challenges requires a multi-pronged approach involving collaboration between Army leaders and Army National Guard leaders at the state and national levels. Continuous adaptation, resource allocation, and investments in training are crucial to prepare ARNG Aviation to adapt and transform at all levels to meet the challenges and realities of the LSCO fight.

Above the Best!

BG Matthew Strub is the USAACE Deputy Commanding General-Army National Guard at Fort Novosel, AL and is also member of the Wisconsin ARNG.



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The Aircrew Training Program (ATP) Optimization Project

By CW5 Edward (Ed) Carman

U.S. Army CSM Jeff Huttle, right, senior enlisted leader of the 28th Expeditionary Combat Aviation Brigade, trains Soldiers on using a sling load inside and outside of a UH-60 Black Hawk helicopter during an exercise at Tomahawk Landing Zone at Fort Indiantown Gap, PA, Feb. 14, 2024.

U.S. ARMY NATIONAL GUARD PHOTO BY ZET WATERNET

The Aircrew Training Program (ATP) used by the United States Army has been in the same format for decades, and the time has come for an in-depth review.

The updated ATP must ensure that the Aviators complete the correct training at the proper time with measured and defined tasks, conditions, and standards. These requirements need to be coupled with the appropriate frequency. To meet this need, MG Michael McCurry, the commanding general of the United States Army Aviation Center of Excellence (US-AACE) and Fort Novosel, established a team to optimize the ATP. This long-range initiative gathers multiple agencies and experts, consisting of departments inside and outside of Fort Novosel. The purpose of this initiative is to seek all the requirements

and priorities in the training circulars, regulations, standard communications (STACOM), and Aircrew Training Manuals (ATM) and then to reduce redundancies, streamline processes and optimize record keeping to determine the next version of the ATP.

This optimization is not new. A study concluded in 1978 by a research group and published in the Defense Technical Information Center on developing unit training and evaluation techniques for combat-ready helicopter pilots and assessing ATM training objectives and requirements for maintaining operational readiness. That study stated that “commanders are re-

sponsible for determining their unit’s training requirements and for developing and implementing programs to meet those requirements.” One of the conclusions was that “the documents were not complete, and the required recordkeeping was burdensome.”

In a 1982 report by the Army Aviation Center and Fort Novosel [then-Fort Rucker] Directorate of Evaluations and Standardization (DES), a task force was “charged with developing a flying hour program designed to improve unit and individual readiness and to standardize the individual ATP.” One of the issues found was that the recordkeeping requirements were problem areas. Also, it stated, “...additional people were required specifically to maintain ATM records.” It indicated that the ATP did not recommend sufficient flight hours to maintain aviator proficiency. The report made recommendations for utilizing more mission scenarios rather than task iterations.

As the transformation is underway, Colonel Joe McCarthy, Director of DES, wrote in Volume 1, Issue 1 of The Standsgram, dated 20 January 2024, that “Training Circular (TC) 3-04.11, in conjunction with Army Regulation (AR) 95-1, provides requirements for the Army Aircrew Training Program (ATP).” The principal audience for TC 3-04.11 is all Army aircrew members and flight operations personnel. AR 95-1 is regulatory and establishes requirements for Army aviators to perform their duties. Conversely, TC 3-04.11 provides expanded guidance and understanding. The TC ensures that all document interpretations are clarified, and the force performs to optimal standards.

According to TC 3-04.11, “if a conflict exists between TC 3-04.11 and AR 95-1, AR 95-1 guidance supersedes the TC. It also establishes requirements for aviation training and prescribes requirements for the aviation standardization program. This TC helps aviation leaders, trainers, and evaluators at all levels develop, manage, and administer a comprehensive

commander’s aviation training and standardization program by providing requirements for aviation units to improve and sustain proficiency and readiness in aviation skills. It also provides approved standardized practices and procedures that allow field units to manage and execute a standardized aviation training program. The TC concludes by providing guidance on the management of flight records.”

The working group is reviewing several documents that supplement AR 95-1 and TC 3-04.11. They are TC 3-04.3 Aviation Gunnery (June 2023), TC 3-04.4 Fundamentals of Flight (July 2022), TC 3-04.9 Commander’s Aviation Mission Survivability Program (Aug 2023), and TC 3-04.93 Aeromedical Training for Flight Personnel (Aug 2018). As the group continues their review, they may include other resources.

The ATP optimization group is comprised of members within the DES, Directorate of Training and Doctrine (DOTD), and Organization and Personnel Force Development (OPFD) in civilian and military capacities. Ac-

tive Army, National Guard, and Army Reserve are also involved in reviewing, understanding, and prioritizing all requirements. The need is to establish a method for all affected organizations and components to give input in the pre-decisional phase before finalizing the regulations.

The ATP working group encourages your feedback before July 2024. The preferred method to recommend changes is the DA Form 2028. Another technique for inputting recommendations is contacting the appropriate ARNG Regional Standardization Advisory Committee member. The counsel can assimilate the information and ensure the recommendations are represented. The ATP group will further integrate the changes before sending the recommendations for final review.

CW5 Edward (Ed) Carman is the Army National Guard Senior Warrant Officer Advisor to the Deputy Commanding General, U.S. Army Aviation Center of Excellence, Ft. Novosel, AL.

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▶ Senior Enlisted Advisor to the USAACE DCG-ARNG

Army National Guard Aviation Enlisted Soldiers – Always Ready, Always There

By SGM Marla D. Darby

For decades, countless enlisted Soldiers served in their Army careers conducting counterinsurgency operations in demanding and challenging environments.

During this time, change was a constant for Soldiers of all components (COMPOs) – the Regular Army (RA), Army National Guard (ARNG), and United States Army Reserve (USAR). This notion of change was amplified for the more than 12,000 enlisted ARNG Soldiers who serve in the Aviation career management field. Our ARNG Aviation enlisted Soldiers serve in positions throughout ARNG Divisions and echelons below, across the spectrum of aviation, comprised of aircraft maintenance, unmanned aircraft systems, air traffic control units, and various roles in Aviation operations. Additionally, ARNG Aviation enlisted Soldiers accomplish these roles while balancing the requirements of their civilian occupation. As ARNG Aviation continues the transformation for future operations in 2030 and beyond, delivering an optimally trained and ready enlisted force will be central to our success in large-scale combat operations.

Transformation of any kind denotes change is imminent, whether on a continuous scale or occurring intermittently. At some point, change will have varying degrees of impact on organizational and individual readiness levels. Accordingly, a shared sentiment echoed across the Total Army is to concentrate on readiness and build combat-ready formations to operate in a rapidly emerging environment. Likewise, how can we, as leaders,



Soldiers from the 449th Combat Aviation Brigade inspect a UH-60 Black Hawk rotor system.

NORTH CAROLINA ARMY NATIONAL GUARD PHOTO

ensure our Soldiers remain vigilant and prepared for the complexities inherent to large-scale combat? To meet the conditions of large-scale combat operations for ARNG Aviation enlisted Soldiers, we should re-engage the foundational elements of learning and leading with knowledge and experience to meet unknown situations, as described in Army Regulation (AR) 350-1. As ARNG Aviation transforms for the modern battlefield, understanding the linkage between learning and leading with knowledge and experience, will enhance the technical proficiencies of enlisted Soldiers and increase their ability to lead others effectively when called upon.

Furthermore, leaders across the 54 States, Territories, and the District of Columbia will have the most significant effect in determining the skillsets of their Soldiers and how to utilize them best to strengthen their formations. Within ARNG Aviation organizations, it is essential to leverage the critical skills of enlisted Soldiers qualified in their military occupational specialty and

the experience garnered amongst military technicians (dual status, a Federal civilian employee). The comprehensive insight that both ARNG Aviation enlisted Soldiers and military technicians possess will help reinforce interactive training while enhancing their capabilities. Also, ARNG Aviation enlisted Soldiers who have completed subsequent training to include professional military education (PME), should assist with establishing training plans for untrained Soldiers and preparing them for institutional training, which promotes unit readiness and builds cohesion per AR 350-1. Since a large amount of our learning as Soldiers is gained from the Institutional and Self-Development Training Domains, ensuring the best educational and training outcomes is of the utmost importance for delivering combat-ready formations.

By implementing the One Army School System, the Army has reimagined education and training execution, to fit the needs and responsibilities of today's Soldiers. According to AR 350-1,

▶ 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 2022 National winners were featured in the April/May AAAA Annual Summit issue.



Army Aviation DUSTOFF Flight Medic of The Year, 2021

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SSG Jeremy M. Lowe Company C, 2nd Battalion, 238th Aviation Regiment, Frankfort, Kentucky

SSG Jeremy Lowe served as Platoon Sergeant for Det. 1, Co. C, 2-238th during their mobilization to Afghanistan in support of Operation Freedom's Sentinel during 2020-21 and flew six MEDEVAC missions while in country, always putting his patients' lives before his own. He built relationships with numerous city and county civil authorities to make DET 1 C Co 2/238th available to support rescue efforts in Kentucky's State Parks. SSG Lowe flew several CONUS lifesaving missions in support of civil authorities providing critical care to injured civilians stranded in remote locations in Kentucky's State Parks. He has also been a crewmember for several missing persons search missions throughout the State. SSG Lowe served as the lead medevac planner for KYARNG aircraft supporting COVID-19 related movements and created the SOP for safely and effectively moving patients during the pandemic. From local community lifesaving missions to overseas combat medevac missions no Army flight medic has participated in a wider variety of medevac missions throughout this year. He also took the initiative to recruit fully trained paramedics to join the unit which resulted in the detachment becoming the first National Guard unit staffed at 100% on fully trained flight medics. SSG Lowe's dedication and accomplishments identify him as the 2021 Army Aviation Association of America DUSTOFF Flight Medic of the Year.

under this system, all COMPOs receive streamlined training to enhance technical and specialized skills to improve total force integration. Furthermore, this approach aids in reinforcing ARNG Aviation enlisted Soldiers' adaptability and capability to perform in large-scale combat environments regardless of their military occupational specialty. At the United States Army Aviation Center of Excellence (USAACE), Aviation Soldiers of all COMPOs, their civilian counterparts, and contractors make critical decisions on the way ahead for future Aviation training and education. This approach means that USAACE gives great thought and attention to ensuring improvements in traditional educational platforms for Aviation Soldiers are sufficient and first-rate. When ARNG Aviation enlisted Soldiers at-

tend their required PME, they should leave equipped and trained with the knowledge needed to fulfill their roles within the formation.

Lastly, as we endeavor to transform Army National Guard Aviation for the dynamic landscape of large-scale combat, a clear focus should be placed on enhancing operational readiness to deliver combat-ready formations. We must ensure they can provide the See/Sense, Strike, Move, and Extend capabilities to our Joint and Combined Arms ground forces – it's our Sacred Trust!

Always Ready, Always There!

SGM Marla D. Darby serves as the senior enlisted advisor to the Office of the United States Army Aviation Center of Excellence Deputy Commanding General, Army National Guard, Fort Novosel, AL.

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► 128th Aviation Brigade Update

Reserve and Active-Duty Units Pave the Way Forward with Familiarization Flight Program

By SSG Rahnjames Clements

The United States Army Reserve (USAR) is a vital component of the nation's military force, consisting of over 180,000 dedicated Soldiers.

U.S. Army Reserve units play a crucial role in enabling various missions that would otherwise be impossible to achieve. When called to serve, Army Reserve units are often seamlessly integrated with active-duty units, fostering a synergistic relationship that enhances mission success.

The partnership between active-duty and reserve components not only serves operational purposes but also creates opportunities for better training and readiness. Combined active duty and USAR training allows both components to learn from each other, exchange knowledge, and enhance their overall capabilities.

An excellent example of the collaboration between active-duty and reserve components is the recent familiarization flight program initiated by the 128th Aviation Brigade, an active-duty organization, and the 5-159th General Support Aviation Battalion (GSAB), a reserve unit, at Fort Eustis, Virginia. This program aims to provide Initial Entry Training (IET) Soldiers in various aviation Military Occupational Specialties (MOS) with the opportunity to experience the duties and responsibilities of aviation crew members. By participating in actual flights and observing the tasks performed by experienced crew members, these Soldiers gain valuable insights into the roles and responsibilities they may undertake in the future.

The program centers around the scheduled flight. These flights are typically carried out monthly, allowing each class to participate once depending on the Advanced Individual Training (AIT) training schedule and the operational



The view from a CH-47F helicopter assigned to the 5-159th GSAB, USAR, on a 2-hour familiarization flight for 128th Aviation Brigade students over Hampton Roads, VA.

unit's flight schedule. Once the air mission request is approved by the 5-159th GSAB, Soldiers from the 128th Aviation Brigade are brought to the airfield. The flight day starts with a crew brief. During the brief, Soldiers are educated about safety and emergency procedures and are given an aircraft walk around. This is followed by a question-and-answer session, where Soldiers can ask crew members questions about their daily duties and responsibilities. Following the crew brief, the Soldiers load a CH-47F helicopter and embark on a 2-hour familiarization flight over Hampton Roads, Virginia. This flight lets Soldiers witness how crew members perform their duties, from preflight inspections through take-off and landing.

Following the flight, another question-and-answer session is held to address any queries or concerns that may have arisen during the flight. This sequence of events aims to educate the Soldiers, boost morale, and generate interest among them in pursuing careers as crew members.

The success of this program can primarily be attributed to the efforts of 5-159th GSAB and the U.S. Army Reserve, as there are no regular Army aviation assets stationed at Fort Eustis. Their willingness to support active-duty Soldiers has been instrumental in the program's success. This program is expected to generate more volunteers who are interested in becoming crew members and pilots and will better prepare Soldiers to seamlessly integrate into their assigned units, as they will already be exposed to the daily operations of high-functioning aviation units. The unit's commitment to training and readiness ensures not only the success of their mission but the success of every unit they work alongside.

Born Under Fire!

SSG Rahnjames Clements is an Aircraft Powerplant Repairer Instructor for Charlie Company, 2-210th Aviation Regiment, 128th Aviation Brigade at Fort Eustis, Virginia.



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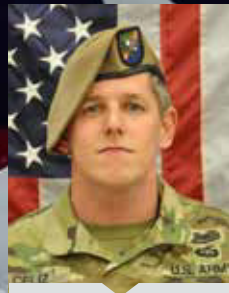
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Dr. Sam Crews' Legacy: Part 1 – Make 'Em Easy to Fly

By Dr. Thomas L. Thompson

Dr. Sam Crews was passionate about developing and fielding technology that helped Army aviators and maintainers perform their tasks more effectively and efficiently.

During his tenure as Aeromechanics Division Chief in the Aviation Engineering Directorate (now part of the Systems Readiness Directorate), Dr. Crews collaborated with leaders in industry, government laboratories and the Aviation program offices to initiate development and fielding of advanced flight control systems, Health, and Usage Monitoring systems (HUMS), and electronic flight performance planning applications. This first of three articles on Sam's visionary work will focus on our progress in developing and demonstrating flight control technology that reduces pilot workload, increases aircraft safety and in Sam's memorable words, "makes 'em easy to fly."

In the late 1980s, Dr. Mark Tischler and his flight control research group at the Army's Aeroflightdynamics Directorate (AFDD) at Moffett Field, CA began developing the requirements, methodology and software needed to design, analyze, optimize, and field the next generation of Army helicopter flight control systems. Dr. Tischler pioneered the development of two widely used software tools, CIFER and CONDUIT, which facilitated characterization of an aircraft's response in the frequency domain (CIFER) and the optimization of control laws to a set of handling qualities requirements (CONDUIT). Meanwhile, Mark's colleague, Chris Blanken, conducted a series of flight and simulator tests that provided the data needed to update the military rotorcraft handling qualities specification, ADS-33, which specifies the control system bandwidth, phase delay, and response types required to fly in degraded visual environments with "Level 1" handling qualities.

AFDD's flight control research accomplishments provided a strong basis for the development and fielding of the CH-47F Digital Advanced Flight Control System (DAFCS), an upgrade to the CH-47D's partial-authority analog system (the system is termed "partial authority" because the flight control computers command only a portion of the available control travel). Boeing leveraged both internal and Army-developed tools and processes to test and qualify the DAFCS within about 30 months. The new system, fielded in 2007, is equipped with several modern control modes. The DAFCS control laws were upgraded several years later to further reduce pilot workload and increase agility for the special operations missions of the MH-47G heavy-assault aircraft.

The benefits of full-authority fly-by-wire (FBW) control systems have been demonstrated on several occasions with Army



RAH-66 Comanche Prototype.

rotorcraft, beginning in the 1980s. McDonnell Douglas modified the front (CPG) seat of a prototype Apache aircraft (AV05) in 1985 to include side-arm controllers and electronic pedals (the aft cockpit had conventional controls for safety backup). Flight testing demonstrated a significant reduction in pilot workload, due primarily to the control decoupling provided by the fly-by-wire control laws. Additional Apache FBW demonstrations, conducted as part of the Rotorcraft Pilot's Associate and Air Vehicle Management System programs, showed that a full-authority FBW system allows attack helicopter pilots more time to focus on mission-related tasks rather than flying the aircraft. Boeing and Sikorsky designed a triply redundant system for the two Comanche (RAH-66) prototype aircraft. The system, which provided a rate command/attitude hold response type with selectable modes for velocity stabilization, hover position hold and altitude hold, was flight tested for about eight years before program cancellation in 2004. Several years later, in 2008, Sikorsky integrated full authority FBW systems, including active force feedback sticks, into two UH-60M helicopters and conducted more than 500 flight hours of testing with the prototype aircraft. Pilots reported a significant improvement in hover and low speed handling qualities. Sikorsky has recently leveraged that technology to demonstrate supervised autonomous missions with an S-70 Black Hawk test aircraft.

Sam Crews' vision of making our aircraft easier to fly has become reality. The Army and industry have demonstrated the ability to design FBW systems that significantly increase aircraft operational effectiveness and flexibility by reducing pilot workload and giving commanders the option to perform some missions autonomously. The extent to which these benefits are realized for Future Vertical Lift aircraft, however, will depend on our ability to produce reliable systems that are fielded within cost and schedule constraints.

Dr. Thomas L. Thompson is the chief engineer for aeromechanics at the Systems Readiness Directorate, U.S. Army Combat Capabilities Development Command Aviation & Missile Center, Redstone Arsenal, AL.



Post-Hospitalization Endocarditis

By CPT Andrew Glenn, D.O.

Q: I was hospitalized and treated for endocarditis, how will this affect my ability to fly for the U.S. Army or as a commercial aviation pilot?

FS: Endocarditis is inflammation of the heart usually caused by a bacterial infection. There are primarily three layers of the heart that can become inflamed, which are the epicardium, myocardium, and endocardium (Figure 1).

Physicians need to have a high index of suspicion in patients who report having a fever in addition to relevant cardiac risk factors. Risk factors include prior episodes of infective endocarditis, presence of prosthetic valve or cardiac device, history of valvular or congenital heart disease, and even noncardiac risk factors such as IV drug use, indwelling IV lines, immunosuppression, or a recent dental procedure. Delay in treatment can cause complications such as valvular regurgitation, heart failure embolic events and sepsis. Hospital management usually includes several specialists (i.e., infectious disease, cardiology, and cardiac surgery) to manage most cases. All patients will include some form of antibiotic treatment while hospitalized.

After you are released from the hospital, your follow-up plan will include a transthoracic echocardiogram as a standard of care to evaluate the structure of the heart valves, establishing a new baseline evaluation which will look at the valves and check for regurgitation, (i.e. blood moving in the opposite direction across a heart valve due to imperfect sealing of the valve). This abnormality is usually the result of damage from endocarditis or vegetative growths that are a result of bacterial infection. If there is a recurrence of fever, then repeat blood cultures should be drawn to evaluate for infective endocarditis.

Active-duty service members should be grounded for at least six months after completing antibiotic therapy. This is the observation window for the flight surgeon to review follow-up testing and observe for recurrence of the disease. Most recurrences will appear in the first four weeks after discontinuing antibiotic therapy, and rarely after three months are cases of recurrence encountered. After six months of completing treatment and no recurrence has occurred the treatment is considered a permanent recovery.

Many factors are considered by the flight surgeon to decide return to flying duty, including the underlying cause and inherent risks with continued flight. Causes such as IV drug abuse may themselves be disqualifying from future flying duty due to risk of flying while under influence. Therapeutic drugs

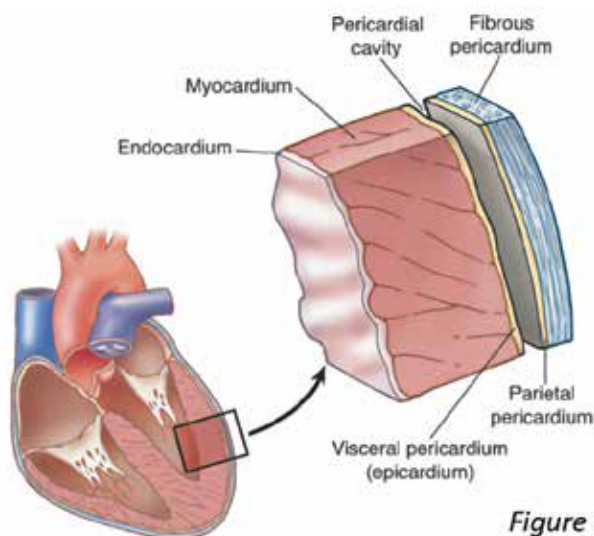


Figure 1.

Layers of the heart. Adapted from "Socratic Q & A, Anatomy and Physiology". Retrieved December

like blood thinners, or anticoagulants, are also not suitable for continued flying in the military. Simple ground level falls are a risk of taking anticoagulants and the significant force in a mishap makes survivable mishaps now a mortal risk.

After recovering, an echocardiogram, EKG, and a stress test, without any concerning abnormality, will give the flight surgeon the evidence of a low-risk condition that is suitable for continued safe flight. The flight surgeon would also review hospitalization notes to understand the treatment course, review any specialist recommendations, and weigh those recommendations in the context of a flight environment. If the cause of infective endocarditis is not disqualifying, there is favorable prognosis for return to duty, and future risk is near zero, the Aviator is unlikely to require any additional annual testing once waiver is granted.

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.

CPT (Dr.) Andrew Glenn is a flight surgeon and Aerospace Medicine specialist at the Department of Aviation Medicine, Fort Novosel, AL.



Transformation = Results

By BG David R. Doran



ARMY NATIONAL GUARD BY NSG BECKY WANSUR

Today's battlefield is fought on a complex, rapidly developing multiplicity of fronts and dimensions. To train for such a battlefield takes continuous and in-depth mission planning, developing of forces with multidimensional lethality, while understanding the *continuous transformation* and professional growth needed to be seen from the Division Headquarters down to the individual Soldier. The FY 2023 Army National Guard (ARNG) Aviation training strategy is a structured sequence of training events and programs aimed at fulfilling the requirements of the Army's Regionally Aligned Readiness and Modernization Model (Re-ARMM). Incorporating Warfighter exercises that consider the rapidly adapting emerging threats and the lessons observed from current warfronts is critical to delivering today's combat ready forces. This model begins with individual Aviation training courses and professional education and is tailored for ARNG Aviation units within a five-year Unit Life Cycle (ULC).

The ARNG Aviation Division seeks every opportunity to continuously transform our formations and strengthen the profession through institutional training captured in the annual Structured and Manning Decision Review (SMDR) process. In FY23, the ARNG Aviation DIV executed 5,814 school quotas for rotary and fixed wing pilots, mechanics, UAS Soldier borne sensor and Gray Eagle operators, to include officer and enlisted PME schools.

Culture of Modernization Across ARNG-AV

From lessons observed in recent months, the Aviation Division is fighting on all fronts to prepare formations for the continued proliferation of Commercial Off the Shelf (COTS) and Programs of Record (POR) Unmanned Aerial Systems (UAS). The integration of the Gray Eagle into the ARNG Re-ARMM directly supports the Chief, National Guard Bureau's (CNGB) priorities—including readiness, modernization, and further enables the ARNG

Wisconsin Army National Guard conducts H-60 Skedco hoist operations.

to support the total force in Large Scale Combat Operations (LSCO). In addition to the traditional National Guard Domestic Operations missions and continuous support to State Governors and leaders, ARNG Aviation units at all levels are undergoing the development of a complete Force Design Update (FDU) broken into three phases. The FDU concept will better align the ARNG Aviation units with our Active Army counterparts ensuring requirements needed for LSCO and Multi-Domain Operations (MDO) are met DoD wide.

The Aviation Division continues to effectively integrate ARNG Air OPTEMPO, maintenance, and modernization requirements in the Army Planning, Programming, Budgeting, and Execution (PPBE) process. We executed \$100M in National Guard/

Reserve Equipment Appropriation (NGREA) funds to enhance aircraft readiness and Domestic Operations Mission Equipment modifications and modernization in all 54 states and territories. The Aviation Division integrates with Army G-3/5/7, DAMO-AV, the Training Program Evaluation Group (TPEG) and the Army Budget Office (ABO) to ensure requirements are captured, defended, and funded in the Program Objectives Memorandum (POM) and Budget Execution Submission (BES).

In FY23, the ARNG fully modernized our second battalion of AH-64Es. To date, the Guard fielded over half of the 96 AH-64Es required for complete fleet modernization and is scheduled to be pure fleet modernized by the end of FY27. This year, ARNG-AV also fielded 30 UH-60Vs, more than 40 UH-60/HH-60Ms, and 18 UH-72B aircraft to 9 different states rounding off the year with significant upgrades to the Aviation force structure in support of LSCO and MDO.

The ARNG Aviation Division led an effort last year to adopt an Army wide web-based airfield waiver management tool. The new tool dramatically

increases efficiency by providing real-time status of waiver requests to all stakeholders and establishes a database of historical information which can be used to identify trends, establish safety criteria, and reduce risk through informative data for Aviation leaders.

ARNG-AV Stands Ready

While ready today, the ARNG Aviation Division is also modernizing to meet future challenges both at home and abroad. This past year was an exciting year for Guard Aviation and set the foundation for the Guard to acquire next generation future vertical lift capabilities. In ARNG Aviation, the transformation never stops as we continue to modernize, prioritize, equip, and train our units to meet the complexities of LSCO in preparation for future multifaceted threats both foreign and domestic.



BG David R. Doran is the Assistant Director of the Army National Guard for Aviation, Intelligence, and Information, located in Arlington, VA.

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USAR PHOTO BY MAJ JEROME CONNOR

Special Focus ▶ Reserve Components Aviation Update

Army Reserve Aviation – Enabling Future Wins



By BG Roger F. Deon and MAJ Jason Stanley

The newly released Army Structure (ARSTRUC) message demonstrates our deliberate march into a period of continual transformation of our Army, across all Warfighting Functions. The US Army Reserve (USAR) is a full partner in the transformation process towards future large scale combat operations (LSCO). Towards this transformation, the US Army Reserve Aviation Command (ARAC) is committed to the transforming of structure, doctrine and material solutions, necessary to enable dominance in the air domain of our Theater, Corps and Division partners.

Strategic decisions are unfolding with exceptional speed, as the Army shapes the future of the Aviation enterprise. Recent pronouncements to fund Future Long-Range Assault Aircraft (FLRAA) and to cease development of the Future Attack and Reconnaissance Aircraft (FARA) indicate the challenges of modernizing Army Aviation are not easy. But we must continue to move forward, as a multi-component Army - and use every available resource with an eye towards warfighting and the effectiveness of Army Aviation on the modern battlefield.

Multi-Year Training Program

The future battlefield requires multi-domain training, across all warfighting functions, and encompassing all three Army Components. Towards this goal, USAR aviation has initiated a deliberate multi-year training plan to ensure Air Domain integration in key train-

ing events which support Active Component (AC), Army National Guard (ARNG), and USAR formations. USAR Aviation is programmed to support future training events at our Combat Training Centers (CTC), Warfighter Exercises (WFX), Defender Europe Series and Pacific Pathways Overseas Deployment Training (ODT), USAR Combat Support Training Exercise (CSTX), and Joint Validation exercises such as Global Medic (GM).

The CSTX is uniquely designed as a USAR field training exercise (FTX) of organic Expeditionary Sustainment Command (ESC) and other sustainment and protection elements. CSTX enables live and constructive training for Theater distribution and support to mobility operations. CSTX informs LSCO doctrine through the development of air and ground lines of communication – in a congested and contested environment. While conducting air movement and aerial re-supply rapidly across the battlefield, USAR Aviation serves as a sensor platform that enables accurate and timely understanding of the theater, corps and division space.

CSTX provides our Battalions (BN) an opportunity to conduct adaptive tactical Command Post operations using modern mission command systems with a focus on survivability. The modern battlefield requires that we are prepared to conduct distributed Aviation operations, maintenance, and life support. Gone are the days of large, fixed base operations

that cluster Aviation BN and Brigade (BDE) sized formations. Instead, we must develop a practice of distributed maintenance, command and control, sustainment, and operations to remain an effective capability across the battlespace.

GM is a Joint FTX, concurrent with USAR CSTX, and led by the USAR Medical Readiness Training Command (MRTC). GM employs a Medical Brigade and subordinate Army Health System (AHS) elements to conduct medical command and control (C2) of theater medical units. Emulating LSCO intensity, GM challenges the training audience to enable the movement and care of rapidly amassed casualties across the Theater, Corps and Division space. Within this exercise, AHS elements will be challenged to conduct prolonged field care; maintain the ability to overcome congested logistics; perform triage, intra-theater patient movement, CASEVAC, and eventually return of Soldiers to duty. ARAC assets enable both aero-medical evacuation and casualty evacuation roles – along with Class VIII resupply.

Furthermore, as the USAR proponent for COMPO 3 Air Domain, the ARAC is keenly focused on the development of the USAR operational elements and their use of aviation assets. The USAR provides critical theater enablers in a variety of arenas such as sustainment and logistics, psyops and civil affairs, military police and force protection, along with CBRNE, mobility, counter mobility and survivability engineer functions.



USAR PHOTO BY MAJ ALAN MOSE



USAR PHOTO BY CAPT JEFFREY WARDEN

Transformation

While conducting a robust training plan, the ARAC is also leading the transformation of USAR Aviation brigades and their subordinate battalions. Clearly theater-oriented, the ARAC will enable continual transformation to ensure an optimized formation which will enable vital air domain capabilities. As a vital Theater enabler and Corps augmentation, ARAC formations will help shape the future Corps battlespace adjacent and parallel to Divisions. Furthermore, ARAC elements will provide surge capability to the Corps and Division Combat Aviation BDEs.

Doctrinal employment of Theater/Corps aviation capabilities is essential. The ARAC is leading efforts to provide senior leaders at the US Army Aviation Center of Excellence (USSACE), US Army Medical Center of Excellence (USAMCE), and the US Army Combined Arms Center (USACAC) the necessary data points for continued development of Theater / Corps Air Domain doctrine. The ARAC is an active participant in the Live Training Environment, the Constructive Training Environment, the TableTop Exercises (TTX) and the virtual training events to allow for the test and evaluation of a wide range of Aviation employment concepts.

Additionally, the ARAC provides ready forces for Global Force Management Allocation Plan (GFMAP) employment requirements by Combatant Commanders across the globe. USAR Expeditionary Combat Aviation Brigades (ECAB) provide Fixed Wing capabilities to Central Command and Africa Command, while simultaneously providing Rotary Wing and Sustainment Aviation Task Force capabilities to European Command, Pacific Command and Northern Command. Since 9/11, the US Army Reserve has provided thousands of Soldiers and Aircrews to support hundreds of Force Tracking Number (FTN) requirements,

in Brigade, Battalion, Company and Individual Augmentee formations. We remain continually deployed to Kuwait and Egypt for the past two decades.

In all cases, whether in air-ground collective training, aviation concept development, or GFMAP allocated aviation formations, the ARAC focus remains the same: fundamental warfighting skills undergirded with a capable force made up of ready Soldiers and Aircrews.

“With an operational approach, and daily employment of USAR Aircraft across the nation, and around the world – and with a safety record which is unmatched in most aviation formations – the ARAC leads USARC with tough, realistic training, done safely.” – LTG Jody Daniels, CG, US Army Reserve Command (USARC).

ARAC aviation and ground support will continue to provide unique speed, range, convergence, depth and endurance to the ground force. The ARAC will continue to synchronize and integrate air-ground operations across the warfighting functions, with an eye towards a contested environment in LSCO. To meet this challenge, we must place increased importance on the immediate transformation of Army Reserve Aviation. We cannot wait until 2030 and beyond to initiate transformation of structure and doctrine. It is imperative that we begin now.

Foundational Focus

Wherever aviation is needed throughout the future Theater, Corps, or Division battlespace, the ARAC will provide the war winning talent necessary to enable their assigned aviation missions. And we will do it with skill and professionalism. The future battlefield will require Army Aviation to enable combat operations such as Air Assault and Aeromedical Evacuation. Additionally, Army Aviation must also enable combat support operations – such as sustainment, logistics, and engineer functions, across distances not

Left photo: Soldiers from C Company, 5-159th GSAB conduct MEDEVAC training during Mountain Medic at Fort Carson, Colorado.

Middle photo: A crew from F/2-125th GSAB conducts live hoist extraction of USAF Pararescue personnel at Mount Rainier as part of their support to the National Park Service and the USAF 304th Rescue Squadron.

Right photo: Three C-12 Hurons park at Godman Army Airfield, Fort Knox, Ky., after the completion of mission.

seen since World War II.

To help solve these problems, now and in the future, Army Reserve Aviation is working to see the macro problems faced by Combatant Commands, and offer feasible solutions which are safe, effective and scalable. USAR Aviation is a necessary element to theater competition campaigns and will continue to transform into a vital and necessary Aviation formation for future campaigns, whether in competition, crisis or conflict.

The foundational focus of Army Reserve Aviation transformation is the measured and reasonable application of safety, risk management, standards, and discipline. Although the center of gravity for the USAR Aviation is the part-time Army Reserve Soldier, we do not put partial emphasis on risk management and discipline. Our standards are precisely aligned with all other Army Aviation elements – across all three components. This aspect of USAR Aviation ensures we are an interchangeable element with both AC and ARNG Aviation, for the benefit of the Combatant Commander, the Army Service Component Commander, and the Corps / Division Commander.

BG Roger F. Deon is the commanding general, U.S. Army Reserve Aviation Command, headquartered at Fort Knox, KY; and MAJ Jason C. Stanley is the command force development officer.

Special Focus ▶ Safety Update



FY23 Mishap Insights and Resulting Focus Areas

By BG Jonathan Byrom

As the Commanding General of the U.S. Army Combat Readiness Center (USACRC) and Director of Army Safety, I have seen the positive impacts of a healthy safety culture with effective risk management, both deliberate and real-time, at its core. In this article, I will share some key insights from our FY23 Annual Assessment in the areas of Aviation, On-Duty Ground and Off-Duty Ground that can assist leaders at all levels better understand the risks confronting our Soldiers and Civilians and mishap trends that can inform our risk management focus areas for FY24 and beyond. When we collectively focus our risk management efforts on reducing these trends and achieve buy-in from unit commanders down to junior leaders, we can effect positive change and reduce risk to the force and to the mission.

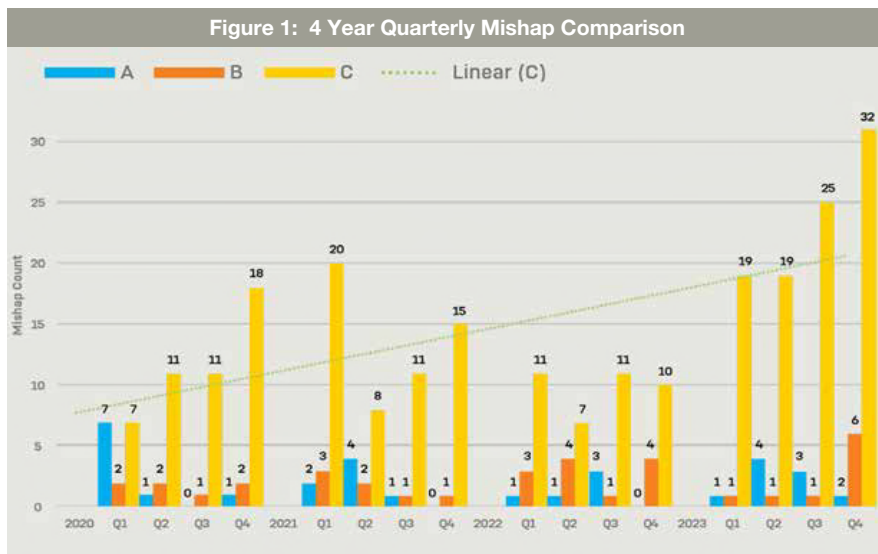
Aviation

In FY23, Army Aviation experienced 10 Class A mishaps, and, as a result, the Army's Class A manned Aviation mishap rate was 1.08 per 100,000 flying hours and rose above 1.0 for the first time since FY19 when it was 1.12. Army Aviation also had 14 Aviation mishap fatalities, the highest since FY10 when there were 16 fatalities. We have also seen an upward trend in manned Aviation

Class C mishaps since FY20 (Figure 1). While Army Aviation has worked hard to reduce Class A mishaps in the fourth quarter, there is still a need for continued vigilance during this period of elevated risk and a concerted focus year-round to reduce the number of Class C mishaps. The fourth quarter of FY23 demonstrated that the factors contributing to the 4th Quarter Spike are not gone, as evidenced by one Class A mishap and an increase in Class B-C mishaps.

On the UAS side, the MQ-1C Gray

Eagle had a significant improvement in its mishap rate in FY23 with a Class A mishap rate of 1.51 and a Class A-C rate of 4.52. This contrasts with FY22's Class A mishap rate of 10.32 and Class A-C rate of 11.97. However, the RQ-7B Shadow flight mishap rate has increased from a Class B rate of 19.59 in FY22 to 61.83 in FY23. The Class B-C rate also increased from 72.76 in FY22 to 134.57 in FY23. Overall, RQ-7B experienced 17 Class B and 20 Class C mishaps during FY23. Primary causal factors were asso-



ciated with engine failures, improper site set up (arresting gear, Tactical Automatic Landing System (TALS) spacing, etc.), and procedures not followed correctly (checklist discipline). Due to the 180% increase in RQ-7B Class B mishaps over the five-year average, a focus area for improvement is reducing the unmanned flight mishap rate. After a review of UAS mishaps from FY17 to present, the information shows most of the human errors are due to not following established procedures and local SOPs. These mishaps can be avoided through by-the-book ground servicing and maintenance, proper mission planning to avoid known obstacles, following the checklist to ensure proper TALS configuration before landing, and confirming the system is properly configured to execute the desired lost-link procedure.

Another focus area to help reduce our Class C and below mishaps is Aviation ground, which represents 43% of all reported Aviation mishaps. The leading category for these ground mishaps continues to be ground handling and servicing. These accidents are Army Aviation's most preventable mishaps, as most of them are attributed to not following established procedures, resulting in aircraft contacting stationary objects while being towed.

In coordination with the U.S. Army Aviation Center of Excellence (USAA-CE), the USACRC is closely monitoring the mid-level warrant officer experience gap (Figure 2) that will have to be managed for at least the next three to five years. To help manage this hazard, we recommend adhering to Training Circular 3-04.11, *Commander's Aviation Training and Standardization*

Program, essential elements to manage risk by ensuring: 1. Leader training and certification; 2. Leader positioning; 3. Progressive training (crawl, walk, run); 4. Shared understanding through mission command; and 5. Rigorous pilot-in-command, flight lead and air mission commander programs.

On-Duty Ground

On-duty ground Class A mishaps in FY23 were the second-lowest year on record with 11 Soldier fatalities, which was just above the record low of nine Soldier fatalities in FY21. Additionally, FY23 was the second-lowest total for on-duty Class A ground mishaps with 20, only slightly higher than FY21's record low of 18. Motor vehicle mishaps continue to be the most common on-duty mishaps, accounting for 65% of all on-duty Class A ground mishaps. While the Army had lower than average on-duty fatal mishap numbers involving tactical vehicles in FY23, leaders cannot rest in their efforts to further drive down losses by reinforcing appropriate speeds for the conditions, enforcing seat belt and restraint system usage, improving driver training programs, and ensuring rehearsals are completed for all movements and that there is appropriate-level leadership presence and supervision of all activities.

Off-Duty Ground

In nearly every year recorded within the USACRC database, Private Motor Vehicles (PMV) are the #1 killer of Soldiers. FY23 was the worst year in the last 10 years in terms of overall off-duty PMV mishaps, accounting for 83 of the 96 off-duty Soldier fa-

talities—over six times the number of Soldiers lost in any other mishap category. In 72% of FY23's Class A PMV mishaps, there was an error on the part of the Soldier, usually involving three separate causal factors. Excessive speed was a factor in at least 16 of the PMV mishaps, followed by failure to use a seat belt, and alcohol use. Over half (55%) of the fatal PMV mishaps occurred during the weekend period and 44% involved E-4s and below.

Focus Areas and How the US-ACRC Can Help

In FY23, the Army lost 121 Soldiers total to on- and off-duty mishaps. These mishaps occurred after FY22 was the safest year in our Army's history, with most of the increase in fatalities occurring in manned Aviation and off-duty while driving cars and riding motorcycles. To help leaders at all levels address these hazard areas, the USACRC remains committed to its efforts in modernization, outreach, and education, to include promotion of and continued improvements to the Army Safety Management Information System (ASMIS) 2.0, Safety Assistance Visit Program, and the Army Readiness Assessment Program (ARAP). Detailed information and US-ACRC points of contact for all these initiatives and more are on our USACRC website at <https://safety.Army.mil>.

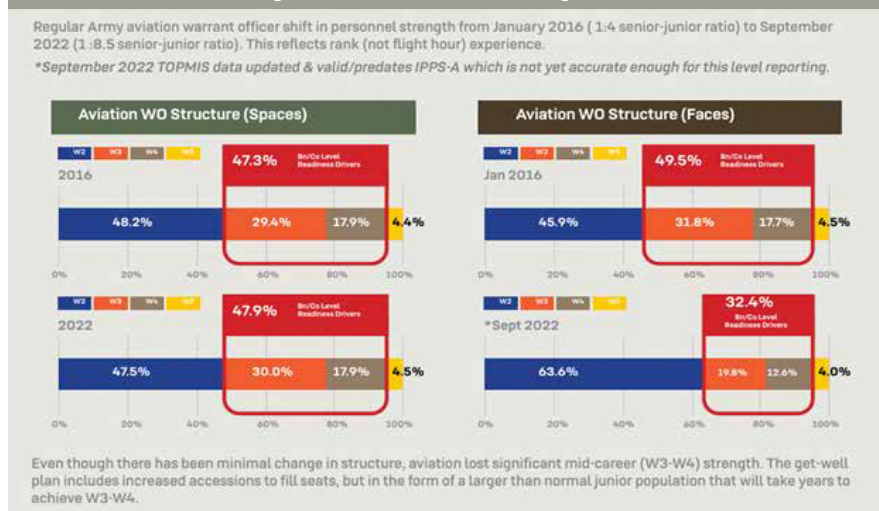
Through these systems and proactive programs, we are emphasizing the role of junior leaders and first-line supervisors that are closest to the day-to-day hazards faced by our Soldiers and Civilians and are in the best position to provide appropriate controls and supervision. Leaders at all levels who foster positive safety climates in their units empower junior leaders and individual Soldiers to effectively manage risk during all activities, helping preserve Army readiness by preventing loss of life and loss of valuable Army resources.

Thank you for your tireless efforts to reduce risk and accidental loss in your formations and, ultimately, for contributing to delivering combat ready formations for the Army. Keep up the great work and let us know how we can help your team!



BG Jonathan Byrom is the commander of the Combat Readiness Center at Fort Novosel, AL.

Figure 2: WO Personnel Strength Shift



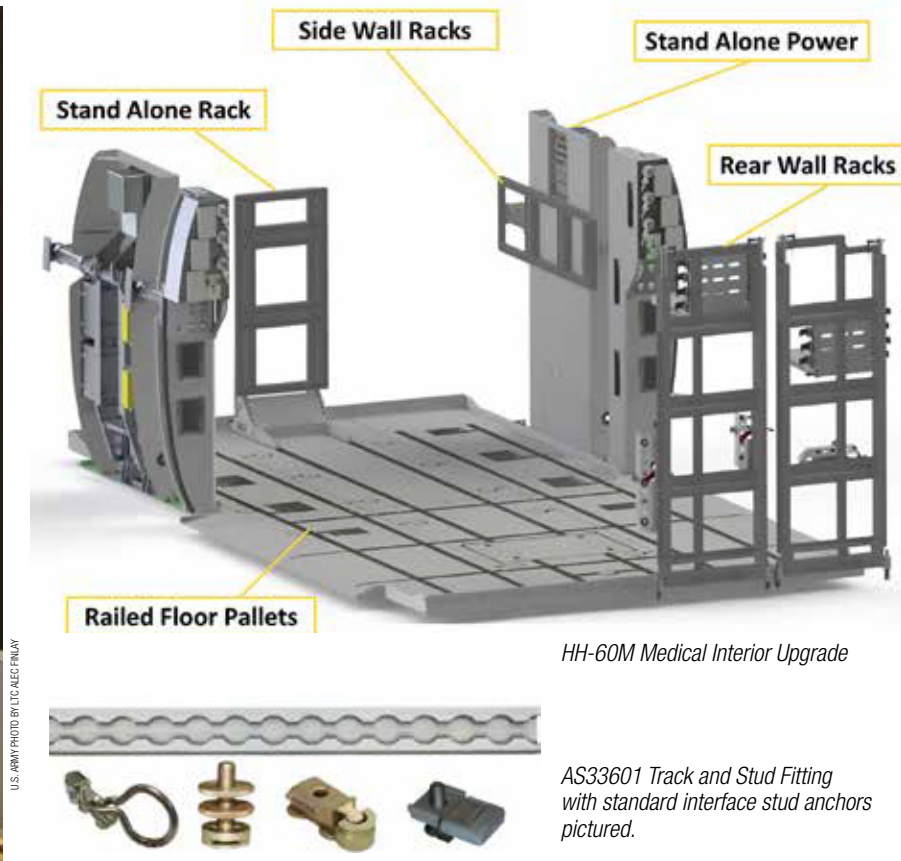


Army Medicine – Fully Invested in FLRAA

By COL Sam Fricks and Mr. Michael A. Bishop



Rear wall racks with medical equipment stowed in the HH-60M Medical Interior Upgrade.



HH-60M Medical Interior Upgrade

AS33601 Track and Stud Fitting with standard interface stud anchors pictured.

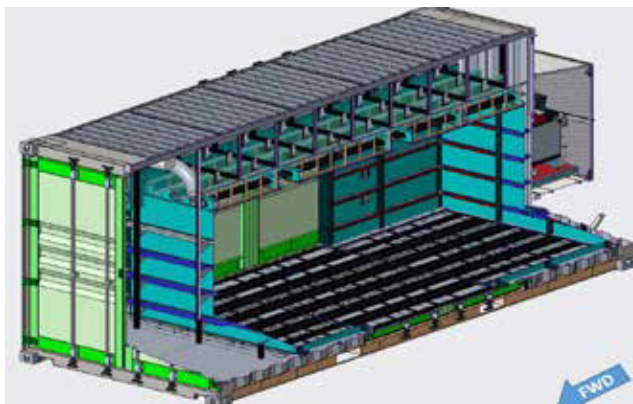
Ever since Second Lieutenant Carter Harman performed the very first helicopter rescue with his Sikorsky YR-4 over Burma in April 1944, Army rotary wing aircraft have been utilized by the Army Medical Department to evacuate the wounded rapidly. As we look to the future and the ever-changing threats and character of war, Army Medical Evacuation (MEDEVAC) capability must transform and modernize in near lockstep with Army Aviation baseline modernization efforts to clear the battlefield of 2040.

Since its inception, Army Medicine has fully invested in Future Vertical Lift (FVL). Applying lessons learned from Iraq and Afghanistan, the Aeromedical Evacuation Enterprise, in conjunction with Joint Partners, is leading an effort to ensure we get the medical interior of the Future Long Range Assault Aircraft (FLRAA) Aeromedical Evacuation Configuration (AEC) right. We cannot afford to bring it to the theater only to “gut” the medical interior of the aircraft due to weight limitations and the inability of the user to reconfigure and tailor the interior for the mission and environment.

Leveraging a research development test and evaluation (RDTE) program to design the “next generation” MEDEVAC interior while conducting a bottom-up review of requirements

and potential technology solutions, Army Medicine is actively working to “get it right” through modeling and evaluations, well before the aircraft is built. A Science and Technology (S&T) effort entitled “Combat Evacuation Mission Module” (CEMM), a Medical Robotic and Autonomous Systems (MedRAS) S&T Task Area project led by U.S. Army Medical Research and Development Command (USAMRDC), Telemedicine & Advanced Technology Research Center (TATRC) has provided an avenue for MEDEVAC capability and materiel developers to experiment with concepts, sub-system designs, and cabin configurations for FLRAA AEC utilizing a multi-mission vehicle interface (MMVI), a S&T effort within the CEMM program.

The MMVI S&T aims to bring physical modularity to the air vehicle cabin via a standard interface that allows for installation, removal, and reconfiguration of the interior cabin to suit mission needs. The MMVI concept will demonstrate locking the patient handling system (PHS) and additional mission support equipment into the airframe via the MMVI with innovative ways of improving patient access to care and stowage during transport. The MMVI Technical Data Package will define the structural, electrical, and digital interfaces for Mission Equipment Packages to be quickly installed and removed.



MMVI Technology Demonstrator container

What is a Multi-Mission Vehicle Interface?

TATRC, Product Director (PD) MEDEVAC, and Project Manager (PM) FLRAA partnered with the U.S. Navy, Naval Air Systems Command (NAVAIR) Cargo & Special Operations group for the development and design of MMVI. The first effort by NAVAIR was to identify a common vehicle interface. NAVAIR selected the Aerospace Standard 33601 - track and stud fitting for cargo transport aircraft. The AS33601 is utilized on commercial airframes, commonly seen as the interface to anchor airline passenger seats to the floor. As an established aerospace standard, these rail systems have various anchor and stud designs connecting to the track. Commercial-off-the-shelf availability, along with a specified aerospace standard and its strength capability, the AS33601 met all requirements for selection for MMVI.

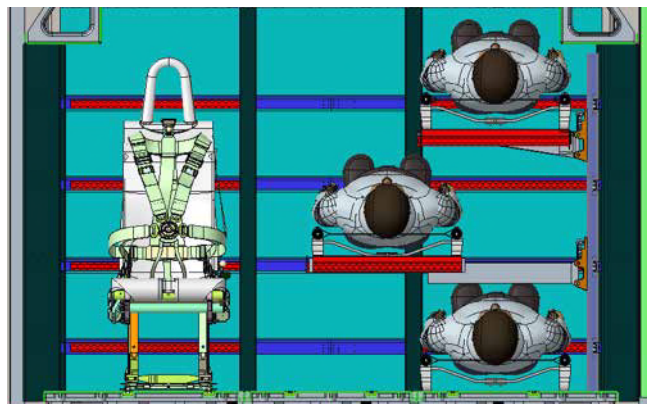
Defining Medical Evacuation Modularity Requirements and Lessons Learned

Lessons learned in Iraq and Afghanistan, beginning with the end of the useful service of the litter carousel system, to the weight of the HH-60M basic medical interior (BMI) requiring removal due to the “high, hot, heavy” environment, plus improving the skill set of the flight medic to a Critical Care Flight Paramedic (CCFP), created increased space requirements for advanced medical equipment stowage and accessible space around the patient to conduct critical treatments. The current Basic Medical Interior (BMI) PHS and aircraft cabin design limitations could not meet these requirements. Although the MEDEVAC fleet successfully overcame many of these challenges through trades by removing all or portions of the BMI PHS, thereby limiting the capacity to transport two litter patients, we must meet the six-litter requirement going forward.

MEDEVAC crews need a medical interior cabin and PHS that is modular and reconfigurable, with “on the fly” installation or removal of mission equipment packages, mission equipment sets, and associated support items of equipment to meet mission requirements on a moment’s notice. Capability and materiel developers need to develop an innovative PHS to “create space”, where traditionally there was none, for treatment access and stowage within the confines of the base FLRAA cabin design. MMVI provides an opportunity to bring reconfigurability and modularity to our MEDEVAC platforms.

MMVI Technology Demonstrator

NAVAIR is building an MMVI Technology Demonstrator utilizing a cargo transport container framed to the dimensions of the FLRAA interior cabin, integrating the rail system into



MMVI PHS articulation concept

the floor, walls, and ceiling, essentially creating a blank cabin space in which to use MMVI as the interface to anchor and secure the PHS, crew seating, and stow mission equipment. In FY25, NAVAIR and PD MEDEVAC will conduct a “roadshow” with the MMVI technology demonstrator to conduct Soldier touchpoints (STP) and evaluations. CCFPs and Aviation Crew Members will evaluate the MMVI and concepts for the FLRAA AEC PHS configurations. These STPs will provide invaluable design considerations to PM FLRAA for the FLRAA AEC and test the modularity and reconfigurability of an MMVI cabin for mission needs.

MMVI Influencing Current Fleet Modernization

As recently as 2022, PD MEDEVAC conducted a limited user evaluation of the HH-60M Black Hawk Medical Interior Upgrade (MIU). The MIU incorporated the track and stud rail within the corrosion prevention bodily fluid intrusion flooring. This allowed for modularity for the placement of the crewmember seats. Using the exact dimensions of the crew seats, stand-alone rail racks anchoring to the floor railing and developing rear and/or side wall racks were also developed. User input from STPs included desires to have the rail system on the ceiling to secure IV bags or to secure heavier items (e.g., medical monitors) potentially. End-users also recommended integrating the rails into the walls, like how it was incorporated into the flooring, reducing the lost space with a rack rail system attached to the wall. These user assessments of the MIU directly impacted the overall MMVI design.

Closing

Incorporating lessons learned from two decades of combat into FLRAA AEC is essential and reasonable. Experimenting with modularity and reconfigurability and getting feedback directly from the Soldiers who will use this equipment years before the aircraft is even built is innovative, smart, and, quite frankly, the new expectation. Army Medicine, along with our Joint Partners, are fully invested in both time and treasure. We are committed to getting the FLRAA MEDEVAC interior “right”!

COL Sam Fricks is the chief and Mr. Michael Bishop a capability development analyst and lead FLRAA action officer for the Medical Evacuation Concepts and Capabilities Division Medical Capabilities Development Integration Directorate (CDID), Futures and Concepts Center (FCC), Army Futures Command (AFC) located at Fort Novosel, AL.

The MEDEVAC Mission Equipment Training Course – Its Impact on Readiness

By LTC David J. Behrmann

UH-60 maintainers (15T) do not receive formal instruction on equipment unique to our MEDEVAC aircraft and rely on limited technical manual work packages to conduct troubleshooting. This lack of maintenance training, coupled with low availability of formal maintenance procedures, contributes to a declining ability to maintain components. This sometimes results in entire systems being turned in, in lieu of troubleshooting common problems.

The Unique Configuration of MEDEVAC Aircraft

UH/HH-60 aircraft outfitted in a MEDEVAC configuration have up to five unique equipment subcomponents installed. These include an Environmental Control System (ECS), Aircraft Medical Oxygen Generating System (AMOGS), Patient Handling System (PHS), Rescue Hoist, and MEDEVAC Mission Sensor (MMS). The HH-60M is equipped with all the listed Mission Equipment Package (MEP) while UH-60Ls are equipped with the rescue hoist, MMS, and an Interim MEDEVAC Mission Support System (IMMSS) as the PHS. The IMMSS only provides four litter stations while the PHS for the HH-60M provides six.

The Environment of Afghanistan and its Long-Term Impact on MEP

During Afghanistan rotations, environmental conditions associated with the high-altitude theater led to com-



Students from C/2-3 conduct troubleshooting and maintenance tasks on the rescue hoist.

manders removing their medical interiors to reduce weight and increase performance of the aircraft. Units removed components without published work packages resulting in poorly stored and maintained equipment for long periods of time. With the close of Afghanistan and shift to a Large-Scale Combat Operations (LSCO) near-peer threat environment, units have slowly reinstalled medical interiors to maximize casualty

evacuation capacity requirements associated with the higher threat. Due to the lack of usage, maintenance and inadequate care, storage, and accountability of the removed AMOGS, ECS, and PHS, a gap formed within the training and aviation maintenance realms.

The Interim Solution to a Larger Issue

Born out of necessity in 2021, the MEDEVAC product office produced the MEDMET course with limited resources to bridge the training gap. The 40-hour block of instruction at Yoakum-DeFrenn Army Heliport on Fort Cavazos, TX is split between classroom and hands-on training focusing on operational theory, troubleshooting, and maintenance procedures. The instructors explain in detail the five subcomponents including special tools unique to each system (Zephyr for

Class 24-04 with course instructors and students from C/2-3, G/1-189, C/6-101 and AMCOM.



the hoist and the ECS servicing cart). Students use actual aircraft components at the training facility, providing them opportunities to perform approved maintenance procedures and familiarize with the pending maintenance work packages. This capability allows students the flexibility to view and work on the components in an open space environment and without the risk of causing damage to operational aircraft. Students have an opportunity to complete approved and pending maintenance work packages on each of the components while following along with the training manual and instructors. The ECS portion of training also prepares students to take an Environmental Protection Agency (EPA) proctored exam on the last day of the course. This legally required EPA Section 608 Certification allows maintainers to service refrigerant systems such as the ECS and is not a skill included in the 15T education pipeline.

Since the course's inception, over 700 Soldiers, Department of the Army Civilians, and contractors have successfully completed the training regimen. Based on the facility's location, MEDMET is also part of 166th Aviation Brigade's mobili-

zation training for reserve and national guard units and provides support to C Company (Air Ambulance) 2-227 when requested. The MEDMET team also works with Army Materiel Command and industry to create additional work packages for the medical interior sub-components providing maintainers greater flexibility to troubleshoot, maintain, and service their equipment while further driving down costs. Recently, the team submitted 10 new work packages and updated seven existing ones for the rescue hoist system which were approved and will be included in an upcoming revision to the technical manuals. These changes effectively enable depot level repairs to now occur at the field level.

During a recent FORSCOM Monthly Aviation Readiness Review (MARR), the forum addressed MEDEVAC specific equipment concerns from the field and emphasized that commanders can and must order parts to build demand in the supply system. Leaders were encouraged to afford Soldiers the opportunity to attend the MEDMET course to improve their troubleshooting ability, increase aircraft readiness, and decrease maintenance costs.

The Future of MEDMET

Program Executive Office Aviation, the material developer, will no longer fund this maintenance training beyond FY24. Options are being generated by the aviation enterprise in the interim to ensure this training capability remains available, however, it is uncertain whether the current program of instruction curriculum will remain, or a training support package methodology is adopted. While the future of MEDMET has yet to be determined, individuals interested in attending the course should reach out to the PD-MEDEVAC training lead, Mr. Rom Ordonez at romulo.i.ordonez.civ@army.mil to take advantage of this unique opportunity and experience first-hand the world class training provided by the MEDEVAC MEP subject matter experts. The minimal TDY cost is insignificant when compared to the long-term readiness and experience gained by our maintainers.

LTC David J. Behrmann is the MEDEVAC Officer, G-3/7 Aviation, U.S. Army Forces Command at Fort Liberty, NC.



Army Aviation Association of America

Award Nominations Are Open



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AAAA Functional Awards

Suspense: July 1

- AMSO Award ■ ASE Award ■ Avionics Award
- Donald F. Luce Depot Maintenance Artisan Award

Suspense: August 1

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

Suspense: September 1

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

AAAA Hall of Fame Inductions

Suspense: June 1

Presented at the Annual Army Aviation Mission Solutions Summit



AAAA Functional Awards and U.S. Army LTG Parker Awards

Presented at the 2024 Army Aviation Senior Leaders Forum

More than 200 current and legacy Army aviation leaders gathered at Fort Novosel Jan. 22-25, 2024 as the U.S. Army Aviation Center of Excellence hosted the Aviation Senior Leader Forum where all heard from senior leaders and participated in discussions about Aviation warfighting issues.

On the evening of Jan. 24, the AAAA National Functional Awards, and the LTG Ellis D. Parker Awards were presented during an awards dinner. MG (Ret.) Walt Davis, AAAA National President presented the AAAA awards, and USAACE commanding general, MG Michael McCurry, presented the LTG Ellis D. Parker Awards with chief warrant officer of the branch, CW5 Mike Corsaro, and branch CSM Kirk Coley assisting. The Parker Award annually recognizes the top Army Aviation battalions (or equivalent) in four categories based on unit mission, and is named for LTG Don Parker, an Army Aviation pioneer.



SSG Christopher P. Korthals, Joint Readiness Training Center, Fort Johnson, Louisiana, is named the AAAA 2023 Army Aviation Trainer of the Year. Accepting the award on his behalf is CSM Eric Burris.



SSG Shawn E. Cecil, 2d Battalion, 160th Aviation Regiment (Special Operations), Fort Campbell, Kentucky, receives the AAAA 2023 Army Aviation DUSTOFF Flight Medic of the Year Award.



MG Michael McCurry, U.S. Army Aviation Center of Excellence commander and Army Aviation branch chief, provides opening comments during the Aviation Senior Leader Forum awards dinner Jan. 24, 2024, at Fort Novosel, AL.



Company C, 2d Battalion, 227th Aviation Regiment, Fort Cavazos, Texas, receives the AAAA 2023 Army Aviation Air/Sea Rescue Award of the Year. Accepting the award is DUSTOFF #1 crew: CW3 Jarrell K. Kaaloa, pilot in command, CW2 Nathan A. Eastin, pilot, SSG David E. Cabrera, flight medic, and SGT Shedrit J. Bealer, crew chief, as well as MAJ Kevin A. Zuniga, company commander, and LTC John B. DeLoach, battalion commander.



Current and legacy Army Aviation general officers from across the Army aviation enterprise surround MG Michael McCurry (front center), U.S. Army Aviation Center of Excellence commander and Army Aviation branch chief, in the U.S. Army Aviation Museum, Fort Novosel, AL, Jan. 23, 2024.



Ssg Daniel A. Koehler, Company C, 2d Battalion, 149th Aviation Regiment, San Antonio, Texas, receives the AAAA 2023 Air Traffic Control Maintenance Technician of the Year Award.



CW2 Clark C. Urban, 1st Battalion, 58th Aviation Regiment, Fort Novosel, Alabama, receives the AAAA 2023 Air Traffic Control Manager of the Year Award.



SFC Vertin P. Guilfoil, 1st Battalion, 58th Aviation Regiment, Fort Novosel, Alabama, receives the AAAA 2023 Air Traffic Controller of the Year Award.



Biggs Army Airfield Air Traffic Control Complex, Fort Bliss, Texas, is named the AAAA 2023 Air Traffic Control Facility of the Year. Accepting the award is Mike Lister, director of plans, training, mobilization, and security (DPTMS) at Fort Bliss.



1st Battalion, 58th Aviation Regiment is named the AAAA 2023 Air Traffic Control Unit of the Year. Accepting the award is Lt. Col. Lindsay A. Ryan and Master Sgt. Jon W. Fagan.



The 404th Support Battalion, 4th Aviation Brigade, Fort Carson, Colorado, is awarded the 2023 LTG Ellis D. Parker Award, Combat Service Support category. Receiving the award is LTC Steven Sevigny and CSM Jesus Jimenez.



The 1st Battalion, 160th Aviation Regiment (Special Operations), Special Operations Aviation Command (Airborne), Fort Campbell, Kentucky, is awarded the 2023 LTG Ellis D. Parker Award, Combat category. Receiving the award is LTC James Snowden, CW5 Frank Escamilla, and CSM Timothy Stevenson.



The Special Operations Aviation Training Battalion, Special Operations Aviation Command (Airborne), Fort Campbell, Kentucky, is awarded the 2023 Lt. Gen. Ellis D. Parker Award, Table of Distribution and Allowances category. Receiving the award is LTC Sean Karrels, CW5 William Roth, and CSM Julio David.



The 2d Battalion, 158th Aviation Regiment, 16th Aviation Brigade, Joint Base Lewis-McChord, Washington is awarded the 2023 LTG Ellis D. Parker Award, Combat Support category, as well as being named the overall Parker Award winner. Receiving the award is LTC James Fischer, CW4 Adam Erickson, and CSM Scott Campbell.

Army Aviation Association of America Award Nominations Are Open

AAAA Functional Awards *Suspense: July 1*

- AMSO Award
- ASE Award
- Avionics Award
- Donald F. Luce Depot Maintenance Artisan Award

Suspense: August 1

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


- UAS Soldier of the Year
- UAS Unit of the Year
- Fixed Wing Unit of the Year

Suspense: September 1

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

AAAA Hall of Fame Inductions

Suspense: June 1



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WHEN: Tuesday, April 24, 2024

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From the Field ▶

From Flying to Fighting - 16th CAB Overwater Program Update

By LTC James (Fish) R. Fischer



U.S. ARMY PHOTO BY CPT COLI STEEK, 16TH CAB

Last June, I wrote an article that shared our unit's training plan to build an overwater brigade. This article will look back at a few key moments from the past year and then look toward the future as we transform from flying to fighting in a littoral environment.

Validating the Program

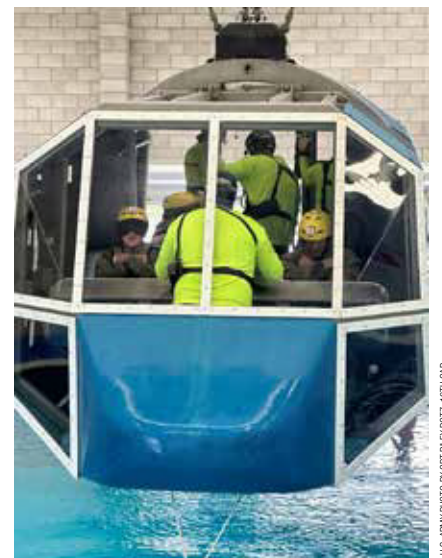
The 2-158th "Warhawks" Assault Helicopter Battalion (AHB) validated its first year of overwater training this fall by successfully executing a table-nine gunnery approximately 13 miles off the coast of Washington. This mission was the first of its kind in 16th Combat Aviation Brigade (CAB) history, and once again leveraged knowledge from our 4-160th Special Operations Aviation Regiment (Abn)(SOAR) counterparts co-located at Joint Base Lewis-McChord, Washington. For our first gunnery, we conducted day and NVG 6-ship air assaults, shooting at a combination of sea dye for day and illuminated chemical lights attached to pumpkins for buoyancy at night. Though pumpkins seem odd, we had other environmental challenges to consider, and the pumpkins were ultimately effective. The team then conducted left and right door gunnery at various distances. Addition-

ally, the staff set up a Command Post Exercise and performed battle tracking in a simulated, realistic Pacific threat scenario. This event was a resounding success and built overwater confidence while serving as the spark for more complex gunnery scenarios in the future.

Deck Qualifications

Following gunnery in the fall, the 16th CAB partnered with the 4/160th SOAR again and participated in Exercise Trident 24-1, a maritime readiness exercise focused on certifying SEAL teams for deployment. This training event was an excellent opportunity for our staff and aircrews, allowing new insight into littoral planning and overwater flying techniques. It was outstanding training and opened the door to conducting deck landings on the USS Cincinnati, a U.S. Navy littoral combat ship. The Warhawk battalion took full advantage of this opportunity and qualified nearly every flight instructor and all instructor pilots (IPs) on deck landings. With this "in-house" capability, the Warhawks can quickly build combat power for an overwater conflict. Following this success, our sister unit, the AH-64E Apaches of the 1-229th Attack Battalion, conducted similar training with the USS

A UH-60 assigned to 2-158th AHB conducts deck land qualifications on the USS Cincinnati. Crewmembers perform five landings to achieve qualification. The Landing Signalman Enlisted clears the takeoff path along the ship's port side.



U.S. ARMY PHOTO BY CPT RILEY BOTZ, 16TH CAB

A UH-60 assigned to 2-158th AHB prepares to conduct the first overwater aerial gunnery in 16th CAB History. CPT Riley Botz, 16th Combat Aviation Brigade

Germantown, an amphibious assault ship, and qualified multiple IPs. Though the scheduling of ships is still challenging and sometimes unpredictable, the relationships we've built with our Navy counterparts have enabled us to effect positive change on this front. As we continually showcase our desire to train with the Navy, we have seen a positive change in scheduling. I believe that through this cooperation, we will have a predictable and sustainable deck landing qualification program by the end of 2024. Additionally, Army Aviation recently updated a memorandum that allows our local simulators to extend currency to deck-qualified pilots. This significant update provides our unit with the flexibility needed between ship landing opportunities for qualified pilots.

An Eye Toward the Future

A partnership is critical when starting a new venture! As mentioned in this and the previous article, the 25th CAB, 4-160th SOAR, and the U.S. Navy contributed directly to our transformation into an overwater brigade, but our work is not done. We are working toward this transformation by purchasing new inflatable targets that allow us to fight our way onto shore visually. These land-based targets represent enemy weapon systems that we will likely find when conducting a mission from sea-to-shore. Second, we recently partnered with our local community to gain access to an old prison on a nearby island. This location will give our aircrews an excellent location to design littoral mission scenarios. Access to locations like these dramatically aids in our ability to make training more realistic, especially when we add mock targets in our Area of Operation. To further help with scenario development, the 16th CAB has ensured SIPR access to the company level, thus ensuring the most accurate information.

Another area our CAB is pushing for transformation is our battalion and brigade mission essential tasks (METs). When you layer in the complexity of operating in a coastal environment, we have some work still to achieve a "Trained" proficiency rating in our METs. We are drafting an overwater MET in the Warhawk Battalion for our bi-weekly training meetings. It only accounts for flying and doesn't layer overwater complexity across all the other assigned METs yet. Not only is this a different way of viewing our problem set, but it will also require us to define overwater training and communicate capability and risk

more effectively to the ground force commander. Additionally, this will help us identify capability gaps and, in turn, generate requirements for new resources and technology to become more effective over water. One example is purchasing UH-60 internal fuel tanks, allowing us to operate further over water without dropping external fuel tanks mid-mission.

One of the critical risks associated with our program, and where further work is needed, is water survivability training. The brigade is purchasing Shallow Water Egress Trainer (SWET) chairs, but in the long term, our crews would benefit better from a sustainable Dunker model, like the model Ft. Novosel had previously. Often, we find ourselves taking advantage of a Navy course at nearby Whidbey Island or the 160th SOAR SWET program. Because we don't own this capability, we are limited to their class availability. In addition to Whidbey Island, we have coordinated with our allies, the Australian Army, utilizing their Helicopter Underwater Escape Training program while building upon our partnership from the last iteration of Exercise Talisman Sabre in Australia. Ultimately, a better long-term solution is needed to practice the worst-case scenario of surviving a water landing. We have made significant strides, and a brigade internal SWET program is a start, but finding a

long-term Dunker program will significantly reduce risk and save lives.

Conclusion

The global threat environment is changing, and the U.S. Army must be prepared to fight enemies in all domains. The Raptor Brigade is transforming into an overwater aviation formation, and the coming years will present new challenges and opportunities as we gain experience training in the littoral environment. Our overwater program has unlimited potential, and we are rapidly working toward becoming a risk for potential enemy planners to consider in the littoral environment.

Author's note: If the subject of this article interests you, please consider the Army's littoral aviation formation, the 16th CAB, at JBLM, WA, for your next assignment!



LTC James R. (Fish) Fischer is the commander of 2nd Battalion, 158th Aviation Regiment (Assault Helicopter), 16th Combat Aviation Brigade at Joint Base Lewis-McChord, WA.

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50 Years Ago – Women in Army Aviation: Breaking the Color Line

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.



WIKIPEDIA COMMONS

2LT Marcella A. Hayes Ng, the 55th female pilot to graduate from flight training and, the first Black female Army pilot.



ARFFEE PHOTOS/ARMY PHOTO

2LT Christine B. "Nicky" Knighton was the second Black female officer to graduate from flight training in 1980.



U.S. ARMY PHOTO BY 1LT LERNAE THURSTON

2LT Kayla Freeman, the first Black female pilot in the Alabama National Guard, stands at the U.S. Army Aviation Center of Excellence at Fort Rucker, Ala., June 21, 2018, after her graduation from flight school.

2LT Marcella A Hayes Ng

Marcella A Hayes Ng was a product of Centralia, Missouri. From church services and choir practice down to cleaning the floors and pews, the Mount Olive Missionary Baptist Church was one of the major influences on her formative years ... reinforcing service to family, church and community. Another lesson from church was football in the adjoining lot, with boys, many of them her cousins. Not much slack cut here, despite being a girl – “You don’t dare cry. If you do, it’s game over.” The experience was a confidence builder.

Hayes went to Hickman High School in Columbia, Missouri where she participated in the marching band, her first exposure to marching in formation and precision. She graduated as a member of

the National Honor Society recalling the advice from two of her teachers – “If you go away and it doesn’t work, you can always come back. But if you never leave, you may never break out of this cycle.”²

At University of Wisconsin, Hayes joined the ROTC impressing the cadre with her physical training, garnering 497 of 500 points. She was also one of only two women chosen for the ROTC’s Tri-Service Exhibition Drill Team at U.W.

Following advanced ROTC training, she was slated to go to Fort Benning for airborne training. However, her ROTC instructor, Lieutenant Colonel Robert Pedigo was an Army aviator who introduced her to the idea of applying for flight school upon her graduation and commissioning. So, 2nd Lieuten-

ant Marcella Hayes left U.W. bound for Fort Rucker, Alabama.³

During training, she met and married one of her classmates, Dennis Ng.

On the “most memorable day in her life,” November 27, 1979, 2nd Lieutenant Marcella A. Hayes Ng became the 55th woman to graduate from flight training; and she was the first Black woman to get her aviator’s wings.

The color line had been broken.

2LT Christine B. Knighton

In 1975, Christine B. Knighton left her home state of Georgia, and on a student loan attended the Tuskegee Institute.⁵ Her intended field of study was home economics. Then the Army beckoned.

“I initially joined the Reserve Officer

Training Corps out of curiosity and for the additional credits, so I signed on because it was a freshman elective,” she said. “I spent my first year studying very hard in the library, in the dormitory and the classroom and the result was I got very good grades; so, I was encouraged by the ROTC department to apply for a scholarship because they’d never had a woman apply for one, so I did.”⁶

However, money became an issue in her sophomore year. She applied for financial assistance through the school, as well as through the ROTC as previously suggested. On the same day, two letters arrived indicating she was approved for both applications. An additional booster came with the ROTC assistance, it was a full scholarship. She consulted her mother as to what to do.

Her mother was a single parent and a textile worker and Christine found that her mother would not make the decision for her. So, she made her decision and joined the Army.

One of the things that attracted Knighton to the service was diversity. “Tuskegee’s cadre was racially integrated with noncommissioned and commissioned officers, ...“unlike some “historically Black colleges and universities” where “the entire cadre is black, but that doesn’t prepare you for the real world. The military professor in charge of preparing the cadets for summer camp was Caucasian and he actually told us what we were going to be up against as students from a Black college going into an integrated environment. He prepared us for orienteering competitions from students from all over the South and other colleges. . .”⁷

In 1980, 2nd Lieutenant Christine B. Knighton went to Fort Rucker for flight training and graduated to become the second Black woman to become an Army aviator. And despite the realities of life “outside the gates of Rucker,” she kept her eye on the prize and would not be denied.

Knighton would become “the Army’s first female officer to command a tactical combat arms battalion, taking command of the 2nd Battalion, 227th Aviation Regiment with the 1st Cavalry Division, November 3, 1996.”⁸

She and her battalion were assigned to Bosnia-Herzegovina, supporting 1st Cavalry Division and NATO forces in the Balkans. She finished command in November 1998 and went on to become the first Black female officer to attain the rank of full colonel. She retired from the service in 2008.

2LT Kayla Freeman

When 2nd Lieutenant Kayla Freeman, another product of Tuskegee University, graduated flight school at Fort Rucker on June 21, 2018, her wings were pinned on by retired Colonel Christine B. Knighton Williams, making her the first Black female pilot assigned to the Alabama Army National Guard. Freeman lists Knighton as one of her main role models, along with her own grandfather, and the pioneering female Tuskegee Airmen like Mildred Carter.

Like Knighton before her, Freeman’s inspirations led her to attend Tuskegee University and enroll in the historic institute’s ROTC program. She said she already knew as a child that she wanted to fly, and said it was discipline, perseverance, and faith that helped her achieve that goal.

A few months after graduation, Freeman was assigned to Fort Hood, TX and soon deployed to the Middle East as a platoon leader in the Alabama National Guard’s 1-169th Aviation Battalion. Freeman said that her plans were simple: to keep going. In her civilian job she serves as an aerospace engineer at the U.S. Army Aviation Development Test Activity at Redstone Arsenal in Huntsville, Alabama.

Endnotes:

1. “The Sky is No Limit,” On Wisconsin, onwisconsin.uwalumni.com/the-sky-is-no-limit, 3.
2. Ibid., 6.
3. “Lieutenant Colonel Marcella A. Hayes Ng,” Army Women’s Foundation, www.awfdn.org/trailblazers/marcella-a-hayes-ng, 2.
4. “The Sky is No limit,” 8
5. Tuskegee University began as an institution of learning on July 4, 1881 as the Tuskegee Institute. It was accorded university status in 1985.
6. “Army’s Senior Black Female Aviator Retires,” by J.D. Leipold, July 31, 2008, www.army.mil/article/11377/armys_senior_black..., 2.
7. Ibid, 3
8. “Women in Army Aviation, Flying ‘Wingtip to Wingtip,’” by BG Anne F. Macdonald, Army Aviation Magazine, February 28, 2009, 36.

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

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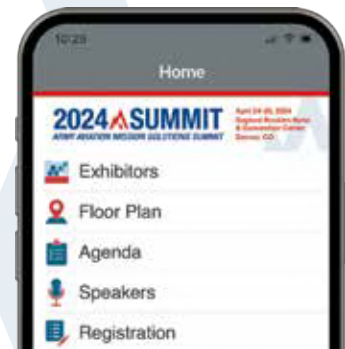


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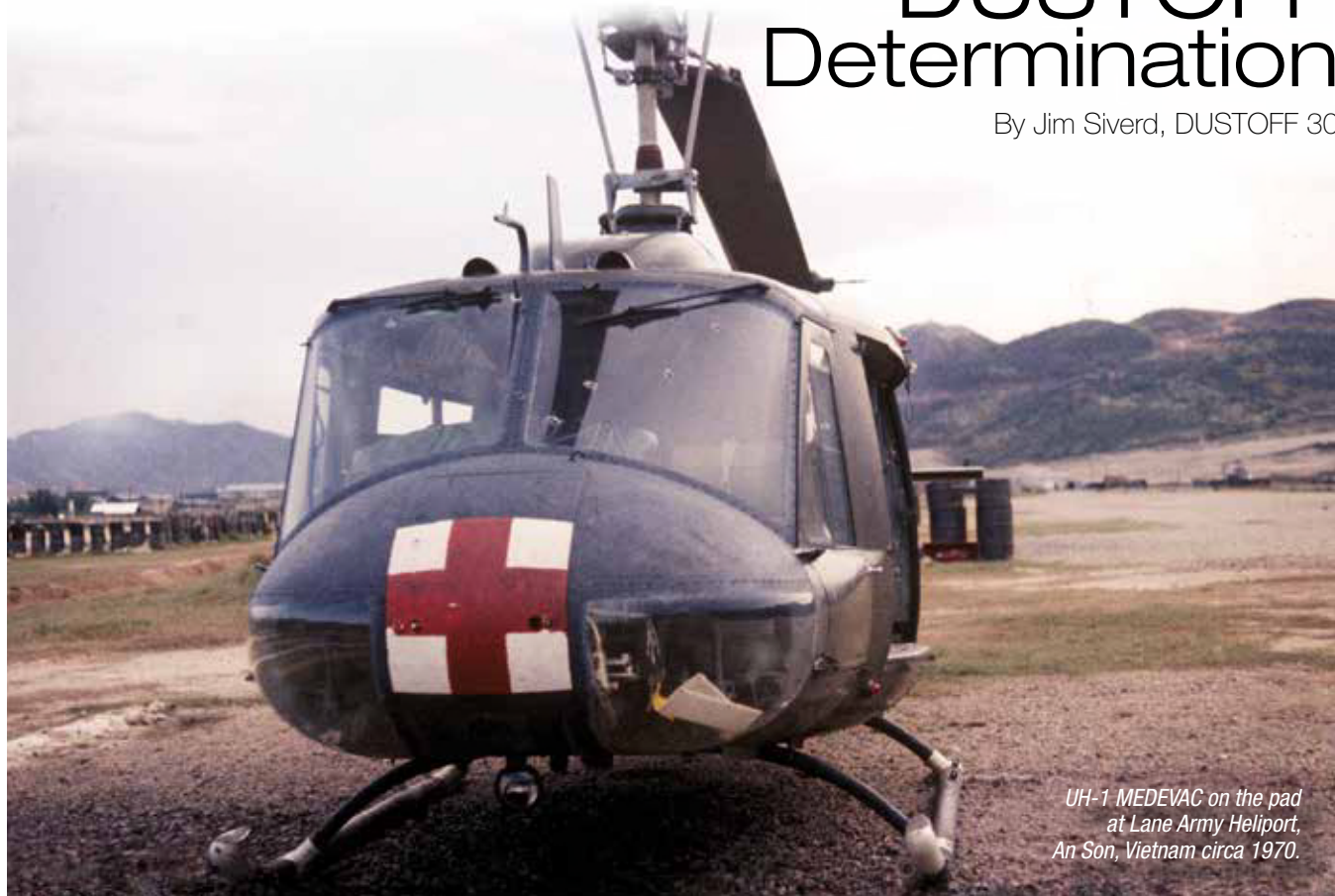
National Vietnam War Veteran’s Day



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DUSTOFF Determination

By Jim Siverd, DUSTOFF 30



UH-1 MEDEVAC on the pad
at Lane Army Helipoint,
An Son, Vietnam circa 1970.

AUTHOR PERSONAL PHOTO

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

One day in March 1970 started out somewhat unusual for CWO Terry Zinger and me. Little did we know that it would end up very unusual for us and two other crews of the 498th Medical Company (Air Ambulance).

The 498th was headquartered at Lane Army Helipoint, An Son, Vietnam. To provide responsive MEDEVAC support to various units in the 498th's

area of operations, the unit kept 4 crews on alert at Lane, and other ships located at various field sites, including LZ English, LZ Uplift, An Khe, and Phu Hep. Crews rotated between these sites as designated by the company operations. Many of us warrant officers preferred to primarily fly out of the field sites (where there was less Army BS) and returned to Lane only occasionally for headquarters rotations when our aircraft needed maintenance, were shot up, or for a short respite from tactical flying.

On this day operations needed a crew to fly some medical personnel from Qui Nhon to Da Nang a so called easy "milk run," as no enemy contact was expected. Terry and I both happened to be at Lane,

which was unusual as we were both aircraft commanders and preferred to fly out of field sites, and thus we seldom flew together. We were scheduled to fly the CO's aircraft, a new ship with only about 100 hours. (Why does the CO usually get the best ship? Give him the dog ship and use the best ones for field missions.) We picked up our passengers in Qui Nhon, and flew north along the coast, enjoying the ocean and mountain views – Vietnam really is a pretty country.

As we neared LZ English, we heard one of our ships from there radio that he was changing to a tactical frequency for a mission. I called English DUSTOFF to get the location and tac frequency, so we could monitor the mission. Unfortu-

nately, none of us knew the full tactical situation of this mission. As described later on the website of the 61st AHC Starblazers gunships, the previous day a snoop mission had detected a heavy signature at night. That morning, 3 LRRP teams were inserted, and the 61st lost a ship on insertion to anti-aircraft fire. One LRRP team became pinned down on a ledge, suffered casualties, and called for an urgent medevac. Later the 61st reported the site as an NVA regimental location.

By the time I had the new frequency tuned in, CWO Max Owens already had his ship on approach to the ad hoc LZ that the LRRP team had marked with a smoke grenade. Over the radio we could hear the gunships firing in the background as the medevac aircraft coordinated with the ground unit. Then we heard a frantic call from the DUSTOFF copilot that the aircraft and the aircraft commander were hit. He radioed that he had taken the controls and was aborting the mission and returning to LZ English.

We usually operated two ships out of LZ English, rotating between making field pickups and making “back hauls” of stabilized patients from the aid station at English to the evacuation hospital at Qui Nhon. The second-up ship was on the way to Qui Nhon at that time, so our “milk run” mission immediately changed. We always flew with a crew chief and medic, just for this type of circumstance. We quickly landed at LZ English to drop off our passengers in preparation for assuming the mission. As we cleared the medevac pad, the damaged ship made a hot (almost too hot) approach to the pad and the ground medical crew pulled Max out of the cockpit. Fortunately, his wounds were confined to plexiglass shards, generated when 5 rounds had shattered the windshield in front of him as the rounds exited the aircraft. (see picture.) The entry group of these rounds was a tight 5-inch pattern, mostly likely from a tripod mounted weapon, consistent with the subsequent report of a regimental size enemy force.

As we neared the pickup site, Terry and I developed our approach plan. The LRRP unit was on a ledge partway up a mountain, and the enemy appeared to be above the ledge. We planned to come in very low below the ledge, using the edge of the ledge to shield us from fire until the last minute. We were both aircraft commanders, however, Terry was senior to me and elected to fly, while I stayed lightly on the controls in case he was hit.

As one of the gunships finished his gun run, we popped up over the ledge and hovered over the smoke marking the landing area. There were lots of big rocks there, prohibiting us from landing, so Terry held the helicopter in a hover. The best way to keep a steady hover is to pick a ground reference to gauge any movement, and a small tree in front of us made an ideal reference. But as soon as we came to a hover, we heard automatic weapons fire, and heard rounds hitting the aircraft. I noticed the small tree break in half from the fire, at the same time the master caution light came on in the cockpit. A quick glance at the caution panel showed the fuel boost pump light illuminated, indicating we had taken hits in the fuel pump.

Our crew reported over the intercom that the ground unit had retreated to their hide positions with the patients, due to the enemy fire. Terry then dove off the ledge, using it to shield us as he piloted the stricken aircraft toward the rice patties below the mountains. The backup fuel pump obviously provided adequate fuel for us, as the engine continued to operate.

By now the second ship from the English field site, flown by CWO Steve Toomoth as AC, had returned from Qui

Nhon and assumed the medevac mission. Unfortunately, Steve’s ship was also hit on approach, and had to abort to LZ English with combat damage. At this time, the ground unit called off the mission, recognizing that their personnel were too exposed to load patients on the aircraft without suffering further casualties. The mission was finally completed early the next morning by CWO Mish Hauserman. His aircraft took fire on departure and was also damaged but was able to fly back to LZ English with the patients.

This mission occurred over 53 years ago. Some actions of these selfless veterans are lifelong memories; other memories have already slipped away. Give a heart-felt thank you to all vets, young and old, for their service.

I intended to write this narrative for several years – before I forgot the details. This write up is done in honor of all veterans, and especially for the following pilots mentioned here who are now deceased: CWOs Max Owens, Steve Toomoth, and Terry Zinger.

By, DustOff 30

Samuel J. (Jim) Siverd is a VHPA life member living in Madison, Alabama.

VIETNAM/KOREAN VETERAN & FAMILY APPRECIATION RECEPTION

Friday, April 26, 2024 – 5:30 PM



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AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from Ms. Suellen Dennett the Corpus Christi Chapter President, for authoring and sharing this information to our membership.

The Corpus Christi Chapter



Artisans and Leaders attending the CCAD Artisan Breakfast during the Luther G. Jones Army Aviation Depot Forum, December 2023.

The Corpus Christi Chapter, located in Corpus Christi, Texas was established in Jan 1964. The core membership of the Chapter is made up of current and past employees of the Corpus Christi Army Depot (CCAD) which employs nearly 3000 employees;

... consisting of Active Army, Department of the Army Civilians, Contractors, Industry Partners, Aviation veterans and retirees, and others who have a desire to support the Army Aviation community. The Chapter also supports other AAAA members and Army units throughout the state. The Chapter has a full slate of Chapter officers to include a Chapter President, Senior VP, Treasurer, Secretary, and VPs for Scholarships, Activities, Publicity and Marketing.

Core Programs and Activities

The Corpus Christi Chapter hosts an annual golf tournament that is timed to coincide with the Luther G. Jones Army Aviation Depot Forum. The tournament is geared to provide an opportunity for the Aviation and military community to network, enjoy a round of golf, and help raise scholarship funds.

The Artisan Breakfast is a highlight for the Chapter and their serving board members. This is an opportunity to

recognize artisans who exemplify the creed, I am CCAD, displayed in their daily work. *C- Capable C- Commitment A-Adaptable D-Dedicated.* Seventy-five select artisans were recognized during a healthy and hearty breakfast. The artisans were selected from over 30 different skills working in production and production support roles. Following breakfast, the artisans had the opportunity to explore the exhibitor hall. This gave the artisans a chance to learn about what is emerging in the market for Aviation readiness. This also gave the exhibitors a forum to hear from artisans performing depot-level repairs, overhaul, and maintenance processes.

Earlier in the year during one of the Chapter's quarterly socials, the Chapter had Mr. Rod Benson, Deputy Commander, and Chief Operating Officer for Corpus Christi Army Depot as their guest speaker. Mr. Benson discussed the modernization plan of the CCAD that includes planned construction of Aviation maintenance facilities. The path forward also looks to

recruitment and retention of a trained workforce. This will be achieved at CCAD through collaborative efforts with local school districts and local colleges and universities.

Cornerstone of Aviation Readiness

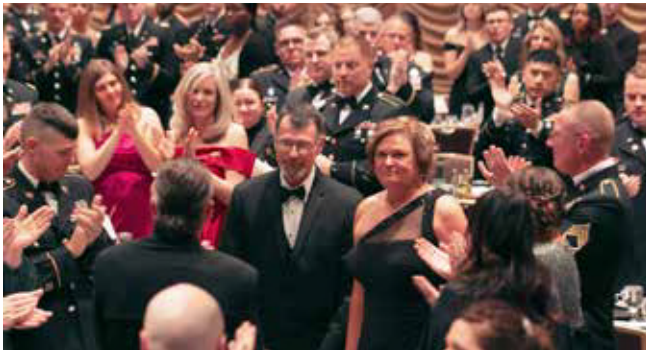
As the Cornerstone of Aviation Readiness, CCAD has a critical part in Army Readiness. The Corpus Christi Chapter is proud to be a part of that mission and offer the community an opportunity to Network with others, Recognize a job well done, be a Voice to be heard and provide Support to Army Aviation.

Feel free to contact me if you need help with your Chapter, to establish a new Chapter, Executive Board support, would like your Chapter featured in the AAAA magazine or to obtain clarification of National procedures.

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

AAAA Chapter News

North Star Chapter Supports 34th ECAB Aviation Ball



U.S. ARMY PHOTO BY LTC ANDY THAGSGARD

Approximately 650 gathered for the 34th Expeditionary Combat Aviation Brigade annual ball held on December 2, 2023 at the Treasure Island Resort and Casino located in Welch, MN. During the ball, Chapter president, LTC David Wagner, inducted CW4s Aaron Caswell, Jennifer Otremba, Ryan Taggart, and SFCs Andrew McGillivray and William Pace into the Bronze Order of St. Michael, and LTC Nicole Setterlund as a Knight of the Honorable Order. Additionally, Larry and Helen Krippner were recognized for their efforts in creating and expanding on memorials for the C/2-211 MEDEVAC crash that occurred on their property in 2019, taking the lives of three Aviators. Originally marked by three crosses, the crash site is now memorialized by a marker dedicated to the crew and benches for solemn reflection.

ORDER OF ST. MICHAEL INDUCTEES

Air Assault Chapter



CHAPTER PHOTOS BY MAJ (RET) SCOTT HOLLINGSWORTH

SFC (Ret.) Scott F. Heron is inducted as a Knight of the Honorable Order of St. Michael on February 8, 2024, at the 1st quarter meeting of the Air Assault Chapter by chapter president, COL (Ret.) "Hawk" Ruth (left), assisted by AAAA National secretary, MG (Ret.) Todd Royar.



1SG (Ret.) Cecil T. Ikner poses with chapter president COL (Ret.) "Hawk" Ruth (right) and Walter "Gary" Adams, AMCOM Chief of RASM-East, after being inducted into the Bronze Honorable Order of St. Michael on February 8, 2024, at the 1st quarter meeting of the Air Assault Chapter. Cecil was also awarded the Meritorious Civilian Service Medal for his service spanning 15 years following his military service.

Mount Rainier Chapter



CHAPTER COURTESY PHOTO

LTC (Ret.) John R. King is inducted into the Silver Honorable Order of St. Michael by BG Paul T. Sellars, commanding general of the Washington Army National Guard on Dec. 2, 2023 at Joint Base Lewis-McChord, WA. King was recognized for more than 20 years of directly enabling the

growth, readiness and strength of the WAARNG aviation community. At the highest levels, aviation programs and dozens of aviators have been positively impacted by his mentorship. He achieved instructor pilot status in the CH-47F and commanded the 1-168th General Support Aviation Battalion, successfully preparing them for the most geographically dispersed mobilization in WAARNG aviation history.

Tennessee Valley Chapter



CHAPTER PHOTO BY THOMAS J. COBURN

Mr. Thomas M. Somers is inducted into the Silver Honorable Order of St. Michael by MG Tom O'Connor, commanding general of U.S. Army Aviation and Missile Command on Jan. 30, 2024 at Redstone Arsenal, AL. Somers was recognized for more than 30 years of unflinching support to

Army Aviation culminating as the AMCOM Deputy G-3.



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AAAA Membership Update By CW4 (Ret.) Becki Chambers

SSG Ashley Sanchez wrote this month's Membership article. A UH-60 Technical Inspector with D/1-214 Aviation Regiment, 12th CAB, she is a long time AAAA member, very involved with the Griffin Chapter in Germany, and a former National Executive Board member-at-large.

The Membership Corner

By SSG Ashley Sanchez

SGT Sean Ohlendorf grew up in Mannheim and Ramstein Germany, and is currently stationed at Wiesbaden Army Airfield. Most of his family is military, and his wife, Ashley, is also a military brat that grew up in Europe.



(L to R) Arianna, Ashley, Sean, and Tristan Ohlendorf

They met at Ramstein Airbase while she was working at the shopette.

SGT Ohlendorf joined the Military in 2014 because he liked the idea of being able to visit different countries, live different lifestyles and experience new cultures. It also seemed like a profession full of various opportunities to learn new skills. He joined as a 15T because he had always been involved in repairing and figuring out how machines work, but he had never touched a helicopter before.

Sean's first duty station in 2015 JBLM was in D Co, 1-214 Assault Helicopter Battalion, and was assigned to a flight company a year after arriving. From there, he went to Camp Humphreys and was assigned to A Co, 3-2 GSAB, and later the 8th Army Comhawk Flight Detachment (part of 2-2 AHB, K-16, South Korea). SGT Ohlendorf was then assigned to Fort Carson as a crew chief for the C Co, 3-4 AHB, 4th CAB, where he learned to run an efficient maintenance and flight hour program. He is currently assigned to the 1-214th GSAB as a technical inspector, one of his major Army career goals and personal interests.

There are two people that really stuck out in his career so far, SFC Robert Millard and SSG James Roache. At the beginning of SGT Ohlendorf's Army career, SFC Millard showed him what a good maintainer and crew chief should do, and years later, SSG Roache helped him enjoy being a 15T again. After going through a seemingly never ending high optempo period, where working hard just didn't seem to cut it, SSG Roache's advice of "always find a way to make progress, no matter how small" still sticks with SGT Ohlendorf today and makes large or in-depth tasks seem more achievable. Sean has shared that knowledge more than a few times with maintainers he has been in charge of.

Advice Sean has for new soldiers: "First off, take care of yourself and make sure you have what you need to be successful, and asking for help is not a weakness. Aviation is complicated and I'd bet anything that you won't find one person that knows everything about these aircraft or every task we are responsible for completing. Second, take every opportunity to learn your job and later perfect your craft, as you

will find yourself being in charge and depended on by your unit before you know it."

Sean and his wife Ashley have been married for 9 years, with two kids, Tristan (4 years) and Arianna (7). He says he owes his success so far in the army to all three of them. They are always there at the end of a long day or exercise (of which he has many) to remind him that he will always have someone in my corner. The Ohlendorf family enjoys playing games together, going to trampoline parks, playing with Hot Wheels cars, while Ashley and Arianna have been going to the on-post playhouse to see shows the high schoolers put on.

When asked why SGT Ohlendorf believes it's important to belong to a professional organization like AAAA: "I think it is important to be involved, to spread ideas and absorb them from those around you, to network and gain trust and experience of counterparts and people you look up to".

*CW4 Becki Chambers
AAAA Vice President for Membership*

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AAA Family Forum By Judy Konitzer

Building Homes For Our Troops

By Kathleen DeVito and Judy Konitzer



Homes For Our Troops (HFOT) is a publicly funded 501(c)(3) nonprofit organization that builds and donates specially adapted custom homes nationwide for the most severely injured post-9/11 Veterans, to enable them to rebuild their lives.

Since the organization's inception in 2004, HFOT has built and donated over 370 homes in 45 states, while nearly 90 cents out of every dollar spent have gone directly to program services for Veterans. Celebrating its 20th anniversary this year, HFOT currently has more than 70 home-build projects in various stages of construction nationwide.

Rebuilding Lives is the most important aspect of HFOT's mission; therefore, the organization stays in contact with Veterans after home delivery. Most of these Veterans have sustained injuries including multiple limb amputations, partial or full paralysis, blindness, severe burns and/or severe traumatic brain injury (TBI). Empowered by the freedom a specially adapted and mortgage-free home brings, these injured Veterans can now focus on their recovery, while embarking on new careers, completing college degrees, and starting families. Many have returned to their life's work of serving others, embracing their roles as motivational speakers, sharing their messages of persevering through tragedy with groups and classrooms around the country, or taking to a national platform to promote awareness of veteran suicide, homelessness, and PTSD.

I had the pleasure of speaking with GEN (USA, Ret.) Richard Cody, HFOT Chairman of the Board, at a recent gathering at the Aviation Museum at Fort Novosel.

"A specially adapted custom home provides these severely injured post-9/11 Veterans with the safety and accessibility they need and deserve and restores some of the freedom and independence they sacrificed for us. Homes For Our Troops remains steadfast in our goal of providing a home for every Veteran who qualifies for one," says GEN Cody.

A four-star rated charity, HFOT builds four-bedroom, two-bath, energy efficient homes of just over 2800 square feet, the right size home for a Veteran to comfortably raise a family while limiting expenses for utilities. Each home is equipped with



GEN (Ret.) Richard (Dick) Cody, Chairman of the Board, Ambassador Wynonna Judd, and President/CEO BG (Ret.) Tom Landwermyer of Homes For Our Troops present the keys for his new home to Army Sergeant Bryan Camacho at his Key Ceremony in Murfreesboro, Tennessee.

over 40 major special adaptations and exceeds ADA standards, providing full accessibility for the Veteran. These adaptations include wider halls and doorways, automatic door openers, roll-under sinks, stove tops, and counters, pull-down shelving, full home backup generators, and safe rooms, all designed to help the Veteran live independently.

HFOT builds where the Veteran wants to live and secures a licensed general contractor to build the home. From acceptance into the HFOT Family to Key Ceremony, currently our builds average 40+ months, with our target/goal timeline being 24-36 months. Our construction timelines include land search, permitting and physical construction of the home. HFOT holds three events for each Veteran home recipient: a Community Kickoff, Volunteer Day, and Key Ceremony.

The Community Kickoff event is scheduled after land is acquired and is the first phase of welcoming the Veteran to the community. As the home nears completion, a Volunteer Landscape Day is set. This day gives community members a hands-on opportunity to landscape the outside of the home with plants, trees, shrubs, and flowers. Soon after, the Veteran and his/her family are presented with the keys to their new home in a Key Ceremony, with Community members also being invited to share a ribbon cutting, flag raising, and a tour of the home.

Call 866-787-6677 for additional information or hfortusa.org to learn more about their mission of building these custom homes.

Kathleen DeVito is the Director of Marketing and Community Engagement for Homes For Our Troops in Taunton, Massachusetts; Judy Konitzer is the family forum editor for ARMY AVIATION; questions and suggestions can be directed to her at judy@quad-a.org.

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 February 2023 through February 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).

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Sikorsky, a Lockheed Martin Co.
S3-System Studies & Simulation, Inc.
Jan Smith
Judith & Mark Smith
Heather Snoe
Jon Spaulding-IHO Emma "Cass" Garfola
Marian Spencer
Diane L. Spencer
Tracey & Karl Stahlecker
Celia Stump
Kathryn Taylor
Terry L. Truett
Jill & James Tyler-IHO COL Hoecherl
Veterans Home Association of the
Whitemarsh Valley
Vietnam Helicopter Pilots Association
Carol B. Webster-IHO Cub Club
Leslie H. Weinstein-IHO Joyce Hesson
Donna & Thomas Whitaker
-IHO Joyce Hesson
Erin Whitaker-IHO Joyce Hesson
Karen White-IHO CW5 Frank E. White
The White Birch Foundation Gift Fund
Whitney & Jeffrey Winchester-IHO
COL Hoecherl
The Winvale Group
Corey Womack
Wreaths Across America
Jessica & Chuck Wright
Michelle F. Yarborough
Michelle Yarborough
-IHO CW4 Thompson
Yoste Strategic Partners, LLC
The Zieff Family Fund Inc.
-IHO Bill Harris

IHO – In Honor Of

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.

Industry News Announcements Related to Army Aviation Matters

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

Army Announces Aviation Investment Rebalance



U.S. ARMY PHOTO

The Army announced on Feb. 8, 2024 the rebalancing of Aviation investments.

“We are learning from the battlefield – especially in Ukraine – that aerial reconnaissance has fundamentally changed,” said the Chief of Staff of the Army, General Randy George. “Sensors and weapons mounted on a variety of unmanned systems and in space are more ubiquitous, further reaching, and more inexpensive than ever before. I am confident the Army can deliver for the Joint Force, both in the priority theater and around the globe, by accelerating innovation, procurement and fielding of modern unmanned aircraft systems, including the Future Tactical Unmanned Aircraft System, Launched Effects, and commercial small, unmanned aircraft systems.”

- As part of this transformational rebalancing, the Army will:
- End development of the Army’s new manned reconnaissance helicopter, the Future Attack and Reconnaissance Aircraft (FARA), at the conclusion of FY24 prototyping activities.
 - End production of the UH-60V version of the Black Hawk, which extends service life of existing airframes by 10 years, after FY24 due to significant cost growth.
 - Delay entering production of the Improved Turbine Engine (ITEP) to ensure adequate time to integrate it with AH-64 and UH-60 platforms.
 - Phase out operations and sustainment of the legacy Shadow and Raven unmanned aircraft systems.

These decisions free up resources to make critical new investments in Army aviation. Going forward, the Army will:

- Commit to a new multi-year contract to procure the UH-60M Black Hawk helicopter – a new airframe with a 20+ year service life – and invest in upgrades for the Black Hawk.
- End uncertainty over the future of the CH-47F Block II Chinook by formally entering it into production, with a path to full rate production in the future.
- Continue the Future Long Range Assault Aircraft (FLRAA) program as planned, ensuring the Army remains on a path to field the first operational unit in FY30.
- Increase investments in research and development to expand and accelerate the Army’s unmanned aerial reconnaissance capability including future tactical unmanned aerial systems and launched effects.

Savoie Takes Over at Elbit



ELBIT SYSTEMS OF AMERICA PHOTO

Elbit Systems of America named Luke Savoie its president and chief executive effective Jan. 29, 2024. He succeeds Raanan Horowitz, who held the role for more than a decade. Savoie is a former president at L3 Harris Technologies.

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

The Boeing Co., Ridley Park, PA, was awarded an \$87,984,634 firm-fixed-price contract for the overhaul and upgrade of the engine transmission assembly for the CH-47 Chinook; work locations and funding will be determined with each order, with an estimated completion date of Feb. 1, 2028.

Honeywell International Inc., Phoenix, AZ, was awarded a \$41,934,407 cost-plus-fixed-fee contract for engineering, logistics, support and services for T55-GA-714 engines; work locations and funding will be determined with each order, with an estimated completion date of Sept. 30, 2027.

Pride Industries, Roseville, CA, was awarded a \$14,841,163 firm-fixed-price contract for base operations support services; work will be performed at Fort Novosel, AL, with an estimated completion date of Aug. 31, 2024.

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UPCOMING EVENTS

APRIL 2024 Month of the Military Child
24-26 AAAA Army Aviation Mission Solutions Summit, Denver, CO

MAY 2024 Military Appreciation Month
6-10 GSOF Special Operations Forces Week (formerly SOFIC), Tampa, FL
7-9 VFS (AHS) 80th Annual Forum, Montréal, Québec, Canada
Annual Summit Pictorial Recap



IN MEMORIAM

It is with great sadness that AAAA announces the passing of two members of the Army Aviation Hall of Fame.



Brigadier General John C. Bahnsen Jr., U.S. Army Retired

BG (Ret.) "Doc" Bahnsen died of heart failure on February 21, 2024 at his home in Rochelle, Georgia. He was 89.

He graduated from the U.S. Military Academy with a commission in the Armor branch in 1956. Following airborne training and his basic Armor officer course, he became an Army aviator in 1957. In due course, he became rated in both fixed wing and rotary wing aircraft, culminating in his transition into the new AH-1G Cobra gunship in 1968. The combination of Bahnsen with the Cobra became one of the most lethal weapons systems of the Vietnam War.

He had the uncanny ability to be where the enemy least expected him to be, finding and killing them, then looking for more. Bahnsen exploited that instinctive sixth sense with a combat effectiveness that knew no peers. He did multiple combat tours where his 24/7 presence and leadership carved out new thresholds of aviation combat effectiveness, almost beyond emulation or replication by his peers in combat. His awards and decorations included the Distinguished Service Cross, five Silver Stars, four Legions of Merit, three Distinguished Flying Crosses, the Bronze Star Medal with three Valor devices, two Purple Hearts, the Meritorious Service Medal; 50 Air Medals, three with Valor devices; and the three Army Commendation Medals, one for Valor. He had his own mortality reminders and left several Cobra helicopters for recovery with extensive combat damage.

A warfighter with the warrior ethos, Bahnsen was always on the attack. His tactics, techniques, practices and procedures literally re-wrote the book on the fly for future Army aviators to seize and surge to even higher levels of combat effectiveness. He was inducted into the Army Aviation Hall of Fame in 2007.

At his request, he will be cremated and his ashes buried in an Army ammo box on the family's Georgia farm. Memorial celebrations in Georgia and West Virginia have not yet been announced.



Brigadier General James M. Hesson, U.S. Army Retired

BG (Ret.) Jim Hesson died on February 25, 2024 at his home in Sterling, Virginia. He was 92. A decorated leader in war and peace, from enlisted Soldier to general officer, an expert logistician and acquisition manager, and a tireless advocate of the enlisted, warrant and company grade officers there is no doubt that Jim lived his entire life the AAAA mission statement of "Supporting the U.S. Army Aviation Soldier and Family."

In 1947, he enlisted in the National Guard as a private at age 16. Thirty-six years later this quiet professional retired as a general officer, having earned his undergraduate degree at night and achieving a master's degree.

A veteran of three combat tours in Korea and Vietnam, he earned the Distinguished Flying Cross while serving as the commander of an aircraft maintenance and supply battalion. As a major, he was also awarded the Legion of Merit for his efforts to identify the source of CH-47 parts whose critical shortage was degrading combat capability resulting in improved methods of management and supply.

He became the first project manager for the CH-47D helicopter, delivering this transformational research and development program on-time and under-budget in the late 1970s, in an era of double-digit inflation. Through his personal, direct and unorthodox efforts, he was pivotal in directing innovative procurement and coordinating modification of aircraft and equipment that eventually led to the formation of the Army's 160th Special Operations Aviation Regiment, the famous "Night Stalkers."

Just as significant as his accomplishments in uniform were his contributions as the national president of both the Army Aviation Association of America and the association's Scholarship Foundation. As president from 1989 to 1991, he expanded the National Executive Board to include representation by company grade, warrant officer, and enlisted members, and significantly improved membership retention. His AAAA and scholarship initiatives have improved the lives of hundreds of Soldiers and families and greatly improved both organizations. He was inducted into the Army Aviation Hall of Fame in 2009 and received the prestigious AAAA Founders Award in 2020.

There is no doubt Jim Hesson has made quiet, professional, and sustained impacts on our warfighters and their families, which will pay rich dividends for Army Aviation and the AAAA for decades to come.

As of this writing, no service arrangements have been announced. He will be buried in Arlington National Cemetery at a future date.

May they both rest in peace.



AAA Legislative Report

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

FARA Cancellation

The cancellation of the Future Attack Reconnaissance Aircraft (FARA) did not come as a surprise to many inside the wire of the Defense Industry. There are plenty of public opinions as to why the program really failed aside from the Army's announcement about the decision. The reality is that Congress will have questions to determine the root cause for another failed, and expensive, scout helicopter program. A program that cost around \$2 billion in Research, Development, Test and Evaluation (RDT&E) funding since the advent of Army Futures Command. GEN Rainey (Army Futures Command) stated "We absolutely are paying attention (to world events) and adjusting, because we could go to war tonight, this weekend." As part of the Army announcement there are plans to invest in the Improved Turbine Engine Program (ITEP), Chinook Block II, smaller UAS programs and other initiatives. The investment decision makes sense, but does it really explain the failure of FARA? Remember that Congress, especially Defense Committee professional staff members (PSMs) have long standing intimacy with Army Aviation programs. They, and Members, will have questions.

The Defense Committees know the historical funding trend for FARA starting from its inception, and control, by the Future Vertical Lift Cross Functional Team in 2018 via the FARA-Competitive Prototype (FARA-CP) program and subsequent transition to the Program Executive Office for Aviation. FARA was touted as the top Army Aviation modernization priority for years. FARA was to be a key enabler for Army Aviation in Multi-Domain Operations. The Army's President's Budget request aligned with that narrative. Many viewed the "Night Court" funding shift from enduring programs (Apache, Chinook, etc.) to FARA as an "all in approach." An old saying goes – "All or nothing, will often get you nothing." Let's hope that isn't the case as the Army realigns its investment strategy for Aviation. Alas, a tough hearing is on the horizon for Army, and Army Aviation Senior Leaders.

Rep. Rob Wittman (R-VA), Chairman of the House Armed Services Sub-Committee for Tactical Air and Land Forces, publicly stated there will be a hearing about FARA's cancel-

lation. Note that he is the same Member who tabled his concerns about the program last spring during the 2024 NDAA mark up. He asked very pointed questions related to the absence of cost assessments and business cases for both FLRAA and FARA. Moreover, Chairman Wittman stated during the previous hearing that "I remain deeply committed by the end of Fiscal Year 23 we will have spent \$2 Billion dollars on the FARA program, yet we still lack an Analysis of Alternatives (AoA)." It's usually never a good thing when a Member of Congress refers to programs in hearings and uses "acquisition" language such as AoA. This indicates there is a very large microscope on the program. So much so that generalized claims of shifting funding to emerging priorities due to world events may not satisfy Congress. Members and PSMs not only track program funding through the years—they are also strategically savvy. Many PSMs served in senior military roles, graduated from War Colleges and served at the highest level within the DoD. The Hill deeply understands the events in Ukraine and Israel and can draw connections between the Army's plan to divest FARA and subsequent investments. They will know if the cancellation and investment strategy makes sense—especially for Army Aviation's relevance and readiness for MDO.

Army Aviation leadership is dealing with a tremendous challenge due to FARA's cancellation. In many respects the panacea program (FARA) that was to fill many dire operational gaps is no more. Filling a huge operational gap coupled with a finite budget is no easy task. Imagine tackling the aforementioned with increased Congressional oversight. It will be interesting to see the true end state of the cancellation... be it in funding reprogramming to other key Army Aviation platforms or potential Congressional oversight and scrutiny. Regardless, Army Aviation leadership is up to the task.

2024 Appropriations Conference and Fiscal Year 2025 (FY25) Budget Request Update

As if the FARA cancellation wasn't bad enough, there is NO change in the status of the FY 24 Defense Appropriations Bill. At

Status of Fiscal Year 24 Appropriations Bills	
House	7 of 12
Senate	3 of 12
Conference	0 of 12
Passed by the President	0 of 12

As of February 26, 2024

the time of writing this article NONE of the Appropriations Bills have been conferenced. No change from February's article. However, there are rumors of the first (3) bills entering conference prior to the end of February. Unfortunately, the Defense Bill isn't one of them. That means either another Continuing Resolution is on the horizon or a government shut down. Keep in mind that the FY25 President's Budget request (aka J Books) will hit the Hill soon. This means that Congress will have to conference the 2024 Appropriations Bills while kick starting the mark up process for the FY25 Bills.

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CONTACT: Bob Lachowski
Erika Burgess / Carmen Touhy
AAAIndustry@quad-a.org
203. 268.2450
ARMYAVIATIONmagazine.com

FALLEN HEROES

AAAA is saddened to announce the recent loss of five Aviation Soldiers.

Mississippi Governor, Tate Reeves, announced two Army National Guard Soldiers died Feb. 23, 2024 when their AH-64 Apache helicopter crashed at approximately 2 p.m. local time during a routine training flight near Boonville, MS.



CW4 Zemek

Killed were:

Chief Warrant Officer 4 Bryan Andrew Zemek, 36, Oxford, Mississippi; and,

Chief Warrant Officer 4 Derek Joshua Abbott, 42, Fulton, Mississippi.



CW4 Abbott

Zemek served as an AH-64D Apache Standardization Instructor Pilot with Alpha Company, 1st Battalion, 149th Aviation Regiment. Abbott was a Maintenance Test Pilot, serving with Delta Company of the 2nd Battalion, 151st Aviation Regiment. Both were operating out of the Mississippi National Guard Army Aviation Support Facility 2 in Tupelo, Mississippi.

The accident is presently under investigation.

May they rest in peace.

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

AAAA Awards



Order of St. Michael Inductees

Gold

Aviation Center Chapter
COL John S. Arnold, Ret.

Silver

Arizona Chapter
Kent Schvaneveldt
Aviation Center Chapter
CW5 Joshua Bare

CW5 Demetrio "Jay" Castrolli
Jimmy Doolittle Chapter
CW5 Russell W. Nance
Mount Rainier Chapter
CSM Dana Trakel
Phantom Corps Chapter
CSM Tyrone Murphy Jr.

Bronze

Arizona Chapter
LTC Jack H. Denton
Gold Standard Chapter
LTC James Kevin
Ragin' Cajun Chapter
CW4 Brendon C. Murphy
Thunder Mountain Chapter
SSG Nicole M. Bray
SSG Mark P. Harden
Jordan K. Maxilom
Louis A. Serrano



Knight Inductees

Jimmy Doolittle Chapter
MAJ Dena M. Ogden
Prairie Soldier Chapter
SFC Michael J. Stineman



Our Lady of Loreto Inductees

Mount Rainier Chapter
SFC Charles Trakel, Ret.

AAAA Salutes The Following Departed...

WO1 Stewart D. Wayment
Deceased 4/27/2023

Mr. Kent N. Schvaneveldt
Deceased 1/31/2024

Mr. Andy Wilson
Deceased 6/1/2023

Ms. Mary H. Gorman
Deceased 6/17/2023

COL Clarence A. Patnode Jr. Ret.
Deceased 10/9/2023
Life Member

COL John O. Turnage, Ret.
Deceased 2/16/2023
Life Member

CSM Ricky P. Yates, Ret.
Deceased 7/29/2023

MSG Chris Redd, Ret.
Deceased 6/23/2023
Life Member

Mr. Eugene J. Tallia
Deceased 1/4/2024
Life Member

Mr. Thomas M. Tkach
Deceased 11/28/2023
Life Member

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People On The Move

Aviation General Officer Promotions/Assignments



U.S. ARMY PHOTO BY MARK C. OLSEN, NJ NATIONAL GUARD

Army MG Lisa J. Hou, the adjutant general of New Jersey, participates in her promotion ceremony at the National Guard armory in Lawrenceville, N.J., Feb. 3, 2024. As adjutant general, Hou commands the more than 8,400 soldiers and airmen in the New Jersey National Guard.

Awards



U.S. ARMY PHOTO

Retired Air Force LtCol Eldridge Johnson Jr. received the Distinguished Flying Cross on February 22nd at Sabre Army Airfield, Fort Campbell, KY for actions in Vietnam on Sept. 12, 1971 when he was a member of C Troop, 2nd Squadron, 17th Cavalry Regiment of the 101st Airborne Division. The award

was presented by MG Brett Sylvia, 101st Airborne Division commanding general with comments made by former vice chief of staff of the Army, GEN (Ret.) Dick Cody. On a maintenance test flight near a village known to house Viet Cong guerillas, then-CW2 Eldridge Johnson lost all transmission fluid in-flight and successfully landed without further damage to the aircraft by perfectly executing an auto-rotation landing. Balancing the chaos of an auto-rotation landing and guerrilla villages near his location, Johnson was able to coordinate the necessary supplies to fix his aircraft, ensure the safe return to base of his crewmember, and fly the AH-1G Cobra safely to the nearest base alone. Johnson joined the U.S. Army Reserves after his second tour in Vietnam until 1972 and in 1975 he commissioned into the Air National Guard where he served until his retirement in 2002.

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.

41 Officers January 25, 2024 Class 24-006

Commissioned Officers

- 1LT Moore, Thomas H. -DG
- 1LT Alexander, Madison K.
- 1LT Ashby, Nicholas P.*
- 1LT Conrow, Keller W.
- 1LT Johnson, Greg G.*
- 1LT Killian, Jake T.*
- 1LT Ouimette, Kevin P.
- 1LT Reitz, Josiah S.
- 2LT Restrepo, Sebastian*
- 1LT Tilk, Matthew A. -HG
- 1LT Walton, Daniel J. -HG
- 1LT Wassel, Amelia R.
- 1LT Wassel, Thomas F.*

Warrant Officers

- WO1 Velazquez, Jonathan J.* -DG
- WO1 Calka, Jordan C.* -HG
- WO1 Ellsberry, Dustin J.* -HG
- WO1 Howe, Clayton E. -HG
- WO1 Matney, Jakob G. -HG
- WO1 Alston, Calvinita E.
- WO1 Arline, Oscar R.*
- WO1 Barnett, Noah R.
- WO1 Benderman, Brandon J.



FSXXI Class 24-006

- WO1 Brogan, Austin W.
- WO1 Carroll, Hunter A.
- WO1 Clare, Ashton J.
- WO1 Conley, Anthony C.
- WO1 Doxey, Jared M.
- WO1 Federman, Simon W.*
- WO1 Howland, Richard T.*
- WO1 Keller, Blake A.*
- WO1 Lopez, Angelic N.
- WO1 McDonald, Patrick A.
- WO1 Ramirez, Sarah E.

- WO1 Robinson, Darvyn M.*
- WO1 Rogers, Taylor S.*
- WO1 Romeo, Oscar K.
- WO1 Solone, Nicholas M.*
- WO1 Sterling, John W., II
- WO1 Waldman, Brian R.*
- WO1 Walker-Leahy, Heather M.
- WO1 Wright, George A.

59 Officers February 8, 2024 Class 24-007

Commissioned Officers

- 1LT Suppiah, Jacob D. -DG
- 1LT Doyle, Mackenzie M. -HG
- 1LT Jorgensen, Robert R. -HG
- 1LT Koyn, Caleb G.* -HG
- 1LT Schirner, Joshua L. -HG
- 1LT Abeln, Zachary T.
- 1LT Abucewicz, Andrew E.
- 1LT Borden, Lance D.
- 1LT Bowles, Alexandra C.
- 1LT Cloose, Austin J.*

People On The Move

- 1LT Conte, Seth C.
- 2LT Duran, Jon Christopher M.
- 1LT Hancock, Cody B.*
- 2LT Hernandez, Jesse M.*
- 2LT Hurst, Gavin T.*
- 1LT Mooney, Cameo R.
- 1LT Osborne, Anastasia E.*
- 1LT Patton, Jordan N.
- 1LT Quinn, Jacob R.
- 2LT Ropka, Joshua T.
- 1LT Ross, Andrew T.*
- 2LT Sampel, Hanna K.*
- 1LT Smiedala, Maggie A.*
- 1LT Talalotu, Justin M.

Warrant Officers

- WO1 Meyer, Nicholas A.*-DG
- WO1 Beckham, Garrett J. -HG
- WO1 Meadows, Wesley L. -HG
- WO1 Willmore, Chad C. -HG
- WO1 Zaborowsky, Riley V. -HG
- WO1 Benson, Sterling N.*
- WO1 Boettcher, Derek L.
- WO1 Bolling, Jacob D.*
- WO1 Boskamp, Thijs B.
- WO1 Breving, Rachael M.
- WO1 Britton, Chase N.
- WO1 Byak, Kyungchul
- WO1 Calder Acosta, William R.*
- WO1 Fleener, Seth J.



FSXXI Class 24-007

- WO1 Hardy, Terrance D.*
- WO1 Huff, Adam R.
- WO1 Kappler, Samuel S.
- WO1 Kelly, Paul D.
- WO1 Lucero, Chance A.
- WO1 Lundin, Zane K.
- WO1 Malouff, Justin T.
- WO1 Mathews, John P.

- WO1 McKee, Jordan L.*
- WO1 Moore, Victor M.
- WO1 Mundwiller, Daniel W.*
- WO1 Quirindongo, Michael A.
- WO1 Richards, Loren P.
- WO1 Ross, Nathaniel A.
- WO1 Ruisi, Patrick J.
- WO1 Schuening, Tyler J.*

- WO1 Sharper, Richard E., III
- WO1 Thompson, Bryon E.*
- WO1 Weaver, Stefan J.*
- WO1 Weber, David C.
- WO1 Wilson, Cameron D.*
- DG: Distinguished Graduate
- HG: Honor Graduate
- * AAAA Member

Non-Rated Warrant Officer Graduates



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

7 Officers

February 2, 2024

Class 09-010-23

- WO1 Korey Keese-DG
- WO1 Lee Holland-DG
- WO1 Sean Ward-HG

- WO1 Kenneth Douglas-HG
- CW2 Stephen Bryant
- WO1 Michael Linhardt
- WO1 Joshua Brooks

* AAAA Member

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.

AH-64 Attack Helicopter Repairer (15R)

Class 053-23

- PFC Kevin Josue Mejia*-DG
- PFC James Kieran Christian
- PFC Jesse Donald Hall
- PV2 Demetrio Manuel Angel Lopez
- PV1 Leo Ryan McClintock
- PV1 Wesley Ray Nichols
- SPC Gideon Danger Norgren
- PFC Jesus Hernan Rivera
- PFC Rivaldo Torres
- Class 055-23*
- PV2 Lucas Thomas Hance*-DG
- PV1 Christopher Dakota Branham
- SPC Marcus Ellis Crozier
- PV1 Bruce Jordan Earney
- PV2 Austin Lee Miller
- PFC Stephanie Rodriguez
- Class 056-23*
- PFC Isaac Harold Bruce Beck-DG

- SGT Anass Bensalah
- SGT Radouane Dalya
- SSG Rachid El Amine
- MSG Abdallah El Kodssi
- SGT Salaheddine Ouali
- PV1 Kai Xavier Reed
- PFC Zackrey Arturo Townsend
- PFC John Emerson Turner
- Class 057-23*
- PV2 Levi Rowan Miller*-DG
- SPC Javed Zante Belnavis
- PFC Roberto Cantu
- PV2 Tristan Andrew Gilbert
- PV2 Joseph Reid Ingram
- SGT Kaylan Miranda Lansdon
- PV2 Briana Leigh McCullar
- SPC Julian Luis Moncada

CH-47 Medium Helicopter Repairer (15U)

Class 049-23

- PFC Dylan James Trevino-DG
- PV2 William B. C. Benefield
- PV2 Avery Lee Ray Neitsch
- PV2 Andrew Parker Oconner
- PFC Trey Austen Reuland
- PFC Marvin Serrano
- PFC Joshua Dean Smith
- SPC Jeff Abreu Teixeira, II



People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS *continued*

PFC Kewei Wang
Class 050-23
 PFC Kyle Michael Cabry*-DG
 PFC William Kenneth Anderson
 PFC Shane William Beetow
 PV2 Michael C. Brantley
 PV2 Dennis Thomas Friedel
 PFC Yadiel F. G. Negron
 PV2 Owen Jason Lepinski
 PV2 Joseph Lee Lopez, Jr
 PV2 Christopher M. Thompson

UH-60 Helicopter Repairer (15T)

Class 111-23
 PV2 Brianna Toledo Cruz*-DG
 PV2 Lexie A. C. Marchena
 PFC Evan Joseph Connolly
 PFC Analeisa Lynn Greenwood
 PFC Tyler Stephen Hebert
 PV2 Trevin Lee Holt
 PFC Aidan Christopher Lazas
 PFC Piper Jean Marcella
 PFC Gracie Lynn Potter
 PV2 Jacob Wayne Sousley
 PFC Noah James Strimback
 PFC Noah Andrew Whitaker

Aircraft Powerplant Repairer (15B)

Class 017-23
 PVT Cole Logan Bland
 SPC Edgard Francisco Juarez
 PFC Matthew David Larkins
 SPC Mason David Maier
 PFC Graham Michael McAfoos
 PV2 Nathan Alexander Powell

Aircraft Powertrain Repairer (15D)

Class 012-23
 PV2 Michael Waylon Dowell*- DG
 PFC Sebastian Alferez
 PFC Donovan Anthony Anderson
 PVT Patrick Michael Hoekstra
 PV2 Jacob A. R. Johnston
 PV2 Jayce Bryant Lynn
 PVT Landen James Parish
 PVT Brenden Cole Pinkston
 SPC Jeremiah Chacota Stuart

Aircraft Electrician (15F)

Class 018-23
 PFC Milton D.C. Arroy*- DG
 PVT Kamden Dawson Cook
 PFC Davyd Cesar Quintanilla

Class 019-23
 PV2 Aiden Chandler Walker*- DG
 SPC Mikhail Lemore Cuffe
 PFC Isaac Waylon Harris
 PV2 Bryan Keith Ratcliff, Jr
 PV2 Vincent Edward Williams
 PV2 Matthew Timothy Young

Avionic Repairer (15N)

Class 020-23
 PV2 Trevor D. Manning, Jr- DG
 PV2 William Cody Bracewell
 PFC Victor Hommy Garcia Mora
 PV2 Andrew Jacob Loman
 PV2 Magali Lopez
 PV2 Rory Van Panepinto
 PFC Terry Jackson Riley, III
 PFC Jade Hadassah Venette
Class 021-23
 PFC Jaimon Ahmon Palmer*- DG
 SPC Karl Joseph Isert
 SPC Samuel Emmanuel Kewaza
 PFC Elder Alexis Miranda
 PV2 Alexis Rodriguez-Torres
 SPC Librado Logan Sowell
 SPC Nicholas Charles Viglione
 PV2 Aidan Shevory

Class 022-23
 PFC Zachary Tyler William*-s- DG
 PV2 Kaden Kristopher Carlson
 PFC Tyler Owen Hardy
 PV2 Olufikayo Mofijinuoluwa Jeje
 PFC Isaac Lipoi Misailegalu
 PV2 Montgomery Arnold Niccum
 PFC Gionnel Giovanni Ramos
 PV2 Andre David Shields

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

Class 029-23
 PFC Colin James Clark*-DG
 PV1 Joshua Joseph Dority
 PV1 Nusrat Ghazi
 PFC Jacob Kenneth Scott Hall
 PFC Josue Hernandez
 PV2 Marcos Daniel Salmeron
 PFC Jacob William Spehar

- DG: Distinguished Graduate
 - HG: Honor Graduate
 * AAAA Member

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RH

- April 26, 2024 -

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Art's Attic

By Mark Albertson



Art's Attic is a look back each issue at 25 and 50 years ago to see what was going on in ARMY AVIATION Magazine. Contributing editor Mark Albertson has selected a few key items from each decade's issues. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the AAAA in 1957 and served as its Executive Vice President. The cartoon, right, was created back in 1953 by LT Joe Gayhart, a friend of Art's and an Army Aviator, showing the chaos of his apartment-office in New York City where it all began.

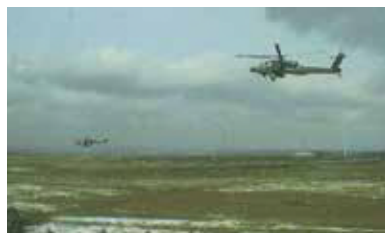


25 Years Ago, March 31, 1999

2-6 CAV, 11th Aviation Regiment

February 22nd, the 2nd Squadron, 6th Cavalry, 11th Aviation Regiment, deployed 250 miles from its base at Illesheim, Germany, to the British base at Gütersloh. Together with the British Army's 652

Squadron, Exercise Winter Dart, 17 of 2-6 Cav's 24 Apaches and 12 British Lynx and Gazelle helicopters engaged action against Britain's 12th Battalion, Royal Artillery Regiment. Exercises lasted four days and included members of the French Polygon Electronic Warfare Unit, NATO elements, and Royal Air Force fixed wing aircraft and support units.

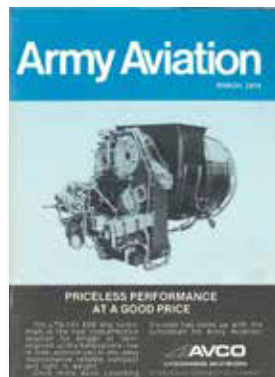


Briefing

Pilots and mechanics from the Royal Netherlands Air Force have begun training on the AH-64D Apache. Instruction, first for foreign personnel in the AH-64D, was done at company facilities at Boeing in Meza, Arizona. The Dutch contingent consisted of six pilots and seven mechanics; all are from the RNLAFF 302 Squadron. Netherlands is procuring 30 AH-64Ds; to which 302 Squadron will be equipped with fifteen. Field and classroom training at Meza will last two months. Additional training will be affected in Fort Hood, Texas with the 21st Cavalry Brigade.

Turkey and Skeet Shoot

February 5, 1999, at Daleville, Alabama, the inaugural Army Aviation Center and Chamber of Commerce Turkey and Skeet Shoot. Featured are Brigadier General Charles M. Burke (left), commander of the U.S. Army Safety Center and, Major General Anthony R. Jones, commander of the U.S. Army Aviation Center and Fort Rucker. It has not been established as to who outshot whom. . .



50 Years Ago, March 1974

An Airport for 2001!

The Dallas-Fort Worth Airport was dedicated in September, and it is immense; a 17,520 acre complex that is nine miles long and eight miles wide. Billed as the world's largest airport, it is vast enough to rival NYC's JFK, Chicago's O'Hare and Los Angeles International if combined in size. DFW consumed 3,000,000 yards of concrete, enough to pave a highway 210 miles long, while sturdy enough to handle aircraft weighing upwards of 2,000 tons. Cost: \$700,000,000. The terminals contain 66 passenger gates. Expansion by 2001 calls for 234 gates, enabling DFW to handle 150,000 travelers per day. And, of course, there are the parking spaces, 20,000 of them.

Whirly-Girls and Royalty

July, Middle Wallop, England, the second World Helicopter Championships. Members of the Whirly-Girl contingent had a visitor, Prince Phillip. With the prince, from left to right: Illovene Potter, Betty Pfister, Jean Tinsley, Mary Galfianey, Charlotte Graham and Betty Miller.



Walled Lake, Michigan

Tests are being conducted on the two-man Williams Aerial Systems Platform or WASP. Powered by fanjet, the WASP is designed to lift one or two men for 30 minutes and carry them aloft at speeds upwards of 60 mph. Test pilot Robert Courter [left photo] with passenger Jack Benson [right photo] test the WASP with a safety tether line. The WASP was built per a Navy contract as an eventual Marine Corps Small Tactical Aerial Mobility Platform.



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 2025 induction is June 1, 2024

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 William Beehler Bunker

By Mark Albertson

William B. Bunker was born at Fort Slocum, New York, June 29, 1910, the product of a Regular Army Officer. He graduated West Point in 1934. Following graduation, 2nd Lieutenant Bunker was commissioned into the Cavalry. He transferred to the Corps of Engineers; then, attended the Massachusetts Institute of Technology, graduating with a Master of Science in Engineering in 1937.

Prior to America's entry into World War II, Bunker was among those in Nicaragua conducting an engineering review. A barge canal had been proposed, signifying a second water route across Central America to connect the Atlantic with the Pacific. Bunker was on the scene surveying just what route the canal might take. During the war, both Nazi Germany and Japan had plans of action to neutralize the Panama Canal, none of which came to fruition.

Bunker received his first Legion of Merit for his efforts in procuring rail and marine assets and equipment for the Transportation Corps during World War II. He oversaw ground terminals of supply for the Berlin Airlift in 1948; then again, during the Korean conflict, and this included organizing a shuttle system of supplies to the Pusan Perimeter from Japan in the summer of 1950.

It was on August 12, 1946, that Bunker was reassigned to the Transportation Corps, effective August 18, 1950. That same year, he penned a report extolling the virtues of the helicopter being that medium of logistics for the ground forces; a study that went to the Chief of Transportation. From this study he became known as the "Father of the Helicopter," even though he never received a rating as an Army aviator.

Indeed, Bunker saw the advantages posed



U.S. ARMY/AP/THE PHOTO

by rotary wing aircraft, with further development serving as a complement to vehicles of ground transportation. In this, he helped to lay the groundwork for the philosophical doctrine of Air mobility, assuring his place as one of the intellectuals in the Army Aviation movement. He was promoted to brigadier general, May 18, 1956. From 1956 to 1962 he served as commanding general of Army Transportation Material Command and, in 1961, was promoted to major general and helped arrange for the purchase of the CV-2 Caribou. He then served as the first Comptroller and Director of Programs, U.S. Army Material Command from June 1962 to April 1964. From 1962 to 1968, he directed the expansion of the Army aircraft inventory from about 5,700 to over 11,000, was promoted to lieutenant general in May 1966 and subsequently served as deputy commanding general of U.S. Army Material Command.

During his tenure he was a champion of the use of cargo helicopters for Army Aviation logistics and conducted Project Flat Top, which introduced the Army's first floating maintenance facility, providing in-theater availability for an off-shore capability in aircraft maintenance, allowing for the return of aircraft to service in a timely fashion and with depot-level maintenance.

Lieutenant General Bunker passed away while serving as DCG AMC on July 5, 1969 in the Rader Clinic, Fort Myer, Virginia, having succumbed to a heart attack. He was 69.

He was inducted into the Army Aviation Hall of Fame in 1974.

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

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