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On The Cover

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Briefings ▶ Late Breaking News - Announcements

Medal of Honor Hall of Fame Inductee Dies



SCREENSHOT WHITEHOUSE VIDEO/US ARMY FILE PHOTO

CPT Larry Taylor, 81, the most recent Medal of Honor recipient and Army Aviation Hall of Fame selectee, died Jan. 28 after a lengthy battle with cancer. President Joe Biden presented Taylor with the medal at the White House on Sept. 5, after a years-long effort by friends, fellow soldiers and officials to have his June 18, 1968 actions reviewed. During his deployment to Vietnam from 1967 to 1968, Taylor flew 2,000 missions, taking enemy fire 340 times. In addition to the Medal of Honor, he was awarded two Distinguished Flying Crosses among other awards. Taylor will be inducted into the Army Aviation Hall of Fame at an April 25 banquet during the 2024 AAAA Army Aviation Mission Solutions Summit in Denver, CO.

Izaguirre Sworn in as TSGA



U.S. ARMY VIDEO SCREENSHOT

Lieutenant General Mary K. Izaguirre was promoted to her current rank and sworn in as The Surgeon General, U.S. Army and commanding general of U.S. Army Medical Command in Washington, DC, on Jan. 25, 2024. The former Medical Corps Chief is also a flight surgeon.

GEN Gordon Sullivan Dies

Retired General Gordon R. Sullivan, who served as the Army's 32nd chief of staff from 1991 to 1995 died Jan. 2. He was



U.S. ARMY PHOTO BY SSG JACOB BUDTIA

86. Sullivan, who began his Army career as an armor lieutenant in 1959, is the only person in Army history to have served simultaneously as the chief of staff and acting Army secretary. President Bill Clinton tapped Sullivan as the acting secretary of the Army for a three month period in 1993. He remained dominant in the Army community following his retirement in 1995, serving as president and chief executive of the Association of the U.S. Army from 1998-2016.

Grinston Takes the Reins at AER

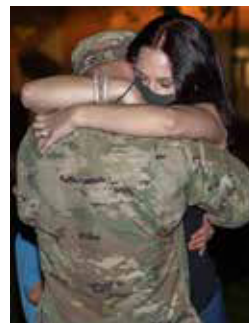
Retired Sergeant Major of the Army Michael Grinston took over on Jan. 1 as the chief executive officer (CEO) of Army Emergency Relief, the Army's de facto nonprofit for soldiers, making him the first retired noncommissioned officer in the position. Grinston will be guiding the nonprofit, a crucial resource for soldiers in times of need, as it attempts to make the most of its contributions. AER provides about \$55 million annually in no-interest loans and grants to soldiers and their families, in addition to approximately \$13 million in scholarships. The nonprofit typically helps troops with sudden car bills, emergency travel or medical care not covered by Tricare. About three-fourths of their assistance is no-interest loans.



ARMY EMERGENCY RELIEF PHOTO

Active Duty Spouse Survey

Patricia Montes Barron, deputy assistant secretary of defense for military community and family policy, announced on Jan. 10, the opening of this year's spouse survey. Defense officials will rely on the survey's findings to make decisions that best meet spouses' needs about employment, child-care, relocation, financial stability, and overall well-being. If you have not received a random invitation sent to 74,000, you should still participate at www.dodsurveys.mil by end of February and make your voices heard.



U.S. AIR FORCE PHOTO BY A1C CLEON REDFERN

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Army Aviation Senior Leaders Forum



U.S. ARMY PHOTO BY LTCADY THINGARD

Your AAAA leadership has just returned from the Aviation Senior Leaders' Forum at Fort Novosel, AL, held January 22-25, 2024.

Leaders and spouses from across the Army aviation enterprise gather during the 2024 Army Aviation Senior Leader Forum social held in the U.S. Army Aviation Museum, Fort Novosel, AL, Jan. 23, 2024.

What an extraordinary forum hosted by our Branch Chief, MG Mac McCurry, and his Branch Team, with the theme of "Transforming Aviation Warfighting – Strengthening the Sacred Trust."

From the opening "Gathering of Leaders" reception at the Army Aviation Museum, to the classified and unclassified briefings covering the status of Army Aviation and our Army, to the Aviation Awards Dinner that recognized both AAAA Functional Awards winners and the LTG Ellis D. Parker Aviation Unit Award winners, it was simply world-class event. First, the AAAA Functional Awards and LTG Parker Unit Awards. I know I speak for many when I convey how gratifying and inspiring it is to be among our Army Aviation family awardees, and witness just how exceptional and special they are. Awards were presented for the Aviation Trainer for the year, as well as Air Traffic Services/Control awards in the categories of Technician, Controller, Manager, Facility, and Unit, and in the areas of Aviation Medicine, DUSTOFF Flight Medic, and Air Sea Rescue. A personal thanks to all the awardee's organizational leadership for taking the time to recognize the achievements, and to our stalwart industry partners that sponsor the awards, ultimately enabling AAAA to realize its Recognition pillar!

Second, the Army Aviation Senior Leaders Forum. Again, a superbly executed event that provided a tremendous opportunity for the total Army Aviation component leadership to gather for professional development, fellowship, and

current Aviation Branch and Army MACOM program updates. The agenda included presentations and insights from our Army Chief of Staff, GEN Randy George; the Chief, National Guard Bureau, our own GEN Dan Hokanson; the Commanding General, Army Training and Doctrine Command; GEN Gary Brito; the Deputy Commanding General, U.S. Army Forces Command, LTG Calvert; the XVIII Airborne Corps Commanding General, LTG CD Donahue; the Commanding General, US Army North and 5th Army, our own LTG John Evans; the DCG, Futures, Army Futures Command, LTG Hodne; and the Commanding General, 2nd Infantry Division, our own MG Hank Taylor. Suffice it to say, it was incredible to hear from these exceptional leaders, and their perspectives and insights into the status of the Army, their own organizations, and for their support of vital Army Aviation priorities and initiatives.

MG McCurry, with the support of his Fort Novosel leadership (the Chief Warrant Officer of the Branch, CW5 Mike Corsaro, the Branch Command Sergeant Major, CSM Coley, the Directorate of Training and Doctrine, the Directorate of Evaluation and Standardization) provided a comprehensive review of the state of our Branch from a DOTMLPF-P perspective. Additionally, the other 'Six Pack Plus One' leadership (MG Tom O'Connor, Commanding General AMCOM; MG Wally Rugen, Director, DAMO-AV, Army G-3; BG Dave Phillips, PEO, Aviation; BG Cain Baker, Director,

FVL Cross Functional Team; and BG Scott Wilkinson, Commanding General, Army Special Operations Aviation Command) provided detailed organizational and operational overviews of their major programs, priorities, and challenges. Throughout all, it was clear the entire Aviation leadership enterprise is laser-focused on ensuring the warfighting training, readiness, sustainment, and modernization of our force, ensuring the sacred trust with our Soldiers on the ground is unbreakable.

Soon, our entire Aviation community including Active and Reserve Component soldiers, our invaluable industry partners, and retired and veteran soldiers, will gather in Denver for the AAAA Annual Summit. As always, it is an unprecedented opportunity to realize our AAAA Pillars in support of our Aviation soldiers and their families – Voice, Network, Recognition, and Support. I encourage all our members who are now out of uniform, to capitalize on this timeframe to strongly advocate for what our Aviation Branch and the soldiers that comprise it truly require in terms of personnel, training and readiness, and equipment, and to educate everyone on the incredibly important and essential capabilities that Army Aviation contribute to our Army and Nation's strength and purpose.

Above The Best!

MG Walt Davis, U.S. Army Retired
36th President, AAAA
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▶ Army Aviation Branch Chief's Corner

Synchronizing Aviation Transformation Efforts

By MG Michael C. McCurry II

The Mandate

The character of warfare is rapidly changing driven by the pace in which technological advancements are occurring.

These changes coupled with the volatility in the world today, as evident in the war in Ukraine and the conflicts that continue to spread in Southeast Asia and beyond, require the Army to rapidly adapt and evolve.

GENI Randy George, the 41st Chief of Staff of the Army, identified the rapid changes in warfare and our adversary's capabilities as a significant concern and has made continuous transformation a priority for the Army. Continuously transforming will allow the Army to iteratively adapt and evolve in how we fight, organize, train, and equip while also strengthening the Nation's deterrence capabilities. Army Aviation is a critical component within the Army's efforts to continuously adapt and transform.

The Future Vertical Lift capabilities with the Future Attack Reconnaissance Aircraft (FARA) and Future Long Range Assault Aircraft (FLRAA) are just two Army Aviation capabilities that are central to enabling the Army to continuously transform. The chief of the Army Aviation Branch is the Army's Aviation force modernization proponent responsible for the prioritization and synchronization of all aspects of the modernization and transformation of Army Aviation. We accomplish this by synchronizing, integrating, and executing Aviation current and future force capabilities through doctrine, organization, training, materiel, leadership and education, personnel, facilities, and policy (DOTMLPF-P).

It is important to note that continuous transformation includes all aspects of DOTMLPF-P, not just the M-Materiel. As such, Army Aviation is on a path to do just that. It is also critical that we prioritize Army investments to ensure resources are planned and programmed to enable the CSA's #1 focus area- warfighting. Army Aviation is a lynchpin in that focus area by providing lethality and building cohesive teams. Our current and future capabilities that increase reach, survivability, and lethality in support of joint and combined arms forces will do just that.

Synchronization of Army Aviation Transformation Efforts

This month's ARMY AVIATION magazine highlights the portfolio of programs in Future Vertical Lift (FVL), including FARA, FLRAA, and Future Tactical Unmanned Aerial Systems (FTUAS) as well as Fixed-Wing (FW), and Air Traffic Services (ATS).



The Doctrine, Organization, Training, Materiel, Leadership and Education, Personnel, Facilities and Policy (DOTMLPF-P) model provides the basis for a comprehensive modernization plan that drives synchronized and integrated actions to increase readiness, ensuring Army Aviation has the best-trained, best-equipped, and best-led Soldiers to fight and win in large scale combat.

This portfolio allows Army Aviation to provide the right mix of Aviation capabilities to converge effects and rapidly present multiple dilemmas to our adversaries. While these systems are Aviation-specific, their capabilities support Army and Joint Force requirements. Because of this, the AVCOE is committed to ensuring that we modernize our force while staying aligned with all other force modernization proponents in the other COEs to ensure we can provide the capabilities for the Army and Joint Force to fight and win in large-scale combat.

The AVCOE and the other Aviation senior leaders understand the challenges of our modernization efforts. The cost of aviation systems is high; however, and in a paradoxical approach to determining priorities for investment, not modernizing may be even more costly by increasing risk in large scale combat operations (LSCO). Army analysis indicates the Aviation systems we are modernizing will best support the joint and combined arms team on future battlefields. Army Futures Command (AFC) is developing the Force for the 2040s today.

Army Aviation can be successful if we understand potential technology disruptors like artificial intelligence, advanced networking, or electronic warfare to our modernization efforts and anticipate and identify the risks and actions to employ them or mitigate the threats they induce. We must plan for these necessities and have contingencies for such unexpected evolutions.

Future capabilities are part of that plan. The Army and Army Aviation prioritize FVL as a signature and primary transformative capability. To meet the threats we expect in 2030 and beyond, Army Aviation must See/Sense, Move, Strike, and Extend the battlespace to support our joint and combined arms ground forces – this is our sacred trust. We embed these competencies in the capabilities of the equipment we fight. FVL does this by delivering transformational speed, range, and endurance that increase the lethality and survivability of our joint force/combined arms teams. Even before we achieve the FVL end state, we must continue to modernize our current fleet of attack, utility, and cargo aircraft to address obsolescence and ensure they can defeat threats in the near term.

The transformation process has always caused tension between readiness and capability in units. According to a paper published by the U.S. Army Heritage and Education Center entitled, *The Force Management Challenge: Balancing Modernization and Readiness*, the Army has undergone a significant transformation every 40 years over the last century and learned lessons on balancing modernization and readiness.

The Regionally Aligned Readiness and Modernization Model (ReARMM) strategies are, from a transformation perspective, designed to resolve these tensions. ReARMM provides the framework to allow coordination with the operational force 24 months prior to implementation. This strategy will improve readiness by optimizing CABs' time to plan, train, and transform.

... not modernizing may be even more costly by increasing risk in large scale combat operations.

The Commitment

Your Army Aviation enterprise is committed to transforming Aviation warfighting capabilities to support the Soldiers on the ground. However, a holistic approach is required as we continuously transform our Aviation capabilities. The Army Aviation proponent does not have exclusivity in the Aviation transformation effort. It must be integrated within the Army's continuous transformation effort to support our joint and combined arms ground forces to fight and win in large-scale combat. There is no better way to ensure our efforts meet this goal than communicating, coordinating, and synchronizing our modernization initiatives across the Enterprise.

I challenge all Aviation professionals to play a part in our continuous transformation, whether it is our formations helping us incorporate lessons learned or the transformation enterprise developing and producing required capabilities.

This We'll Defend!
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Fly Army!

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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PEO Aviation: Modernizing in a Changing World

By BG David C. Phillips

It is both humbling and exciting to continue to serve on a great team in the Army's Program Executive Office for Aviation. This extremely talented team of Soldiers, civilians, and contractors is dedicated to the continuous transformation of Army Aviation.

Every day more than 2,800 PEO Aviation team members focus on designing, developing, delivering, and supporting a modernized aviation force to provide the Army and the Joint Force with the most advanced, lethal capabilities through the lower tier air domain to fight and win our Nation's wars.

A Changing World

In a world with evolving and ever-challenging threats, our Army is resolute in remaining ready. We must continue to adapt, to deter those that would threaten our national security, and be prepared to fight, and win; all while embracing innovative technologies to modernize for large scale multi-domain operations. Army Aviation will continue to provide the Army with an asymmetric advantage to meet and defeat emerging threats. PEO Aviation is part of a broader team



U.S. ARMY COURTESY PHOTO

PM UAS has made significant progress in our launched effects efforts in collaboration with the Maneuver, Aviation, Intelligence, Cyber, Special Operations, and Space and Missile communities to develop many lethal and non-lethal capabilities. Current rapid prototyping efforts put medium-range launched effects on a path to begin initial fielding in 2025.

of teams, committed professionals tirelessly working to provide the warfighter with cutting-edge, highly lethal weapon systems. Together with the Aviation Center of Excellence, the Army Futures Command Cross Functional Teams, the Aviation and Missile Command (AMCOM), the Combat Capability Development Command's (DEVCOM) labs and centers, other Program Executive Offices, and Army Contracting Command, we are diligently and deliberately collaborating to deliver advanced aviation capabilities to our formations and to meet the Secretary of the Army's Six Operational Imperatives by 2030. In this issue of Army Aviation Magazine, several of our Project Managers provide

specific updates to ongoing efforts supporting our Combat Aviation Brigades today and into the future.

The Army of 2030 must...

1. *See and sense farther and more persistently;*
2. *Deliver more combat power more effectively than ever before;*
3. *Win the fires fight by delivering precise, longer-range fires;*
4. *Protect our forces from air, missile, and drone attacks;*
5. *Rapidly and reliably communicate and share data;*
6. *Sustain the fight across long distances and contested environments.*

Honorable Wormuth
Senate Armed Services Committee Testimony
March 30, 2023

The Fixed Wing Project Office recently awarded a contract for one Bombardier Defense Global 6500 jet aircraft with options to purchase two additional aircraft over a three-year period. These aircraft will support prototyping efforts for the High Accuracy Detection and Exploitation System, also known as HADES.



BOMBARDIER DEFENSE COURTESY PHOTO

Dominating the Land Domain

Army Aviation extends the battlefield geometry by leveraging the lower tier air domain to fight and win on the future battlefield. Our branch is at an inflection point similar to the one experienced coming out of the Vietnam War, when we modernized our fleet by introducing Black Hawk and Apache as part of the “Big Five.” Today, along with Chinook, these battle proven aircraft are unmatched and posture the Army to invest in clean sheet designs with advanced vertical lift technologies to achieve greater speed, range, and endurance, ensuring increased survivability and lethality for the next several decades.

The Future Long Range Assault Aircraft (FLRAA) currently under development with Bell Textron Inc. will bring transformational assault and aeromedical evacuation capabilities to the Army and the Joint Force. Concurrently throughout the design phase of development of the weapon system, the FLRAA Project Office, Future Vertical Lift Cross Functional Team (FVL CFT), DEVCOM, and Bell have already started to host several Soldier Touch Points with operational units to garner critical user feedback early in the process, making sure we deliver what the Warfighter needs.

The Future Attack Reconnaissance Aircraft (FARA) is central to transforming the Army’s reconnaissance ecosystem. FARA employs a system of systems designed specifically to detect, locate, identify, and report timely targeting data through multiple means in operational deep areas for Division, Corps, and Joint Forces. Teamed with Launched Effects, Long Range Precision Fires, and Loitering Munitions, FARA allows for sensing, processing, and deciding at the tactical edge, and becomes the center of gravity for the operational commander’s reconnaissance mission. With the recent delivery of the General Electric T901 Improved Turbine Engine to the FARA Competitive Prototype vendors, Bell Textron and Lockheed Martin-Sikorsky, we can expect to see initial flight demonstrations in late 2024.

In addition to FLRAA and FARA, the Uncrewed Aircraft Systems Project Office has a wide range of efforts ongoing to enhance the Army’s reconnaissance, surveillance, and target acquisition capabilities (RSTA) at echelons from the Squad to the Corps. With short, medium, and long-range reconnaissance uncrewed systems in development and Future Tactical Uncrewed Aircraft System

prototyping underway, Brigade Combat Teams will see improved RSTA capacity beginning this year.

PM UAS has also made significant progress in our Launched Effects efforts, both air and ground, with great collaboration amongst the Maneuver, Aviation, Intelligence, Cyber, Special Operations, and Space and Missile communities to develop many capabilities, both lethal and non-lethal, employed via launched effects. Current rapid prototyping efforts put medium-range launched effects on a path to begin initial fielding in 2025.

Building off the success of the Airborne Reconnaissance and Targeting Exploitation Multi-Mission Intelligence System (ARTEMIS) and the Army Theater Level High-Altitude Expeditionary Next Generation ISR Aircraft (ATHENA) prototype activities, the Fixed Wing Project Office continues to move forward with the High Accuracy Detection and Exploitation System (HADES) program. In order to sense further the Project Office is working with the Army’s ISR Task Force, PEO IEW&S PD Sensors-Aerial Intelligence, and the Army Intelligence and Security Command to provide over-the-horizon deep sensing technologies to support targeting for the Army’s long-range fires. With the recent contract award to Bombardier Defense Inc. to provide the Global 6500 jet aircraft to support HADES prototyping efforts, the Army will soon have the organic Aerial ISR depth needed to transform its reconnaissance ecosystem.

Modernizing in the Digital Era

A foundational component of transforming Army Aviation includes embracing multiple elements of the digital environment. We’ve certainly gone “all in” on taking a Modular Open Systems Approach, or MOSA, in all our modernization efforts. To quote my teammate Mr. Rodney Davis, “MOSA is in our DNA and is here to stay.” This “all in” approach resulted in the development of an Enterprise Architecture Framework for PEO Aviation. MOSA is critical to countering the tyranny of time by allowing commanders to upgrade systems with threat-based capabilities at the speed of innovation, but the digital environment will offer so much more over the life-cycle of our weapon systems.

We are working closely with our partners at the AMCOM, FVL CFT, the National Institute for Aviation Research at Wichita State University, the Georgia

Tech Research Institute, the University of Alabama at Huntsville, and across industry to leverage digital engineering in our requirements development, weapon systems design, and sustainment approach. Using model-based systems engineering and hi-fidelity physics-based modeling allows our team to conduct tens of thousands of modeling runs to identify the precise capabilities needed under various conditions to optimize requirements and systems specifications before bending metal.

Additionally, we’re leveraging virtual prototypes for technical risk reduction by supporting design improvements, identifying trade spaces, experimenting with tactics, techniques, and procedures under varying conditions, and improving aircraft sustainment and maintenance. Like the virtual prototype, weapon system digital twins will support predictive logistics to manage aircraft maintenance more efficiently and effectively in the future. By providing near real-time health monitoring of critical components and subsystems, production control teams will be able to better manage aircraft readiness and reduce overall operating and support life cycle costs.

Continuing the Path Ahead

The Secretary of the Army recently remarked that today’s Army is “on the right path,” but that path will be “steep and rocky” for the next couple of years. We are fortunate that several years ago, senior Army Aviation leaders put us on a path to transform and modernize Army Aviation. As you can see above, and in more detail from the Project Manager updates later in this issue, their vision is coming to fruition.

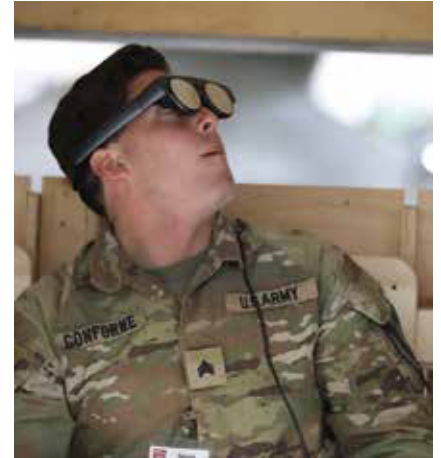
I want to thank all the previous Program Executive Officers who forged this pathway, especially MG Rob Barrie, Mr. Pat Mason, and Mr. Rodney Davis for not only their leadership, but their guidance and mentorship as well. We remain committed to stay on this path and deliver on our commitments. While the path may be “steep and rocky” at times, with the incredible partnerships and team of teams across both the Aviation and Modernization enterprise, I am confident we will fulfill our obligations and honor that sacred trust between Army Aviation and the Soldiers on the ground. Above the Best!

BG David C. Phillips is the Army Program Executive Officer, Aviation at Redstone Arsenal, AL.



Design, Develop, and Deliver

By CW5 John J. Ulmer



Left: A Soldier performs simulated maintenance on the FLRAA using 3-D mixed reality glasses.

Right: The use of 3-D mixed reality glasses allowed the participants to visualize the mock-up as a complete aircraft with larger components included.

“**D**esign, develop, and deliver” is Program Executive Office, Aviation’s (PEO Aviation) primary mission in addition to supporting advanced aviation capabilities for operational commanders and our allies.

The Future Long Range Assault Aircraft Project Management Office (FLRAA PMO) is demonstrating design and development in real-time as they proceed with Bell’s tilt-rotor design. The FLRAA team recently met with the Bell design team and engineers at the Bell Flight Research Center located in Arlington, Texas, for a hands-on Soldier Touch Point (STP) assessment of the proposed FLRAA cabin and cockpit mockup.

Soldier Touch Point Assessment

Troopers from 1st Squadron, 7th Cavalry and Soldiers from 3rd Battalion, 227th Aviation Regiment,

both part of 1st Cavalry Division from Fort Cavazos, Texas, supported the event. Stakeholders from the Army Aviation Enterprise in attendance included the Future Vertical Lift Cross-Functional Team, U.S. Army Combat Capabilities Development Command, Department of the Army G-3/5/7 Aviation, and the Army Aviation Capabilities Development and Integration Directorate. This STP assessment built on those conducted during the Joint Multi-Role Technology Demonstrations and was focused on crew and passenger ingress/egress drills, designed to help Bell and the FLRAA PMO evaluate

the proposed cockpit and cabin layout and design.

The primary participants in the assessment consisted of pilots, crew chiefs, and scouts outfitted with varying layers of aviation lifesaving equipment and mission oriented protective posture gear. Additionally, Soldiers practiced ingress/egress procedures with fully loaded ruck sacks to simulate real-world loading conditions and timing. Bell provided a laser-cut, wooden mock-up of the cockpit and cabin reflecting the current FLRAA design based on user requirements.

The mockup dimensions for the cockpit and cabin were designed to scale, but larger components to include the wings, tail, and landing gear were not included to simplify the test. Bell also leveraged the use of 3-D mixed reality glasses to help participants visualize the mock-up as a complete aircraft with larger components included. Using this technology early

in their design process helps to check for fitment issues, which was tremendously beneficial during this application.

Participants could view the physical mock-up through the 3-D glasses as they walked up to the cabin and visualize the wings and rotors while entering or exiting the cabin. Crew chiefs were able to visualize their weapon in 3-D while looking out of the gunner window from inside the cabin, which helped them visualize their weapon and the fields of fire from the mounting point. The main-landing gear and sponson shroud that surround the gear were visible through the glasses to help crew chiefs envision entering or exiting the gunner window. The detail work put into the mock-up was impressive, and the 3-D glasses helped everyone from each commodity area view every aspect of the aircraft from several angles. The 3-D model viewed through the glasses overlaid the wooden mock-up seamlessly.

Virtual design validation using Virtual Reality (VR) technology has proven to be a powerful capability in understanding the holistic aircraft design from an engineering, manufacturing, operational, and sustainment point of view. Issues within an aircraft design or configuration are much easier to identify with users immersed in the 3-D environment at full scale. VR design validation leads to identifying and resolving issues early in the process, as well as optimizing the overall product in ways that will positively impact operation and sustainment of the FLRAA.

In addition to leveraging VR to simplify design and assembly, Bell is identifying and exploring multiple use cases with the FLRAA PMO to determine where Augmented Reality (AR) capability will provide the best benefits. One area of interest is to identify common and difficult maintenance tasks to complete. Once identified, the plan is to test the benefits of AR by having one crew perform the maintenance task using conventional capabilities, while having another crew perform the same task while leveraging AR capability and advanced 3-D technical manuals. Comparing the results will help identify the

strengths and benefits of the AR technology. This comparison could also identify significant cost and time savings potential that could be multiplied across the fleet.

The combined effort to provide mixed reality displayed over a full-scale wooden mockup created the level of fidelity required for this STP. As the face to the field for the Program Executive Officer, I was humbled to see Soldiers from 1ACB (my previous assignment) participating in such an important event. It was inspiring to watch the seasoned and next generation of aviators, crew chiefs, and scouts influence the design of a future vertical lift platform. The STP culminated in an after-action review to capture comments from the Soldiers and the participating Army Aviation enterprise stakeholders. This touchpoint provided crucial feedback from the field for Bell and PM FLRAA as they work together to design, develop, and deliver the Army's Future Long Range Assault Aircraft.

I'd like to give a special thanks to my battle buddy, SGM Carlos Loeza, who I've served with at the PEO Aviation HQ for the last couple of years. He will be retiring in the summer, and his friendship, expertise, and camaraderie will be missed. We traveled together as a team to inform the PEO of operational and Soldier issues, while providing feedback for future systems, and have developed a close bond. The importance of a sergeant major at the PEO Aviation HQ is without question. His role serves not only to inform the PEO of Soldier needs and issues, but his trusted leadership and experience was also relevant to the future development of aviation platforms and systems. SGM Loeza embodies all of the qualities of a seasoned leader; highly intelligent, dedicated, physically fit, always approachable, and willing to lend an ear to listen. Godspeed my friend! Enjoy your well-earned retirement after 26 years of active-duty service.

CW5 John J. Ulmer is the command chief warrant officer for the Program Executive Office Aviation at Redstone Arsenal, AL.




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Accomplishing the PEO Aviation Mission

By SGM Carlos A. Loeza

When I arrived at Program Executive Office, Aviation, (PEO Aviation) I'd done my homework, worked with my predecessor, and I thought I had a good idea of PEO Aviation's mission:

... to serve Soldiers and our nation by designing, developing, delivering and supporting advanced aviation capabilities for operational commanders and our allies.

What I did not realize was what it took to be successful at that mission. The PEO mission is important, and the very talented PEO team is incredibly successful at delivering on its commitments. The mission is much more than aircraft and equipment. It includes training, specialized parts, and cooperation with multiple organizations across the Army and the DOD to get it right.

No one at PEO Aviation works in a vacuum. From requirements to size, weight, and power restrictions, to applying Modular Open Systems Approach (MOSA) principles to defense industrial base concerns, every PEO team member constantly coordinates across the PEO and with our partners to develop the required capabilities. The PEO team is attacking our mission from two different directions.

First, we are preparing the enduring fleet for 2030 through targeted modernization. Many of the systems that we have now will be flying for decades to come, and they must be ready to compete, fight, and survive in



SGM Carlos Loeza (right) and CW5 John Ulmer (center) address the Soldiers supporting the Future Long Range Assault Aircraft (FLRAA) Soldier Touch Point the last week of November at the Bell Flight Research Center in Arlington, Texas. During the event, participants from across the Army assessed cabin suitability, usability, and operational needs.

the future. The improved technologies that we are fielding today will be fielded on the future fleet, and what we do now drives down risk and reduces future costs.

Second, and just as complex, is designing and fielding the future fleet. As PEO Aviation and the entire Army Aviation enterprise design and develop the Future Long Range Assault Aircraft (FLRAA) and the Future Attack Reconnaissance Aircraft (FARA), we must look at all aspects of the weapons systems. From bed-down to maintenance, to new tactics, techniques, and procedures, designing the new aircraft is just part of our mission. The skilled military, civilian, and contractor PEO work force has gone after this mission with great enthusiasm. They are delivering great results. To highlight their success, I'm going to touch on a few programs.

The **UH-60 Black Hawk** has been in service since the 1980's, and the Utility Helicopters Project Office (UH PO) is

preparing it to serve for future decades.

In 2022, the project office awarded the Black Hawk Multi-Year X contract. The five-year contract marks the tenth multiyear procurement agreement for the Black Hawk. UH PO continues to field the aircraft to active Army and National Guard units and our international partners around the world. The UH PO mission is broader than just fielding the aircraft.

The talented UH PO team provides ongoing specialized training and equipment not available anywhere else. They provide the transition training for the aircrews and maintenance teams when new aircraft are delivered, and they ensure the proper specialized tools and parts are on hand.

The team conducts MEDEVAC mission equipment training for aviation units around the globe. This is the only 15T institutional training available for the mission critical subsystems installed on the HH-60M/UH-60 MEDEVAC aircraft.

In support of training, the **Black Hawk Aircrew Trainer (BAT)** is produced by the UH PO. It is a home-station flight training device used to train and keep aviators current in the Black Hawk. It can be updated rapidly, and the current version can be reconfigured for aviator training in UH-60M, UH-60L, and UH-60V versions. The next major step for UH-60 modernization is integrating the T901 turbine engine.

Under development by the Aviation Turbine Engines Project Office (ATE PO), the **T901** will power the FARA and eventually replace the T700 engines currently used on all Apaches and Black Hawks. The T901's fuel efficiency will improve the enduring fleet's range and loiter time, while the engine's reliability and life-cycle improvements will reduce maintenance and sustainment costs. The first flight of the T901 in a Black Hawk is scheduled to occur in late 2024.

The ATE PO team has worked closely with the other project offices to ensure the new turbine engine will integrate seamlessly into the enduring fleet and the future fleet. Designed using MOSA, the T901 is a combat multiplier and is critical to future Multi-Domain Operations. Over the past two years, the ATE PO team has successfully tested the first T901 engine and has subsequently tested and delivered one engine to each of the two FARA competitors.

The **FARA** is designed to ensure continued attack reconnaissance dominance with sweeping improvements in lethality, agility, reach, survivability, and sustainability to provide capability and flexibility to commanders. Developing a new aircraft is a complex process, and the FARA Project Office has been up to the task. Both competitors are integrating their first T901 engines into their competitive prototypes. This sets the conditions for further testing, including ground runs and first flights as soon as late 2024.

FLRAA is the other aircraft in the PEO Aviation development pipeline. It will augment the Army's Black Hawk utility helicopter fleet to provide Combat Aviation Brigades with transformational increases in speed, range, payload, and endurance.

The most recent FLRAA event was the first Soldier Touch Point (STP). During the event, participants from the FLRAA team, Army stakeholders, and the 1st Cavalry Division assessed

▶ Enlisted Aviation Soldier Spotlight

Each month 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.



APR PHOTO BY AUBREY CANALES

Rodney J.T. Yano Noncommissioned Officer of the Year, 2021

Sponsored by Lockheed Martin Corp.

1SG Francisco Rodriguez Company B, 4th Battalion, 3rd Aviation Regiment Hunter Army Airfield, Georgia

With over 3,000 accident-free flight hours, 1SG Francisco Rodriguez is a non-rated crewmember on the CH-47D/F Chinook and UH-60M Blackhawk helicopters. He has served in all NCO leadership roles from Team leader to his current position as a company first sergeant. He also achieved qualifications as a flight engineer, flight engineer instructor, standardization instructor, and technical inspector. He established various NCO and Soldier professional development initiatives aimed at creating lethal, survivable, and agile thinking non-rated crewmembers who are prepared to fight, survive, and win in large scale combat operations. 1SG Rodriguez developed, planned, and resourced an NCO-focused Survival, Evasion, Resistance, and Escape (SERE) course and his input and experience greatly enhanced the structuring of the Aviation Maintenance Training Program that is now used as the Battalion and Brigade standard for assessing, managing, and evaluating the execution of key Army Aviation maintenance tasks. As a keeper of traditions, he also executed the battalion's first NCO induction ceremony – revitalizing the sacred tradition of the rite of passage into the NCO professional Corp. He was also directly responsible for mentoring 15 NCOs and over 30 Soldiers who successfully completed all levels of NCO Professional Military Education, with zero course failures. 1SG Rodriguez is a consummate professional whose hard work and dedication identify him as the 2021 Rodney T. Yano Noncommissioned Officer of the Year.

cabin suitability, usability, and operational needs through twelve progressively challenging ingress and egress scenarios. The STP was conducted at Bell using a cabin and cockpit mockup in addition to augmented and virtual reality and an engineering simulator.

Farewell

My tenure in PEO Aviation is swiftly approaching the end. I am grateful for the opportunity and elated to end my Army career serving in this capacity. As I prepare to embark on a new chapter in my life, I want to express my deepest gratitude and bid farewell to the entire PEO Aviation team and U.S. Army Aviation enterprise. As I move forward,

I carry with me invaluable lessons and cherished memories of all the Soldiers, civilians, and senior Army leaders that I have had the opportunity to serve with during my 25-year army career. To MG Robert Barrie, BG David Phillips, Mr. Rodney Davis, and CW5 John Ulmer, please accept my heartfelt thank you for being an integral part of my journey. I am confident that our paths will cross again, and until then, I wish you all continued success both professionally and personally.

SGM Carlos A. Loeza is the sergeant major of the Program Executive Office for Aviation, Redstone Arsenal, AL.



Shepherd of the Skies

By CW3 Preston Blocker

When disaster strikes the Homefront, Army National Guard Aviation overcomes the unpredictable to provide protection and relief to communities across the nation.

As the torrent of flames and smoke continues to tighten its grip around Shaver Lake, California, campers hold out hope for help. California's Department of Forestry and Fire Protection deems a rescue too risky to attempt and traditional emergency response agencies can't find passage through the inferno. In the night the tell-tale beating of rotors can be heard as a California Army National Guard CH-47 and UH-60 arrive and begin the search for possible landing areas in the increasingly dangerous environment. Wagering their own safety against the plight of those below, Guard aircrews work tirelessly through the night to bring 214 people to safety. This is one well known example of the many selfless and heroic actions of ARNG Aviation Soldiers.

These extraordinary stories may seem like once in a lifetime events, but ARNG aircrews engage in domestic operations daily. In 2023, ARNG Aviation assets reported a combined 3739.9 hours in support of domestic operations across the 54 states and territories. These flights were directly attributed to saving 58 lives, deploying 2.6 million gallons of water in wild-land fire fighting operations, delivering 211,000 pounds of cargo, and identifying 544 targets of interest in support of coastal DHS operations. Exclusive of operations on the Southwest Border, this represents a significant impact in both direct and support operations for domestic events.

ARNG Aviation routinely flexes capabilities to fill gaps in emergency response, disaster relief, and Defense Support of Civil Authorities (DSCA) operations. When local authorities don't have the necessary assets or personnel to respond to emergency situations requiring air support, state emergency management often calls on Guard Aviation capabilities to fill those critical roles. These embedded pathways and agreements for mission requests between state and local authorities and State military leadership are the foundation of providing timely and effective support to public safety.

ARNG Aviation overcomes unique challenges to provide a key capacity to respond to and support domestic operations. Emergency response often requires manning beyond the capabilities of ARNG limited full-time personnel, comprised of both AGR (Active Guard Reserve) and Federal Technician workforce. A significant majority of ARNG Soldiers are in a



U.S. ARMY COURTESY PHOTO

UT ARNG 211th Aviation Regiment AH-64 Apache and UH-60 Blackhawk, originally conducting night training flights on August 2, 2023, work in tandem to successfully locate and execute a hoist rescue operation of a family of 4 reported missing in Wasatch County, UT. AH-64 Aircrew – CW3 James Swanger (PC), WO1 Robert Calchera (PI); UH-60 Aircrew – CW4 Chris Ryan (PC), CPT Lacie Emch (PI), SSG Mike Martin (CE), CW4 Chris Aylstock (hoist rider), LTC Mark Goodrich (Flight Surgeon).

traditional drilling duty, or M-Day, requiring activation under different statuses such as State Active Duty (SAD), Title 32 active duty, and in some cases being federalized under Title 10 in the event of large scale or enduring operations.

Domestic operations events can happen with little to no warning, requiring Soldiers to place their civilian careers and daily lives on hold to meet Commanders' needs for volunteers to accept and execute short notice missions. ARNG Commanders' capabilities to face the demands of rapidly evolving domestic events is further complicated when factoring in mobilizations that reduce available Aviation assets and personnel. A training flight may transform into a real-world mission, requiring aircrews to maintain the flexibility to respond to mission changes with little to no notice.

Not only does the training based in combat readiness our aircrews carry out improve their domestic response capabilities, but civil response missions also provide an avenue for ARNG aviators and crewmembers to hone the skills, such as hoist operations and medical evacuation – crucially important METL tasks executed during mission profile in theater. Rooted in strong community relationships built through interagency training, support request fulfillment, and a legacy of a passion for using their training to make a positive impact on their communities, our aircrews consistently exemplify the "Always Ready, Always There" motto.

CW3 Preston Blocker is the Aviation domestic operations officer for the National Guard Bureau, located in Arlington, VA.



► 128th Aviation Brigade Update

Institutional Aviation Back-shops' Relationship with Program Managers

By Mr. Joseph Bonish III

Without the institutional Army, the operational Army cannot function. Without the operational Army, the institutional Army has no purpose.

-U.S. Army Organization Webpage

Institutional training must keep up with the ever-evolving operational force and its technologies. Additionally, institutional training must align their programs of instructions to conform to the needs of the force to create world-class Soldiers in each respective military occupational specialty (MOS). In institutions such as the 128th Aviation Brigade, this alignment is done in part through relationships with the Program Executive Office-Aviation and its Program Managers (PM). A transfer of information, data, and ideas keep both the institution and the force in sync and provide the best trained Soldiers to the force with the necessary skills to complete missions in various environments. The PMs also aid when it comes to specialized equipment, parts, and tools needed to provide current and relevant training.

Within the 128th AVN BDE is a subset of MOSs commonly referred to as back-shops. These MOSs, 15B /15D /15F /15G /15H /15N, cover the Propulsion, Powertrain, Electrical, Structural, Hydraulics, and Avionic aircraft systems, respectively. Skilled Soldiers in the Back-shops work in specific critical areas of the aircraft maintenance systems and are unique in the fact that they work on multiple aircraft such as the AH-64 Apache, CH-47 Chinook, UH-60 Black Hawk and associated Aircraft Ground Support Equipment (AGSE). Back-shops training requires resources that must be released from various PMs areas of authority. Because these MOSs aren't individually associated with a specific aircraft they must have a voice within Apache, Cargo, Utility, FARA, FLRAA, and UAV Program Management Offices. One way to address this challenge is for the Back-shops MOSs to have a representative assigned to each associated PM office with a voice in deciding specific fielding requirements to support the operational force through well-equipped training.

Over the last decade, various methods of communication from the field to the institution concerning fielding of back-shops equipment and its effective training have been tested. In recent years, the 128th AVN BDE communication lines have been strengthened by direct connections between the training specialists, course management office, new system integration division, and the PM representatives to provide clear equipment requirements for training based off the



Representatives from U.S. Army Combined Arms Center-Training (CAC-T) Army Training Support Center (ATSC) Training Support Analysis & Integration Division (TSAID) on a tour of the Virtual Interactive Environment (VIE) training device used in the 15B10 and 15D10 training.

critical task list of each MOS. The PMs have responded with support and innovation to the training needs through products using current technologies and development of future resources such as virtual reality.

Examples of how PMs support modernization of MOS training can be found in Company C, 2nd Battalion, 210th Aviation Regiment which supports Propulsion, Powertrain, and Structural training. Each program is currently undergoing some form of modernization. The 15B10 MOS is developing its Program of Instruction to incorporate the ITEP (T-901) engine. The 15G10 have been training composite material and expect to expand their skills as the FARA and FLRAA are introduced into Army Aviation. The 15D10 are constantly evolving their skill in Nondestructive testing as more inspections are required for aircraft critical areas. As updates are made, the unit expresses their needs to higher echelons and coordinates with the PM representatives for acquisition of resources. This relationship between the institutions and the PM is critical and should be maintained and formalized to meet the end state of graduating well-trained Soldiers who will enhance the readiness and lethality of Army Aviation.

Born Under Fire!

Mr. Joseph Bonish III is a lead training specialist for the 128th AVN BDE at Joint Base Langley-Eustis, VA.

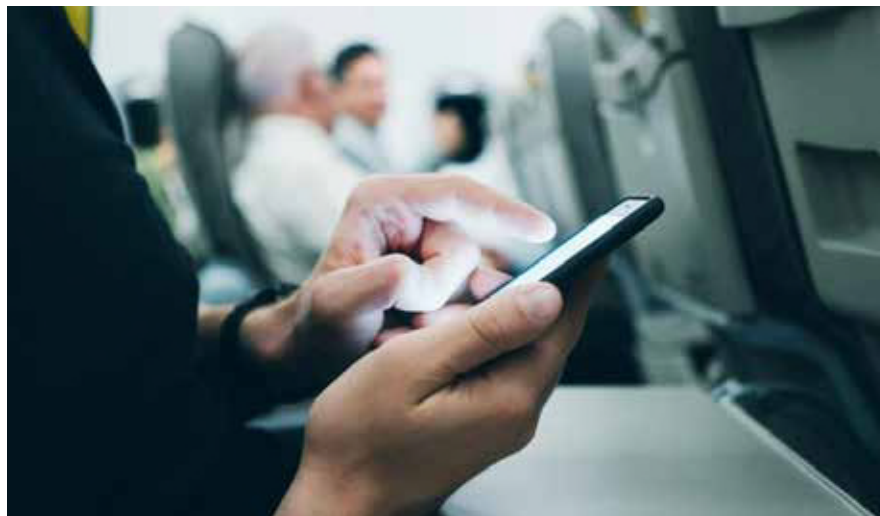
Cell Phones and Airplane Mode

By Mr. Dave Cripps

Did you ever wonder why you need to turn your cell phone to Airplane Mode when flying on an airliner?

We've all seen others still talking on their cell phones long after the boarding door is closed and the aircraft is taxiing for takeoff, or even after takeoff. And yet the aircraft still seems to work just fine. The cell phone doesn't appear to be negatively affecting the aircraft's navigation or communication systems, let alone more important flight-critical systems.

Let's start with the way cell phones work. When the cell phone is active, it constantly seeks connectivity to the cellular network by sending out a signal, effectively saying "Here I am." When a cell tower "hears" the signal, it essentially sets up a *handshake/connection* with the cell phone. The signals from the cell phone to the tower and from the tower to the cell phone are on slightly different frequencies, and each connected cell phone is assigned different frequencies than all other connected cell phones. (Note: Each tower has a limited number of available frequencies, which is why during heavy usage you may have a difficult time making a call.) If the cell phone doesn't get a connection established, it continues to send out its "Here I am" signal, and gradually increases the signal strength (akin to raising its voice) until a cell tower responds. The Federal Communications Commission (FCC) limits the degree to which signal strength can be raised, but cell phones and other portable electronic devices do emit enough radio frequency energy to affect electronic equipment aboard the plane. In most circumstances, interference is not something that impacts flight safety, but is more of a nuisance, often causing a crackling sound on communications systems. For



U.S. ARMY DEVCOM SPO COURTESY PHOTO

smaller aircraft, the distance between an active cell phone and potentially vulnerable electronics is much less than on an airliner, so the potential for adverse effects is magnified. That's the primary reason the Army prohibits cell phone use aboard Army aircraft.

Another aspect of active cell phones aboard aircraft is their impact on the cellular network. When flying at altitude and at rapid speed, as airliners do, the aircraft quickly transits through the effective range that a connection can be made with a particular tower. Active cell phones *raise their voices* seeking connection, and when they come within range of a particular tower, the closure rate of range to the tower is too fast for the cell phone to *lower its voice*. As a result, the cell phone is still *shouting* when it comes into range of a tower, so its signal interferes with other connections that are operating at frequencies near its outgoing frequency. The FCC therefore mandates that cell phones be either turned off or placed in Airplane Mode when in flight, and that rule is enforced by the flight attendants on your flight.

So far, we've discussed the impact of in-flight use of cell phones on the aircraft and their impact on the cellular network, but there's yet another more

personal reason you should comply with the rule. It takes energy to send out signals from your cell phone, and when it must *raise its voice* (which it is constantly doing while seeking connection), it consumes energy at an increased rate. This drains your battery much faster. If you've forgotten to carry your charger, or if there isn't a power outlet at your seat, your phone's battery may be drained when you finally land and try to order an Uber to take you to your destination.

Technology is constantly marching on, and emerging technology will soon be available to enable airliners to serve as inflight cell towers. The European Union is rolling that capability out in 2024, though it is not yet authorized by the FCC. This will allow in-flight use of phone and streaming services on appropriately equipped aircraft. While that may excite some air travelers, many of us enjoy the relatively quiet disconnected time while flying. I don't relish the thought of sitting next to someone talking to their hard-of-hearing relative for hours.

Mr. Dave Cripps is the Chief Air-Worthiness Engineer at the Systems Readiness Directorate, located at Redstone Arsenal, AL.



► Ask the Flight Surgeon

Restless Leg Syndrome

By MAJ Karl Swinson, M.D.

Q: I am planning to retire after 22 years as an Army pilot. My wife encouraged me to bring up that I was having trouble with getting and staying asleep. After getting in bed, it feels like my feet and lower legs start to itch or feel like they need to be stretched.

It used to go away on its own after about 15 minutes, but now it can last an hour, and I must move around my legs and massage them to make the sensations go away. My wife also says I am kicking her at night, but I do not remember that. The feeling occurs most nights. My father said he had something like this, too, and he got some medicine for it. What should I do?

FS: From your description, it sounds like you have Restless Legs Syndrome, or Willis-Ekbom Disease. Please make an appointment with your flight surgeon to let them know you are having these symptoms and to prepare a workup for further evaluation. This condition can impact your ability to get adequate sleep and ultimately perform your flight duties.

How Restless Legs Syndrome is Diagnosed

Normally patients describe a moving sensation deep in the muscles of their legs. Pain or numbness is typically absent. Symptoms can be on a spectrum from mildly distracting to significantly distracting, enough to prevent you from sleeping. Usually they occur at night, though they can appear during the day in more severe cases, especially when you are seated. Rarely, arms are affected too. Stress and fatigue can worsen symptoms. Typically, this condition begins after age 45; if caused by something else, it is more likely to occur before the age of 45. This condition occurs in families. Some conditions besides Restless Legs Syndrome can cause similar effects, such as vitamin and mineral deficiencies, illnesses, and behavioral health conditions. Certain medications such as diphenhydramine

(Benadryl), certain antidepressants, antipsychotic medicines, alcohol, caffeine, lithium, and beta blockers can also cause Restless Legs Syndrome. Restless Legs Syndrome is also associated with pregnancy, where delivery typically resolves the condition.

There are two kinds of Restless Legs Syndrome: one caused by problems with the central nervous system directly, and one caused by another medical condition. Your flight surgeon should perform a history and an extensive work up. This work up includes x-rays and other imaging as well as running tests on your blood and urine to evaluate for various common or severe diagnoses.

The physical examination in Restless Legs Syndrome is usually normal. However, to be defined as Restless Legs Syndrome, this condition must meet all the following criteria. First, the uncontrollable urge to move the lower extremities must be unpleasant and uncomfortable. Second, the urge must be worse at night, and symptoms must be relieved partly or completely by walking or stretching the legs. The urge must make it difficult or even impossible to sleep. Lastly, the symptoms cannot be attributable to a behavioral health condition, leg cramps, or discomfort from sleeping position.

Treatment

Restless legs syndrome in the non-Aviation community is only treated if the symptoms are impairing quality of life or if an underlying pathologic condition is identified. A leg stimulator device has been approved by the US Food and Drug Administration to help treat symptoms of Restless Legs Syndrome. Patients should avoid the medications and substances listed previously mentioned if they have this condition. Pramipexole

and ropinirole are effective for reducing symptoms, though they are associated with weight gain. Gabapentin and pregabalin can also be used. Please note these drugs are only effective for five years and can have adverse effects. Iron and other supplementation is recommended to treat deficiencies. Exercise can be helpful for many patients but is seldom realistic for falling and staying asleep.

Aeromedical Disposition

The flight surgeon will likely issue a “downslip” should your condition impair your ability to perform your duties based on fatigue or distraction. You will probably be referred to sleep medicine for a polysomnogram (commonly referred to as a “sleep study”) as well as a neurology referral. Should your condition stem from the central nervous system, you likely will not get a waiver to continue flying in the Army, as Restless Legs Syndrome gets progressively worse and drug therapy is incompatible with continued Army Aviation Service. However, should it be secondary to a condition that can be resolved, like iron deficiency, then a waiver may be considered on a case-by-case basis. Other causes, like a medication side effect, can be resolved by medication substitution. If associated with alcohol or caffeine use, the flight surgeon will recommend caffeine or alcohol discontinuation; should the condition resolve, no waiver is needed. Army aeromedical suspension has no impact on flight with the FAA. In fact, the FAA will accept pilots with Restless Legs Syndrome at all classifications with a waiver assuming you provide your examiner with an up-to-date list of your medications, labs, progress note from your primary care provider, and sleep study if already performed.

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.

MAJ (Dr.) Karl Swinson is a Flight Surgeon as well as an Aerospace and Occupational Medicine specialist at Lyster Army Health Clinic, Fort Novosel, AL.

The Apache Project Office: A Journey of Innovation, Improvements, and Success

By COL John (Jay) Maher



The Apache Project Office continues to innovate and improve the capabilities, sustainment, safety, lethality, and maintainability of the AH-64 Apache helicopter for pilots and maintainers. Our priority is to provide Warfighters with the necessary capabilities to be successful on tomorrow's battlefield.

We've had a very busy year, with multiple aircraft deliveries and new equipment training. The Apache Project Office delivered 24 helicopters to the 1-151st Attack Reconnaissance Battalion, McEntire Joint National Guard Base, S.C. The 1-151st is the first National Guard unit equipped and organically assigned with the newest version of the Apache helicopter, the AH-64E Version 6 (v6). We also delivered the 500th E-model Apache helicopter during fielding to the 1-130th North Carolina National Guard. The 1-130th Attack Battalion is the second Army National Guard unit to get the newest version of the Apache Helicopter. This delivery is another step in strengthening U.S.

Army National Guard capabilities. We also completed delivering 24 new Apache helicopters to the 1-3 Attack Battalion, 12th Combat Aviation Brigade (CAB), in Katterbach, Germany. These helicopters were delivered to the Forward Deployed Corps unit in Europe as part of the 12th CAB modernization program.

In early December, our International Apache Product Office completed delivery of the first two AH-64Es to the Royal Netherlands Air Force (RNLAf). As part of a Foreign Military Sales case, 28 RNLAf AH-64 D-model Apaches will be remanufactured to the advanced AH-64E v6 standards. The initial delivery of aircraft is an important step in modernizing their Apache fleet, providing increased combat power, and improved situational awareness. Delivery for the final E-model Apache to the country is targeted for 2025.

Also in December, PM Apache successfully completed the Spike live fire missile tests at Yuma Proving Ground, Ariz. The live fire test validated

PM Apache successfully fires a Spike non-line-of-sight (NLOS) missile during a live fire test at Yuma Proving Ground, AZ.

the safety and airworthiness of the Spike missile as integrated on the AH-64E v6. Each test shot assessed multiple edges of the capability envelope. Spike provides a significant increase in range beyond the existing Joint Air-to-Ground Missile (JAGM) and Hellfire air-to-ground missiles. This was the culminating flight test event for the Spike NLOS Directed Requirement program, ensuring the system can safely be fielded on the AH-64E Apache helicopter by the end of Fiscal Year 2024.

Modernization of Apache

PM Apache continues AH-64 targeted modernization efforts to address current and future requirements. Version 6.5 (v6.5), the next upgrade to the AH-64E Apache helicopter, establishes a common Operational Flight Program (OFP)

software baseline across the fleet for all E-model aircraft regardless of the hardware configuration.

Although software heavy, v6.5 includes several hardware insertions, such as the Multi-Platform Anti-Jam GPS Navigation Antenna, Manned/Unmanned Teaming – eXpanded Coyote Modem, and Common Infrared Countermeasure integration. The PM plans to use the v6.5 OFP to incorporate the Army's new T901 Improved Turbine Engine, which will improve fuel consumption, power, durability, and cost. The additional power will allow the Apache to operate in high/hot conditions with a full mission payload, and improved fuel efficiency allows for increased range and loiter time. Additionally, v6.5 provides an open systems interface for rapid capability insertion as an initial step towards a more modular open system, addresses multiple mandates, fully qualifies the IFR package, enables JAGM across the former v4 series aircraft, and provides software compatibility between v4 series sensors and the v6 sensor package. The v6.5 series will be a post-production modification that paves the way for targeted modernization of the Apache E model fleet.

The PM also continues to improve lethality and repeatability. As part of the gun accuracy and lethality improvement, the PM is investigating a hybrid steel and carbon barrel to reduce dispersion, improved recoil adapters paired with a new muzzle brake design to reduce recoil, and a rate sensor assembly to dynamically compensate for bending in the gun turret caused by recoil. Given the potential hardware changes to the M230E1 configuration, the PM has partnered with the U.S. Army Combat Capabilities Development Command (DEVCOM) Armament Center to assist in maturing these technology improvements. The culminating event for the engineering study will be a ground firing test at Northrop Grumman's facility in Mesa, AZ, which will validate the technical approach and position the program to begin preliminary design.

As the U.S. Army continues to build the Army of 2030 and invests in next generation technologies, the Apache's capability will serve as a centerpiece in the multi-domain operations battlefield for decades to come.

The Way Forward

The government previously expressed interest in investigating alternative generators with improved reliability. The long-term solution for the Apache generator is the development of an oil-cooled generator with an expected threshold of up to 13,000 hours, a significant increase over the current air-cooled generator. Oil-cooled generators use oil and heat exchangers to cool components more effectively. They will also improve the aircraft's reliability and enhance the mission readiness of the fleet by increasing the time between component replacements. The current 45kva air-cooled generators are reaching maximum limits in terms of power generation, which will in turn limit future capability growth.

Qualifying and integrating new oil-cooled generators will be a major effort, requiring developmental and safety of flight testing. Installing and testing generators on a generator test stand will assess and validate

generator functionality with the AH-64E electrical power system prior to aircraft installation. The generator development program is on contract as of September 2023 and it includes a projected five-year development and qualification effort with fielding decisions to be made in the future.

Apache modernization is a continuous effort to ensure our Soldiers have the best technology to use on the battlefield. As new technology develops, the Apache PM and the Aviation enterprise continues to upgrade, integrate, and field the capabilities required by Aviation commanders and our Allies to ensure lethality, safety, maintenance, and command and control across the Multi-Domain Battlefield and Joint environment.

Attack!

COL John (Jay) Maher is the Project Manager for the Apache Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.



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PM Cargo Update

By COL Daniel R. Thetford



The Cargo Helicopters Project Office (CHPO) continues to manage and improve the CH-47F Chinook, providing the Army's only heavy lift rotary wing capability and meeting the ever-increasing world-wide demand for the platform. In 2023, Cargo Helicopters assumed the additional mission of providing non-program of record attack, scout, and utility aircraft to our global partners and continued with our ongoing CH-47 Foreign Military Sales (FMS) program. With our dual mission, CHPO is well positioned to achieve the Program Executive Office (PEO), Aviation objectives of targeted modernization and building partner nation capability.

The Project Office has the mission to keep the CH-47 Chinook flying well into the 2060s. Long term, we will simultaneously modernize and mitigate obsolescence issues while providing enhanced reach and reliability to operational commanders and our allies. Near term, we will field critical avionics and obsolescence solutions to the Army's CH-47F Block I fleet and pending the Army's decision on the CH-47F Block II, prepare for Block II Initial Operational Test and Evaluation.

In our new organizational structure, CHPO is poised to increase our robust support to our international community through FMS and non-standard

rotary wing initiatives. Combining our international efforts under one director allows us to capitalize on the extensive expertise of the new team to provide superior and cost-effective support.

CH-47F Fielded Fleet

Last year, the CH-47F Product Office began finalizing the Common Avionics Architecture System (CAAS) 10.2 test plan. The airframe agnostic CAAS 10.2 builds upon the CAAS 9.4 enhanced safety and survivability capabilities. The next-generation CAAS 10.2 enables direct hosting of third-party applications, eliminating the need for CAAS redesign to integrate new capabilities. With CAAS 10.2, Chinook pilots and crew will receive new avionics, communication, navigation, and mission equipment capabilities faster and more efficiently. The CAAS 10.2 test begins in late 2024 with fielding in 2026.

Marking a bittersweet milestone, PM Cargo awarded the last production contract for the CH-47F Block I with the final aircraft delivery in 2027. As CH-47F Block I production ends, the CH-47F Product Office shifts focus to obsolescence mitigation. The CH-47F PM launched the CH-47F Obsolescence Working Group in mid-2023 to address supply chain challenges coinciding with the end of Block I produc-

tion. The working group is developing creative solutions to incorporate targeted modernization while mitigating obsolescence issues to keep Chinooks flying for decades to come.

In the current environment where supply chain difficulties routinely impact schedule, industry segments now compete for production capacity among fewer production suppliers. Standard obsolescence solutions include:

- Developing technology in isolation,
- Individual component and system obsolescence mitigation,
- Delaying the integration of new solutions until all remaining service life of the legacy technology, component, or system expires.

Adapting to a new paradigm requires increased responsiveness with obsolescence mitigation and shaping obsolescence management with aggressive techniques. Innovation in obsolescence management involves new approaches to the cost-schedule-performance triad – and cultural change.

Obsolescence innovation begins with evolving from developing technology in isolation to concurrently developing technology with its replacement. We must forego 1-1 obsolescence mitigation and routinely bundle mitigation of multiple aging elements. With bundling comes trading expiring – and costly –



U.S. ARMY PHOTO BY SPC DAVID POLESKI

U.S. Army CH-47F Chinooks assigned to Bravo Company, 2nd Battalion, 501st Aviation Regiment, Combat Aviation Brigade, 1st Armored Division standby on the tarmac at Biggs Army Airfield awaiting upcoming missions at Fort Bliss, Texas, Aug. 23, 2023.

service life of obsolete capabilities for replacement with leap-ahead technologies, all while considering integration opportunities within existing production-lines.

CH-47F Block II

The CH-47F Modernization Product Office is on course to fulfill PEO Aviation's objective to modernize, equip, and sustain the Army Aviation portfolio by providing improved heavy lift capability via the CH-47F Block II Chinook. In 2023, the Modernization Product Office completed all remaining Block II Engineering and Manufacturing Development activities to include the Block II fuel cell slosh and vibration testing of the new single-pod Lightweight Fuel System, and the System Verification Review.

While awaiting the Army's CH-47F Block II path forward decision, we continue to achieve milestones and execute aircraft procurements via mandated Congressional appropria-

tions, which began in 2020. Six CH-47F Block II aircraft are currently in production with deliveries beginning in spring 2024. Additional Congressionally mandated aircraft are due to be on contract later this year. These production representative aircraft will support CH-47F Block II qualification and the Initial Operational Test and Evaluation.

Cargo International Programs

In accordance with PEO Aviation guidance, Cargo International merged with the Multi-National Aviation Special Project Office mission, bringing the heavy lift FMS and non-standard rotary wing platform initiatives into a single Cargo International Program within the Cargo Helicopters Project Office.

The new structure optimizes manpower and fuses operations in support of ongoing and prospective efforts to build international partnership capabilities. Additionally, in a time of constrained resources, this decision creates depth and options for increased workloads.

While moving into the new formation, Cargo International continued seamlessly executing ongoing commitments and supported the Army's Multi-Domain Operations doctrine of expanding global aviation reach and increasing allied speed to rotary-wing operations. Cargo International delivered Huey IIs to Lebanon, Bell-412 and Bell-429 aircraft to Guatemala, and CH-47F Block I Chinook helicopters to strategic partners throughout the CENTCOM, EUCOM, and INDOPACOM Areas of Responsibility. Support to Ukraine included providing Mi-17 aircraft recovered from combat operations in Afghanistan.

New, non-standard initiatives include the 5-year program slated to begin in early 2024 providing Iraq with over 40 rotary wing aircraft in multiple configurations. COL Matthew C. Dawson, Director, Army and Special Missions Team, Office of Security Cooperation-Iraq, thanked the team during the November 2023 kick-off by saying, "The work you're doing is paying off. The security assistance contributions you provide are making a difference in Iraq in its fight against the Islamic State of Iraq and Ash-Sham, and ultimately benefits the strategic interests of the United States."

New CH-47 FMS efforts include awarding three contracts as the final procurements on the CH-47 Block I

contract, supplying over 30 additional heavy lift platforms to increase allied partner capabilities. Concurrently, the international team is implementing the largest FMS case in Cargo history. Germany selected the CH-47F Block II as their heavy lift rotary wing aircraft in June 2022, electing to purchase 60 Chinook helicopters after several years of flight demonstrations and considering responses to requests for information. The Cargo International team will continue its close collaboration with Germany in 2024, working to finalize the production configuration.

Looking Ahead

In an everchanging cycle of fiscal and global conditions, our commitment to executing the Cargo Helicopters Project Office charter remains steadfast. We develop, provide, and sustain superior heavy lift and non-standard rotary wing weapons systems to support the U.S. and Allied Community Warfighter, enabling and furthering their dominance in all theaters of operation.

COL Daniel R. Thetford is the project lead for the Cargo Helicopter Project Office, Redstone Arsenal, AL.



PHOTO BY MR. RANJIVO SCARBOROUGH

The Cargo Helicopter Project Office conducted Fuel Cell Slosh and Vibration Test of the new integrated fuel cell in the CH-47F Block II Lightweight Fuel System (LFS) in April 2023. The tests mark a key milestone in the final sub-system qualification required for the CH-47F Block II.

Implementing Modular Open Systems Approach on the Enduring Fleet

By Mr. Todd Stanley and Mr. Travis Grant



The Army's medium-lift utility helicopter, UH-60 Black Hawk, has been in service since 1979 when the UH-60A configuration was introduced. In 1989, the Army introduced the UH-60L, and the UH-60M and UH-60V followed in 2006 and 2021, respectively. Today, there are more than 2,000 UH-60s in the Army inventory, across all variants, including over 1,200 UH-60M aircraft.

The UH-60M was the first Black Hawk configuration to introduce a digital cockpit to the platform. In 2021, the Army introduced the UH-60V variant that recapitalized the UH-60L airframe and added a digital cockpit enabled by an Open Systems Architecture and U.S. Government (USG)-owned Technical Data Package.

MOSA Across the Fleet

Achieving Modular Open Systems Approach (MOSA) objectives across a large fleet with multiple avionics architectures while also managing component obsolescence is a difficult task. To overcome these challenges, the Utility Helicopters Project Office (UHPO) is executing the next phase in its targeted modernization strategy by adopting a MOSA architecture on the UH-60M that builds upon the UH-60V's MOSA implementation. This will address obsolescence and establish an avionics infrastructure that facilitates rapid insertion of new capabilities and efficient reuse among the rest of the Utility Helicopter (UH) and Army aviation fleet. One recent example of this strategy is the Ethernet Switching Hub (ESH) for the UH-60M. The current ESH has 16 ports with 10/100 Mbps capacity, but the obsolescence replacement will have 24 ports with up to 1 Gbps of bandwidth while still retaining the original form, fit, and function. Another example is the pending obsolescence of the UH-60M and UH-60V Flight Control Computers (FCCs). Although the Flight Control Systems are different (analog for UH-60V and digital for UH-60M), the respective product offices have collaborated to develop a common

Above: The UH PO's International Programs Product Office provides a Brazil Army senior delegation a UH-60M static display in support of a potential new Black Hawk case, December 6, 2023.

Below: MG Erik Peterson (left), Director, Force Development, Office of the Deputy Chief of Staff, G-8, receives an overview of the digital cockpit prior to a familiarization flight in UH-60V Engineering Development Model (EDM)-2 at Redstone Test Center (RTC), Redstone Arsenal, AL, August 28, 2020.

U.S. ARMY PHOTOS BY LEE SUGGS

FCC specification that accommodates each aircraft's unique interface requirements. The resultant obsolescence-replacement FCC will support both aircraft configurations, thereby eliminating the need for multiple part number Line Replacement Units to perform the same function.

The Program Executive Office, Aviation MOSA journey for an enduring fleet will be different than that of Future Vertical Lift (FVL) platforms since the former is constrained by many designs that existed before MOSA. Although their paths may be different, the results will be the same: a platform capable of supporting the Army's Multi-Domain Operations 2035 battlefield objectives.

Two areas that must be addressed by any platform for open system integration are graphical and data distribution. **Graphical distribution** is the ability of a system contributor, like a sensor, to send data to a display in the cockpit without needing additional software integration from the display controller and without impacting safety-critical information. Data distribution allows aircraft data (vehicle or mission systems) to be consumed by contributors to produce new data that becomes available to the entire avionic system. The UH-60V MOSA architecture employs data distribution via a Data Distribution Capability Unit of Portability, but its design predates an established common graphical distribution standard among Army aviation platforms. The 60V architecture must be updated to use a standard Graphical User Interface for its displayed information.

Accomplishing **data distribution** in the enduring UH-60M fleet requires strategic integration of computational hardware conformant to the Aviation Mission Computing Environment (AMCE) Component Specification Model (CSM) while still interfacing with the existing aircraft cable harness. These components, along with software supporting graphical and data distribution, make a digital backbone that sets the foundation for future enterprise capabilities such as Degraded Visual Environment, Large Area Displays, and Electrical Power Systems.

Additionally, careful definitions for hardware interfaces and FACE® Units of Conformance will be key to maintaining compatibility with the UH-60V architecture while minimizing the non-recurring engineering required for the UH-60M avionics architecture redesign and increasing the amount of shared hardware and software across the UH fleet. This commonality will unlock additional opportunities for shared obsolescence replacement solutions, allow for efficient integration and qualification of new capabilities within the UH-60 fleet, and serve as technical maturation and risk reduction for FVL as well as other enduring Army aviation platforms.

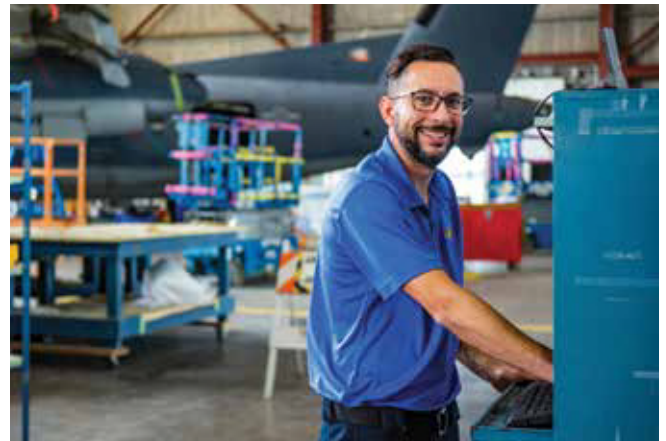
Leveraging activities such as Systems Integration Lab (SIL) demonstrations, assessments with industry, and Crew Station Working Groups planned during early phase(s) of the UH-60M avionics architecture redesign will allow the implementation to be continually assessed against the MOSA Conformance Plan and Architecture Centric Virtual Integration Process provided by Assistant Program Executive Office, Aviation Engineering and Architecture (formerly the MOSA Transformation Office). SILs, like the PEO Aviation Combat Aviation Brigade Architecture Integration Lab on Redstone Arsenal, provide opportunities to demonstrate, test, and validate system capabilities from a force perspective in a risk-reduced and more cost effective near-real operational environment.

Future Vertical Lift Architecture Framework

A key objective that will result from this implementation is derived areas of commonality and convergence with other aviation initiatives by utilizing the FVL Architecture Framework (FAF) and Key Interface Logical Architecture as a common source of information. Conceptually, all aircraft have similar high-level functions like flight control, navigation, communications, etc. Linking these functions to the FAF provides opportunities to produce architectures that allow for industry competition for software and hardware solutions, along with reusing existing resources, to satisfy these functions for multiple aviation platforms. Supporting this objective, the AMCE CSM and Open Systems Interface Control Document are USG-developed documents that establish hardware requirements like 3U card form factor and software data parameters, enabling Army aviation acquisition programs to reference the same requirements. This characterization of the architectural foundation will ensure substantiated verification in later phases of development.

The Army's Black Hawk fleet has been a mission-capable asset for almost five decades with a proven record of getting the job done. Targeted modernization is the key to the UH-60M MOSA implementation, and through obsolescence replacement solutions, technical maturation, and open systems integration, this platform will continue to serve the Army's needs for decades to come.

Mr. Todd Stanley is the UH-60M Chief Engineer and Mr. Travis Grant is the chief technical architect for the Utility Helicopters Project Manager, Program Executive Office Aviation at Redstone Arsenal, AL.



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Future Attack Reconnaissance Aircraft Program Update

By COL Kevin S. Chaney



It has been approximately two years since I took command of the Future Attack Reconnaissance Aircraft (FARA) Project Office, and one year since I provided an update via this forum. It has been an exciting year marked by significant growth and accomplishment for the entire FARA team. Our unwavering commitment to designing and developing the world's most advanced armed aerial reconnaissance platform has continued unabated. I am extremely proud of this team of teams and the progress we've made in support of the Soldier thus far. FARA remains a critical modernization effort for the Army, and it is an honor to be a part of this historic effort.

Engines Delivered to Industry Partners

This past October, the Army accepted delivery of the first two General Electric T901 flight test engines. Both Sikorsky and Bell installed the Improved Turbine Engine (ITE) onto their respective competitive prototypes, the Sikorsky S-97 Raider X and the Bell 360 Invictus, and are continuing to work on integration and functional check

outs. The ITE provides these FARA platforms a 3,000-shaft horsepower class engine that yields significant fuel efficiency and maximizes speed, range, and endurance at range, and improves engine reliability while reducing overall sustainment and maintenance costs. Enroute to achieving the goal of competitive prototype demonstration flights by late 2024, each platform must complete functional tests, rigorous test readiness reviews, and successful restrained ground runs prior to executing first flights.

Capitalization of FARA Capabilities

Incorporating a Modular Open Systems Approach (MOSA) is an essential element for the FARA program and remains a foundational cornerstone for all we do. What is MOSA? Much like the way applications can be easily installed or updated on a smart phone, MOSA allows the government to rapidly integrate systems capabilities and component upgrades in a vendor-neutral manner. This allows for flexibility when defeating new and evolving threats, upgrading systems

Sikorsky and Bell have installed the Improved Turbine Engine onto their respective competitive prototypes, the Sikorsky S-97 Raider X (left) and the Bell 360 Invictus and they are continuing to work on integration and functional checks. Each platform must complete functional tests, rigorous test readiness reviews, and successful restrained ground runs prior to executing first flights, by late 2024.

rapidly, and addressing safety concerns. Additional benefits of MOSA include significant cost savings, schedule reductions, ease of interoperability, mission integration, and sustainment improvements. This past summer, the FARA team executed two innovative events called Open System Verification Demonstrations (OSVD) to verify our modular open systems approach. During these OSVDs, independent third parties were able to make hardware and software changes to the Sikorsky's and Bell's architectures without their involvement, and changes occurred faster than similar integration efforts conducted previously. The FARA team will continue these important OSVD events to ensure our MOSA goals are achieved. Ultimately,

incorporating the most technologically advanced mission systems and sensors ensures FARA operates with freedom of maneuver while providing options and decisive advantages to the ground force Commander.

Programmatic Milestones and Path Forward

I would like to thank the Army team for coming together and completing the FARA Analysis of Alternatives (AoA). Under the leadership of the Deputy Chief of Staff, G-8, the Army enterprise worked tirelessly to complete this AoA in nine months. This was one of the most complex AoAs that the Army has completed, and it will set the standard for future AoAs.

Looking ahead, we are working to finalize the FARA Request For Proposal (RFP) and solidify the requirements in a FARA Capability Development Document. We will hold a Preliminary Design Review in 2025 to inform a Milestone B decision in 2026. The Milestone B decision will mark FARA's formal entry into a Major Capability Acquisition pathway with subsequent down select and contract award to a single vendor for the Engineering and Manufacturing Development phase.

FARA investment to date has enabled rapid design, modeling, and simulation, allowed for prototyping and demonstrating key technologies enabling interoperability, and created space for innovation across a dynamic digital engineering environment. The unique opportunities associated with the FARA effort have attracted the Nation's finest experts throughout academia and the military industrial base. As such, the program has enjoyed continual refinement and optimization.

The exemplary dedication and adaptability by our talented set of professionals, both in and out of uniform, ensure we are on glide-path to deliver a truly transformational capability to the warfighter. As we look forward to the challenges of 2024 such as releasing the RFP, completing another OSVD, and flying the competitive prototypes, I know that we have the right people to complete the mission.

COL Kevin Chaney is the project manager for the Future Attack Reconnaissance Aircraft Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.

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PM FLRAA Update: Delivering on Our Commitments to the Army

By COL Jeffrey Poquette



The Future Long Range Assault Aircraft (FLRAA) Project Office has been in full execution mode over the past year with our industry partner, Bell Textron Inc. All of our efforts in the past year have been laser focused on getting the program to Milestone B, which is planned for late 2024, the point at which the Army formally recognizes FLRAA as an official development program that has been allocated funding and resources for development, production, and sustainment – also known as a program of record. In early January, the Joint Requirements Oversight Council approved the FLRAA's Capability Development Document (CDD), validating that it meets joint military requirements to meet the National Defense Strategy. The team began working after the Government Accountability Office (GAO) rejected the protest in April 2023, and it is progressing towards a weapon system preliminary design review (PDR).

Delivering with Digital Engineering

Crucial to the FLRAA program's continued success is the deliberate balance between maintaining program momentum without sacrificing technical/acquisition rigor. Digital Engineering (DE) is a key part of what we call a "go slow to go fast" approach. This helps

to accelerate the program by investing in requirements understanding and definition upfront and early, including trade studies and digital modeling.

The use of model-based systems engineering allowed PM FLRAA to include user requirements and operational vignettes to provide unprecedented context to those requirements. The use of a digital enterprise enabled PM FLRAA to share data and collaborate with industry in near real-time and provided the ability to receive and share information. This process shortens decision cycles, enables collaboration, and provides the capability to identify issues early and conduct predictive analysis. A key complement to digital engineering is using a digital twin.

A digital twin is a digital replica of the physical aircraft using digital models and simulations of the system. The digital twin provides the means to conduct continuous analysis on a system without requiring a physical asset, which provides the Army significant benefits throughout the program's life cycle. Leveraging the benefits of digital engineering is a tremendous opportunity for the Army and industry to get it right and deliver on our commitments to the Army's modernization objectives to support Multi-Domain Operations. FLRAA has become an example for how DE should be incorporated into all future DoD programs.

Left: The combined Bell and Army team gathered data and Soldier feedback at December's FLRAA Soldier touch point.

Right: Soldiers practiced embarking and disembarking from a FLRAA fuselage mockup at the FLRAA Soldier touch point in December. The squad members began their practice sessions without any equipment and added tactical protective and squad level equipment as the STP progressed.

Delivering the Virtual Prototype

Army and OSD acquisition leadership granted PM FLRAA entry into the Middle Tier of Acquisition (MTA) pathway as a rapid prototyping effort in March 2021, which provides a relatively new acquisition approach that "fast tracks" the earliest phases of the acquisition decision cycle without sacrificing rigor. The MTA effort will culminate in a "virtual prototype" (VP) of the FLRAA to reduce technical risk prior to prototype aircraft production. Virtual prototypes developed under the MTA phase include a Vehicle Dynamics Model (VDM) and a Portable Crew-station (FPC). The VDM is a digital engineering model of the aircraft and its mission equipment. The FPC system is a combination of a physical prototype of the cockpit and a virtual prototype of the aircraft systems and the VDM. When combined, the FPC system replicates the form, fit,

and function of the aircraft for testing and training activities prior to physical prototype aircraft delivery.

The VP also represents a robust simulated operational capability for PEO Aviation and the Army Aviation training base. It will enable the Army to make decisions on Doctrine, Organization, Training, Materiel, Leadership and Education, Personnel, Facilities, and Policy. Some of the VP benefits include:

- Allowing the Army to make early design improvements and updates before aircraft manufacturing, saving valuable resources and taxpayer dollars.
- Enabling early software development reducing the total time necessary to develop and test new products.
- Enabling pilot and crewmember training without needing a physical prototype
- Developing the appropriate methods and measures for various mission sets earlier in the process.
- Allowing the Army to participate in warfighting exercises without needing a flyable prototype.
- Enabling earlier programmatic decision making.

PM FLRAA is scheduled to receive the virtual prototypes from Bell in early 2025. The virtual prototypes will allow the PM to leverage its hardware-in-the-loop capability early in the design and development process, well ahead of manufacturing prototypes. Using virtual prototypes builds on the digital engineering approach and enables the Army to modernize the development effort in today's digital world.

Conducting Soldier Touch Points

One of the fundamental tenets to developing the FLRAA weapon system is obtaining feedback from the end user – the Soldier. PM FLRAA conducted its first Soldier Touch Point (STP) post contract award on November 27 – December 1 at the Bell Flight Research Center in Arlington, Texas. In the past, STPs have included Army pilots flying demonstrator aircraft; however, this STP built on work conducted with the Joint Multi-Role technology and demonstrations (JMR-TD) and focused on non-rated crewmembers and combat Soldiers who are representative of the FLRAA's passengers. The STP was executed in coordination with Soldiers from the 1st Cavalry Division from Fort Cavazos. The STP reviewed the initial FLRAA cabin and cockpit design for ingress, egress, seating, and equipment stowage. CW5 John Ulmer's article in this edition provides more detail about the event. The STP was a success, and the Army was able to obtain

immediate feedback from the Soldiers. Their comments and recommendations will help shape the final cabin and cockpit design as the FLRAA program progresses to the preliminary design review this spring. PM FLRAA plans to conduct recurring STPs every six months, with the next one planned for this upcoming Summer, 2024. These interactive events are key to the program's strategy and provide the team with valuable feedback to build transformational aviation capabilities for the Army.

Naming the Aircraft

PM FLRAA is also working with key stakeholders to develop options to name the aircraft. Currently, Army senior leaders are considering recommendations from throughout the aviation enterprise. We will then provide the Army Acquisition Executive (AAE) several potential names along with rationale for each, and the AAE will narrow the list for formal processing. The process of assigning a Mission Design Series designator and a "popular" name is quite extensive and requires thorough research and vetting with Army and Air Force senior leaders. We look forward to the final recommendations and ultimate selection from our senior leaders as well as the official unveiling of its name in the future.

What's Next this Year

Our next steps this year are to complete a PDR and a Milestone B decision – and we are well on our way to successfully completing both. The PDR will inform the Army if the FLRAA program is affordable, producible, and sustainable and carries an acceptable level of risk. The PDR validates the Army's decision on whether FLRAA is ready to proceed into detailed design.

PM FLRAA and our Team of Teams across the aviation enterprise are working hard to make sure that we "get the truck right." The process of developing the FLRAA for the world's strongest Army demands a purposeful, strategic, and straightforward plan with an elite Team. We will deliver in accordance with the CDD through a very clear lens that is focused on aligning our strategies, requirements, funding, and technology in order to stay on track to delivering the next generation Army aircraft for our Soldiers and Army.

COL Jeffrey Poquette is the project manager for the Future Long-Range Assault Aircraft, Program Executive Office Aviation at Redstone Arsenal, AL.

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2024 SUMMIT
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Army Capability Manager-Lift Annual Update

By CW3 Sammy Echevarria, CW5 Josh Locke, and CW3 Wender Ramos



A U.S. Army UH-60 Blackhawk Helicopter from Task Force Brawler flies overhead during Exercise Golden Anvil 23, June 19th, 2023.



Two U.S. Army UH-72 Lakota Helicopters, assigned to 1st Battalion, 145th Aviation Regiment awaits a space for parking on the flight line at Toth Stagefield Army Heliport, Fort Novosel, AL.

The Army Capability Manager – Lift (ACM-L) is the dedicated capability manager and user representation for the fielded Army Aviation Utility, Cargo, and Fixed Wing fleets. The small ACM-Lift team of 16 Soldiers, civilians, and contractors is responsible for over 3,500 aircraft, representing about 80% of the current manned Army Aviation fleet. The directorate remains closely partnered with the project managers (PMs) for Utility, Cargo, and Fixed Wing Aircraft.

In addition to responding to the issues in the Utility, Cargo, and Fixed Wing fleet, ACM-Lift is also charged with developing requirements for modernizing our portfolio. As Army Aviation designs capabilities for the Army of 2040, the current fleet must undergo targeted modernization to meet the needs of the Army of 2030. The Army's Black Hawk and Chinook fleets will remain critical to the Army as the Future Vertical Lift (FVL) platforms are fielded to the force. Beyond introducing the FVL platforms into the Army, the enduring Black Hawk and Chinook aircraft will remain important assets needed to fight and win in the highly contested Future Operational Environment.

Utility Aircraft

The Utility fleet will continue to play a decisive role in supporting our ground maneuver forces in the lower tier of the air domain in large-scale combat operations (LSCO). The modernization efforts of the enduring Blackhawk and Lakota fleets will focus on the emerging needs of the ground maneuver and sustainment forces.

The H-60 series fleet remains the primary utility aircraft for air assault, general support, and aeromedical evacuation. Modernization efforts for the H-60 must continue to ensure the H-60 is prepared to fill Army 2030 gaps as the Future Long Range Assault Aircraft (FLRAA) continues development. Our

office is actively working with PEO Aviation and the industry to solve looming obsolescence challenges, increase capability, and fight and win in highly contested future operational environments. Collectively, we will optimize the utility fleet ahead of FLRAA fielding and support fleet alignment with anticipated Aviation Force Structure decisions.

The UH-72A remains Army Aviation's primary training helicopter. The UH-72A continues to support the Combat Training Centers and the National Guard's Security and Support (S&S) and MEDEVAC missions. The new focus is updating the National Guard's UH-72A for the Guard's Security and support mission with an equipment package that will bring an advanced moving map, enhanced digital interfaces, new monitors, an airborne mission management system, and other system improvements. These updates will facilitate advanced technology integration for enhanced reconnaissance, search and rescue missions, and homeland security operations. The upgraded UH-72A Lakota helicopters will be equipped with modern features, empowering pilots with increased functionality and versatility for tasks, further enhancing the Lakota's capabilities for the National Guard.

Cargo Aircraft

The CH-47F remains the only heavy lift helicopter for the U.S. Army, with no planned replacement on the horizon. The Chinook helicopter fleet will continue to play an essential role in large-scale combat operations (LSCO), supporting and sustaining our ground maneuver forces. Like the Utility fleet, ACM-Lift's modernization efforts for the enduring fleet will also focus on emerging needs of the ground maneuver and sustainment forces.

As the Army determines the CH-47 future fleet strategy, ACM-Lift remains fully engaged with PM Cargo to ensure the Chinook remains highly capable for the Army of 2030 and

– Targeted Modernization of the Current Fleet



A CH-47F Chinook assigned to B Company, 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault) perches on a mountain in the Alps in Germany.

A conceptual image of a High Accuracy Detection and Exploitation System (HADES) jet. HADES will be globally deployable and provide a multi-faceted sensing capability on higher altitude, longer endurance manned aircraft than the Army's existing fleet.

beyond. Integration of future technologies like Degraded Visual Environment (DVE), new Aircraft Survivability Equipment (ASE), and new digital waveform network capability, as well as the Aviation Mission Computing Environment (AMCE), will ensure the Army's heavy lift Chinook fleet remains interoperable with the future platforms and capable in any future large scale combat operational environment.

The MH-47G Block II and the CH-47F Block II share a common drivetrain and specific airframe engineering design improvements, which will increase the payload capacity of the CH-47F Block II over Block I. The Block II's unique components are undergoing live fire testing to evaluate system vulnerability against enemy threats, as the Army explores Chinook modernization options. The CH-47F Block II program is nearing completion of the Engineering, Manufacturing, and Development Phase and is preparing for operational testing, estimated for the fall of FY26.

Targeted modernization efforts for the CH-47F Block I fleet will begin in FY26. The targeted modernization consists of Digital Cockpit Support and Sustainment (DCSS) updates that improve the processing capacity and the avionics architecture, which prepare the enduring fleet to receive modern crypto capability and Assured Position Navigation and Timing (APNT) upgrades. When updated, the avionics architecture for the Block I fleet will be common with the CH-47F Block II design.

Additionally, the ACM-Lift Cargo Division has been a critical participant in the Society of Automotive Engineering (SAE) Health Management Rotorcraft -1 Rotorcraft (HM-1R) effort managed by former AMCOM Commander MG Todd Royar (Ret.), with representatives from AMCOM, the civilian rotorcraft industry, PM-Cargo, PM-Apache, SRD, and SAE. The purpose is to develop standardized predictive rotary wing maintenance and logistics processes

similar to condition-based maintenance (CBM). The group's main objective is to lay the groundwork for developing universal Health and Usage Monitoring System (HUMS) requirements and standards across the aviation rotorcraft community, including military rotary wing aviation, with the initial standards set to be published in CY 2024.

Fixed Wing Aircraft

The ACM-Lift Fixed Wing division remains engaged with the Operational Support Airlift (OSA) fleet and the Special Electronic Mission Aircraft (SEMA) modernization effort. The primary Fixed Wing modernization effort, High Accuracy Detection and Exploitation System (HADES), successfully launched a pilot training program at Ft. Bliss, TX. The program includes two Global 6500 aircraft currently being utilized to provide Army Aviators with jet experience in preparation for the upcoming HADES Program Of Record (POR) decision. In addition to that, the first full motion training simulator is expected to be operational at the end of FY24.

Conclusion

ACM-Lift remains engaged with the Army Aviation enterprise stakeholders, including the other Centers of Excellence, to ensure Army Aviation meets or exceeds the warfighter's needs. By integrating stakeholders from across the Army and Industry, ACM-Lift ensures the best capabilities reach the Soldiers flying, riding, maintaining, and relying on the current lift fleet. We look forward to updating you again next year.



CW3 Sammy Echevarria is the Utility Division Chief, CW5 Josh Locke the Cargo Division Chief, and CW3 Wender Ramos the Fixed Wing Division Chief for ACM-L at Fort Novosel, AL.



New Arrows in the AH-64E Quiver:

The XM1211 High Explosive Proximity Round and the Future of Lethality

By COL Brian T. Woody

In the fast-evolving landscape of military and rotary wing aviation, advancements in weaponry can significantly impact the outcome of combat operations. The 30mm XM1211 High Explosive Proximity round, developed and refined over the last decade by defense industry leaders for employment within M-SHORAD and the AH-64E Apache, presents a significant lethal upgrade over the current and primary 30mm munition, the M798 HEDP round.

Many AH-64 Apache veterans of the conflicts in Iraq and Afghanistan would likely attest to the shortfalls and difficulties encountered with the employment of the M789 HEDP 30mm round in a hot, desert, and sandy environment. Aircrews were often frustrated when they attempted to engage enemy personnel either on the move, in defilade, or in engagement environments the HEDP (High Explosive, Dual-Purpose) round was not purposely designed for. The results were less than ideal.

In the middle of the last decade, a combat aviation brigade deployed to the CENTCOM area of responsibility (AOR) submitted an Operational Needs Statement (ONS) for an improved 30mm round that would provide more substantial anti-personnel effects. The typical targets AH-64 Air-

crews encountered within the contemporary operating environment (COE) of CENTCOM generally consisted of enemy ambushes, IED emplacements, or harassing enemy fire against coalition ground forces. Fortunately, the CAB managed to develop TTPs to achieve effects, but they were ultimately more costly, had less desired effects, and significantly increased the possibility of collateral damage.

However, with many lessons learned from thousands of hours flown during combat missions throughout the Middle East and the emergence and prevalence of unmanned systems on today's battlefield, a new round has emerged as a possible game changer for the warfighter and AH-64 aircrews.

Enter the XM1211

The M798 HEDP round has long been the preferred and sometimes only choice for the Apache aircrews when engaging near various targets. This round offers excellent armor-piercing capabilities, making it highly effective against enemy vehicles and light armored threats. However, due to its purpose and design, the M798 struggles against the emerging risk of Unmanned Aircraft Systems (UAS) and infantry personnel, either in defilade or in the open.

Contrastingly, the XM1211 High Explosive Proximity round expands

An AH-64D Apache helicopter assigned to Alpha Company, 1st Battalion, 3rd Aviation Regiment (Attack Battalion), 12th Combat Aviation Brigade, engages enemy targets during a combined arms live fire exercise as part of Griffin Shock 23 held at Bemowo Piskie, Poland, May 19, 2023.

upon the capabilities of the M798 HEDP round, effectively addressing the emerging threats posed by the prevalence of unmanned aerial systems, composite-skinned vehicles, and enemy personnel wearing body armor. Incorporating an advanced proximity fuse, the XM1211 possesses precise target engagement capabilities, enhancing the Apache's lethality on the battlefield—one shot – one kill.

Another advantage of the XM1211 is that it remains a near-ballistic match with the M798. The XM1211 will allow aircrews and FARP personnel to interchange the two rounds without modifying the gun, the feeder, or the barrel. This gives commanders operational flexibility while appropriately arming their aircrews based on the threat.

Advantages of the XM1211 High Explosive Proximity Round:

- **Enhanced Effectiveness Against UAS (C-UAS):** Unmanned aircraft systems have become an increasingly common and dominant threat on the modern

battlefield. The XM1211's proximity fuse allows it to detonate near a target, making it highly efficient at engaging and neutralizing Class I, II, and III UAVs, even if they possess evasive capabilities.

■ **Improved Anti-Material Capabilities:** While the M798 HEDP round excels against armored vehicles, the XM1211 significantly improves its effectiveness against composite or light-skinned vehicles. The proximity fuse enables the round to detonate above or near the target, maximizing its impact and increasing the probability of complete vehicle destruction.

■ **Increased Lethality Against Enemy Personnel:** The XM1211 round also addresses the need to engage enemy infantry effectively. By detonating close to the ground versus impacting the earth, the round generates a relatively sizeable lethal fragmentation pattern, making it effective at countering enemy personnel, especially in open terrain, undercover, or during dismounted operations.

Looking beyond the increasing capabilities of the M230, the future remains bright for the AH-64 and LSCO lethality. Recent world events have again shown that a highly lethal attack platform, armed with the latest munitions

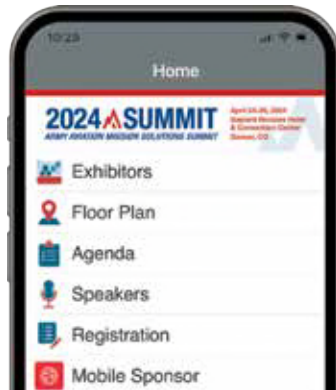
and weaponry, is an absolute combat multiplier. ACM-RA's platform and lethality modernization efforts, coupled with the USAACE CG, MG "Mac" McCurry's efforts to see – move – strike, and extend, remain in lockstep as we anticipate future warfare. Advances in the capabilities of the Joint Air-to-Ground Missile (JAGM), autonomous/semi-autonomous rockets, and the Long-Range

Precision Missile are just a handful of examples Army Aviation is pursuing to increase Apache and U.S. Army lethality.

ATTACK!

COL Brian T. Woody is the director of the Army Capability Manager for Reconnaissance and Attack, Combat Development Integration Directorate, Ft. Novosel, AL.

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Focus on the Requirement

By MAJ Patrick McGee, Mr. Roger Graf and Mr. Frank Bayush

AP-RDD is a sub-directorate of the Aviation Capability Development and Integration Directorate (CDID), Futures and Concepts Center (FCC), under Army Futures Command (AFC). AP-RDD comprises two divisions: Future Attack Reconnaissance Aircraft (FARA) and Future Long-Range Assault Aircraft (FLRAA). Our mission is to determine and develop requirements and supporting documentation for future manned Army Aviation platforms and synchronize DOTMLPF-P analysis for those systems. Our key tasks, executed in step with the Future Vertical Lift (FVL) Cross-Functional Team (CFT), also under AFC, are to develop the Joint Capabilities Integration and Development System (JCIDS) requirements documents for FARA and FLRAA. Our additional roles include working with the science and technology communities, along with Program Managers and industry partners, to support Aviation evaluations, experimentations, and studies to inform capability requirements.

Developing accurate requirements and next-generation performance attributes for future manned Army Aviation platforms (FARA, FLRAA) requires technological curiosity and a deep knowledge of Aviation, Army, and Joint Service concepts of employment and capabilities. AP-RDD military analysts working at Fort Novosel, Alabama, must understand the FARA/FLRAA platform concept development, stay abreast of ongoing experimentation efforts to mature key technologies, and ensure traceability between these efforts and requirements documents to ensure next-generation equipment meets the warfighter's current and future needs.

FARA FARA Competitive Prototypes (CPs).



Bell's 360 Invictus

FARA is a purpose-built armed reconnaissance platform designed to provide next generation aerial reconnaissance capability. The FARA program's requirements will provide transformational reach with increased speed, range, and endurance. The platform will also offer advanced survivability, lethality, sustainment, reconnaissance, and light attack capabilities per the Joint Warfighting Concept (JWC) and across the Multi-Domain Operations (MDO) continuum. When teamed with Launched Effects (LE) and Long-Range Precision Munitions (LRPM), FARA will enhance intelligence collection with decreased workload for the aircrew while providing non-lethal and lethal options during reconnaissance operations. FARA's Modular Open System Approach

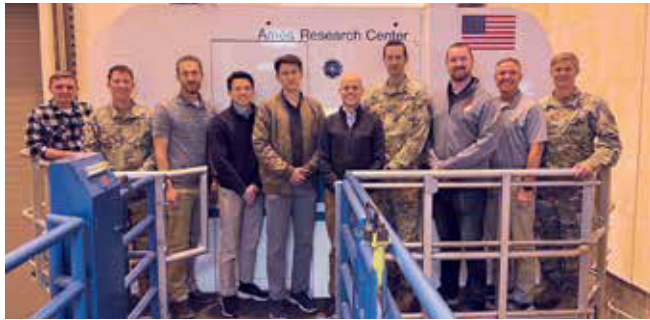


Sikorsky's Raider X

(MOSA) architecture represents a "clean slate" opportunity to integrate advanced capabilities affordably. Currently, FARA is finalizing the program's Capabilities Development Document (CDD) with the goal of a Milestone B decision in FY26 to remain on schedule for a First Unit Equipped (FUE) date in the early 2030's.

As part of AP-RDD's regular participation in experimentation efforts to inform requirements for the FARA program, we participated in the September 2023 Advanced Rotorcraft Configuration Testing of Increased Capabilities (ARCTIC-4) study conducted by Combat Capabilities Development Command, Aviation and Missile Center (DEVCOM AVMC) and the United States Army

Aeromedical Research Laboratory (USAARL). The study was conducted in NASA's Vertical Motion Simulator, a ten-story, six-axis motion simulation facility, at the Ames Research Facility in California. Simulated missions were conducted by pilots from the Aviation CDID and Redstone Test Center (RTC) to collect data on how the implementation of advanced aircraft flight control laws, made possible by full authority fly-by-wire systems, affected pilot workload, brain activity, and fatigue while in FARA mission profiles requiring speeds of 150KTAS below 150ft AGL.



Members of AP-RDD, RTC, DEVCOM AVMC, and USAARL in the NASA Ames Vertical Motion Simulator during ARCTIC 4 study.

U.S. ARMY PHOTO

the construction of aircraft prototypes for developmental and operational testing to remain on schedule for a First Unit Equipped in the early 2030's.

With the Army's selection of Bell Helicopter's tilt-rotor design for the FLRAA program in December 2022, AP-RDD and the FVL CFT efforts have focused on receiving approval of the FLRAA CDD and continuing work with PM FLRAA to refine aircraft design and configuration to meet system requirements. While CDD approval will enable the FLRAA program to move forward, finalize design, and begin building prototypes, ensuring the aircraft design meets the warfighter's requirement is critical. One venue to source this information is Soldier Touchpoints (STP). These events bring Soldiers, aircrews, and representatives from across the Aviation enterprise together to gather user feedback on the proposed design. The first of 12 planned FLRAA STPs was completed in December 2023 at Bell Helicopter's Flight Research Center in Fort Worth, Texas. During STP 1, Soldiers from 1-7 Cavalry Squadron (1CD) and 1st Air Cavalry Brigade provided feedback on ingress, egress, and seating configuration based on a mock-up of the aircraft's cabin and cockpit. Events such as these and the unwavering focus of the Aviation enterprise will ensure FLRAA's design meets warfighter requirements and enables mission accomplishment in future conflicts.

FLRAA



FLRAA will be based on Bell's V-280 Joint Multi-Role Technology Demonstrator tiltrotor's design.



1st Cavalry Division Soldiers conduct egress drills on a FLRAA cabin mock-up during a Soldier Touchpoint

The FLRAA program seeks to deliver a clean-sheet vertical lift aircraft to augment the H-60 Black Hawk utility helicopter fleet and provide the operational reach required on the future battlefield. Broadly, the requirements for FLRAA will provide the Army with a vertical lift platform that enables long-range, high-speed options in contested environments across the air assault, medical evacuation, and Special Operations mission sets. FLRAA's MOSA architecture and digital backbone will dramatically reduce new capability integration time as well as reduce sustainment costs throughout the aircraft's lifespan. FLRAA is on track for a Milestone B decision in FY24 which will provide for



MAJ Patrick McGee is the Director of Aviation Platforms – Requirements Determination Directorate (AP-RDD), Mr. Roger Graf is the FARA Lead and Mr. Frank Bayush is the FLRAA Lead for AP-RDD; all located at Fort Novosel, AL.



U.S. ARMY PHOTO BY OPTICAL CORNWELL

Enabling Army Aviation Capabilities for the Enduring and Future Fleet

By COL Donald Kirk, LTC Anthony Booher, MAJ Pete Todsén, CW3 Matthew Marshall, Mr. Robert Bailey, and Mr. Gary Fugate

In the Spring of 2023, the Army Futures Command (AFC) Future Vertical Lift – Cross-Functional Team (FVL-CFT) sponsored the Experimental Demonstration Gateway Event (EDGE) 23 at Yuma Proving Grounds (YPG). EDGE is an annual scheduled event to demonstrate, evaluate, and operationalize many future capabilities and technologies that will enable the “digital” Army of 2030, specifically within Army Aviation. To make these technologies a reality, Aviation Enablers – Requirements Determination Directorate (AE-RDD) is writing requirements to ensure that Army Aviation remains at the cutting edge of this digital transformation and is in step with the Army’s modernization efforts.

The following programs are just a sample of the many different projects and programs that are being worked on by this office and in conjunction with our material development partners at Program Management Office–Aviation Mission Systems & Architecture (PM AMSA); Program Office–Aircraft Survivability Equipment (PM-ASE); and Product Management Office–Air Warrior (PMO–Air Warrior).

Cutting-edge Aviation Mission Planning Software (CAMPS)

Closing gaps and providing the Warfighter with the best, behind-the-glass mission execution information is our priority. That is why we are partnering with the Special

Above photo: The distinctive shape of the DVEPS sensor package can be seen mounted to the nose of this HH-60 MEDEVAC.

Operations Aviation Regiment (SOAR) to bring modernized mission planning software to the entire Aviation enterprise. Current aviation mission planning software needs to be more convenient, maintain pace with technological advancements, and meet the Army’s agile software development demands required of the future battlefield. We are working to deliver a product that is developed with user input, is hardware agnostic, and provides users with a more intuitive interface. This product also provides a solution to the Army’s ‘halt-fix-pivot’ strategy because it delivers a customizable mission planning package that’s network friendly, isn’t refactored with unnecessary code or functions, and reduces the cognitive workload on aircrews. Warfighters should begin seeing this capability within the FY24-25 timeframe.

Flying in Degraded Visual Environments

The Degraded Visual Environment Pilotage System (DVEPS) provides a multi-sensor, fused image, “see and remember” capability for the HH-60. Currently, there have been two of three user feedback assessments conducted on DVEPS by the 1st Cavalry Division Air Cavalry Brigade

(ACB) in 4QFY22 and the 1st Armored Division Combat Aviation Brigade (CAB) in 3QFY23. A third user assessment is scheduled for 2QFY24. Operational usage demonstrates enhanced situational awareness and hazard avoidance capability for aircrews. It also improves operational capability and safety in brownouts, varying levels of visible moisture, and night operations through all phases of Multi-Domain Operations. We anticipate conducting a thorough disposition analysis once all operational feedback is received in late 3QFY24.

Aircraft Survivability Equipment (ASE) Training

Recognizing the necessity for units to train ASE employment and maneuver tactics efficiently and effectively at home station, systems presently only used at Combat Training Centers (CTCs) are being leveraged in new ways. The ASE B-Kit Emulator (ABE) uses ground-based threat emitters and minimal equipment installed on participating aircraft to provide realistic threat indications to the aircrew. The next evolution of ABE, Embedded-ABE (E-ABE), transitions the capability to a software solution that permanently resides on each aircraft and no longer requires ground-based emitters, allowing Aviation Mission Survivability (AMS) training to be conducted on any given flight while at home station or in a deployed environment. A proof of concept was demonstrated at the Combat Aviation Brigade (CAB) Architecture Integration Lab (AIL) at Redstone Arsenal, AL, in February of 2022. This capability continues to capitalize on that momentum and continues to evolve. An initial iteration is planned for implementation at the Aviation Tactics Instructor Course (ATIC) at Fort Novosel in FY25. Fleetwide implementation continues to be developed with

other aircraft modernization efforts and could be available as early as FY26.

Improved Aircraft Ground Support Equipment

The Aviation Enterprise is procuring a new Aviation Ground Power Unit (AGPU), AGPU 1.1, to support the H-47 fleet. Currently, units are participating in a Special User Evaluation (SUE) at Fort Campbell, KY, and Fort Liberty, NC. A four-cylinder, turbocharged diesel engine powers the AGPU 1.1 and is digitally controlled through a Controller Area Network (CAN Bus). When fielded, it will be qualified for use not only on the H-47 but also on the H-60 and H-64. Procurement is limited to filling an existing capability gap supporting the Chinook fleet. Like our current AGPU, it provides electrical, hydraulic, and pneumatic services. A key feature of the AGPU 1.1 is detecting and removing air, water, and particulate contaminants from hydraulic fluid. The first unit equipped is anticipated in FY25.

COL Donald Kirk is the director of the Aviation Enablers - Requirements Determination Directorate, Aviation Capability Development Integration Directorate; LTC Anthony Booher is the military deputy, and MAJ Pete Todsen, CW3 Matthew Marshall, Mr. Robert Bailey, and Mr. Gary Fugate are division chiefs; all are located at Fort Novosel, AL.



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Training and Achieving Mission Success: Partnerships Across Service Branches

By 2LT Ajay Raghavendra



UH-60 viewed through NVGs showing the MARSOC Raven team at the PZ

In October 2023, 3rd Battalion, 142nd Aviation Regiment, Assault Helicopter Battalion (AHB), from the New York Army National Guard (NYARNG) dispatched four UH-60M Black Hawk helicopters to support MARSOC RAVEN

The Marine Forces Special Operations Command (MARSOC) RAVEN is a pre-deployment unit readiness exercise used to evaluate Marine Special Operations Companies and Marine Special Operations Teams. During these exercises, the teams are expected to execute complex missions under condensed timelines in a simulated combat environment. The symbiotic interaction between Marine Raiders and Army Aviation assets, and special operations forces (SOF) and conventional forces provided numerous training opportunities. Furthermore, Army Soldiers and Marines worked together and built a partnership that may prove invaluable in the battlefield.

In October 2023, the NYARNG exploited the duration of the exercise and successfully executed a two week-long Annual Training (AT) mission in support of MARSOC RAVEN. The NYARNG team consisted of Pilots, Crew Chiefs, Aircraft Maintainers, Operations Specialists, Signal Support Specialist, and Logistics/Supply personnel lead by A Company Commander CPT Devis Ceci. MAJ Charles S. Ackley Jr. represented the Battalion and assumed mentorship and supervisory responsibilities in this training exercise. From an Army Aviation standpoint, this Platoon-level exercise that included 29 Soldiers provided numerous training opportunities listed below:

The Ferry Flight

Four UH-60M Black Hawk helicopters were flown from New York's Army Aviation Support Facilities (AASFs) in Albany (ALB) and Ronkonkoma (ISP) to Gulfport-Biloxi International Airport (GPT). The aircraft, equipment and personnel were housed at the Mississippi Air National Guard's Gulfport Combat Readiness Training Center. During the ferry flight consisting of numerous fuel stops, load plans ensured all critical equipment and Soldiers were safely transported over 1,000 nautical miles. The ferry flight also provided opportunities for multi-ship formation flying, instrument flight, and executing instrument approaches.

LAO and Mission Planning

Upon reaching Gulfport MS, planning, and synchronization meetings between the MARSOC and Aviation teams were conducted. This was followed by a daytime local area orientation (LAO) flight in an effort for the air crew to familiarize themselves to the training area, pick-up zones,

ALL PHOTOS PERSONAL. PHOTOS BY 2LT AJAY RAGHAVENDRA

and landing zones and routes. The LAO also helped identify potential hazards and helped reduce the overall risk of the mission.

Missions

Soon after the LAO flights, a kill/capture helicopter assault mission was conducted to support teams of MARSOC raiders. Pre-mission planning and execution also included the MARSOC team performing cold load training and aircraft familiarization. The same evening, three Black Hawk helicopters launched to the PZ and transported the MARSOC Raid team to the LZ. The follow-on mission for the helicopters included casualty evacuation (CASEVAC) support. For the remainder of the AT, Aviation elements continued training and supported the MARSOC team. Training missions included Black Hawk helicopters staged for forwards deployment support with Naval surgical teams to provide direct CASEVAC support. One aircraft was on stand-by while the other aircraft conducted routine training near the vicinity. Upon completion of the CASEVAC mission, aircraft refueled and postured for follow-on missions. The Black Hawk helicopters also worked in-conjunction with USMC Attack Helicopters and an MC-12 Reconnaissance aircraft. These missions were flown at night under night-vision goggles (NVGs).

RL Progression and Mentorship

White space between missions paved the way for additional training, qualification, and proficiency. Aviators and crew chiefs worked with Instructor Pilots (IPs) and Standardization Instructors (SIs) on furthering their qualifications, readiness level (RL) progression, and overall mission readiness. Junior enlisted Soldiers who recently graduated from 15-series Advanced Individual Training (AIT) received technical training from senior maintainers and technical inspectors (TIs). Additionally, MAJ Ackley, CPT Ceci, experienced warrant officers, and non-commissioned officers (NCOs) continued to mentor and develop newly minted Army Aviators and junior enlisted Soldiers.

Maintenance

Ensuring full mission capable (FMC) aircraft demands a dedicated and talented group of maintainers. While the completion of scheduled and routine maintenance/inspections keep the maintenance team busy, aircraft in a simulated combat environment are subject to additional damage and maintenance squawks. During this AT, maintainers completed routine maintenance, replaced a damaged windshield, and resolved an engine malfunction attributed to a failed fuel supply line. An experienced team that included a Maintenance Test Pilot (MTP) and maintainers delivered FMC aircraft while continuing to train and mentor junior maintainers.

The opportunity to participate in the MARSOC RAVEN exercise provided invaluable “real world” training opportunities to the National Guard Aviation Platoon. 42nd Combat Aviation Brigade Commander and New York State Army Aviation Office COL Jason C. Lefton mentioned, “It is important for us as a conventional Army helicopter force to work with special operations forces (SOF) and for SOF to understand our capabilities and limitations”. COL Lefton added “the Aviators and crew chiefs flew exciting



LAOs and LZ Recon at Camp Shelby, MS.

missions that helped them keep their skills fresh after returning from a deployment only a few months ago”. 3rd Battalion 142nd Aviation Regiment Commander LTC Paul M. Bailie remarked that “MARSOC Raven 24-2 is one of four unique platoon-level exercises that our Battalion will participate in this FY to maintain platoon-level proficiency in our METL tasks achieved while supporting contingency operations overseas. MARSOC Raven 24-2 and 24-4, TRADEWINDS 24, and FEMA Region II exercise in Puerto Rico will allow me to validate my company commander’s ability to deploy and employ their forces and validate my staff’s ability to plan and support competing requirements that Aviation units consistently endure”.

The Black Hawk helicopters flew a total of 112 hours and the Aviation component showed adaptability and resiliency by successfully executing missions under stressful environmental and operational conditions.

2LT Ajay Raghavendra is a platoon leader and UH-60M pilot for Co. A, 3rd Battalion, 142nd Aviation Regiment (Assault Helicopter), New York Army National Guard, at Latham, NY.



SSG Hewitt and PFC Tamez performing a windshield replacement.



Ann-Margret

By Colonel Doug Moore, U.S. Army Retired



NATIONAL ARCHIVES PHOTO PUBLIC DOMAIN

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

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

A recent *Aviator* article on Bob Hope brought back memories. I was assigned to the 57th Medical Detachment (DUSTOFF) at Tan Son Nhut airfield in December of 1964 when Bob and this troupe came. As they were driving into Saigon, two Viet Cong agents drove a truck into the Brinks Hotel parking lot. The explosion killed two Americans and wounded 60 others. At his show the next day, Bob quipped "While on our way downtown

yesterday, a hotel passed us!"

I was duty pilot that day and about mid-afternoon, I picked up several wounded Vietnamese and took them to the Cong Hoa Military Hospital located just across the fence at the eastern end of Tan Son Nhut. Then I hopped over the fence as we usually did and began hovering down the taxiway towards our parking area at the far western end of the airfield. We were hovering lazily along about 20 feet off the ground when our medic shouted "Hey, look to our left!" The Bob Hope show was underway in front of one of the large hangars and as I looked that way, Janet Leigh walked out in a white body sock. I did a quick pedal turn and began hovering sideways until the tower told us to get the heck out of that area.

Thousands of service personnel listen to Miss Ann-Margret sing one of her numbers during her show in Danang, Vietnam 1966.

After that tour in Vietnam, I was assigned to Camp Zama, Japan in a unit that flew patients arriving at Yokota and Tachikawa Air Force Bases out to six U.S. hospitals built in a wide arc around the greater Tokyo area. In December of 1967, the US Army, Japan (USARJ) Public Affairs Officer called to tell me Bob Hope would be stopping off and wanted to visit some of our hospitals. At the time, the USARJ Flight Detachment only had a couple of OH-23s, so our medevac unit with its five UH-1Ds was regularly tasked to fly congressmen, movie stars, and other dignitaries, like

Billy Graham, when they visited.

I vividly recall meeting Bob Hope, Ann-Margret, Nancy Sinatra (with her walking boots on), and NFL football player Rosie Grier (humongous fellow), when they arrived at Rankin Army Airfield.

Several months later, I went back to Vietnam to command a DUSTOFF unit at Cu Chi and learned Bob Hope would be coming on Christmas Eve of 1968. I got my pilots together and told them I would pull first-up duty that night because I wanted everyone else to see the show. After getting a volunteer to pull duty with me, WO-1 Doug MacNeil spoke up and said in his slow drawl, "Sir, I dated Ann-Margret a few times while we were freshmen at Northwestern University. Do you think I could try to see her while they are here?"

The other pilots began accusing him of combat fatigue, but I could tell he was serious. Doug was an unusual fellow who had almost finished a master's degree in philosophy at Northwestern before becoming fed up with the anti-war sentiment sweeping the Nation and joined the Army. Doug was 30 years old at the time and the oldest pilot in the unit except for me.

I called the 25th Infantry Division Public Affairs Officer who arranged for Doug to fly the group from site to site while they were in the 25th Division's area of operation. He also borrowed my jeep and brought Ann-Margret to our unit for a short visit.

In the spring of 1969, newly promoted CW2 McNeil asked to extend in order to complete his military obligation early and get back to finish his master's. I told him "no" because he had been shot up far too many times and had been wounded. After I left, he apparently talked my replacement into letting him extend and then accepted one of those "post card" appointments to first lieutenant.

In April of 1970, Doug was called to a "Hot LZ" north of Cu Chi to pick-up a wounded American. The mechanized unit said they were still receiving sniper fire but thought they could suppress it long enough for him to evacuate the wounded man. While Doug was landing, a hidden .51 caliber hit him in the chest, killing him instantly.

In the spring of 2004, my wife and I were planning a trip to Branson, Missouri to attend a high school reunion when a friend reminded me that Andy Williams owned a theater there and that

Ann-Margret was a regular star. I found she would be there during our stay, so I sent pictures taken in Japan and told her we would be in the audience on a certain night. I also told her about Doug MacNeil, because she was married shortly after they were freshmen together and might not be aware that he had been killed. We had just settled into our seats when someone tapped me on the back. It was the theater manager who told me Ann-Margret wanted us to visit when the show ended and that he would send an escort as soon as she changed out of

remember," she said, "He was such a kind and gentle person."

From that moment on, Ann hung onto my arm as she walked us around and introduced us to a much larger group that had assembled by that time. She kept telling everyone that visiting the troops in Vietnam was the highlight of her life and she kept introducing me as "one of my good men." After about 15 minutes, Barbara and I felt we were intruding and ought to go, but Ann insisted we stay. Although she had another performance scheduled that evening, we

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her show costume. After the performance, we were led to the "green room" along with several of Ann's friends and other show people. When she came into the room, one of her handlers took her around to introduce her to the group and my wife and I were last in line.

When introduced, Ann threw her arms around my neck and hugged me tightly. I thought she would never turn loose as she began telling me how much she had appreciated my letter and the pictures. She also told me she had not been aware that Doug had been killed and asked what happened. Tears welled up in her eyes when I described the circumstances. "That's the Doug I

spent 40 minutes or more with her before we could gracefully get away.

As an aside, Ann was as beautiful as she was 35 years earlier and in tremendous physical shape. She was as solid as a rock and told me she exercised every day.

There are a few special people in this world and I think all of us Vietnam Veterans would agree that Ann-Margret is particularly special.

COL (Ret.) Doug Moore is a VHVA life member living in Haymarket, VA.

50 Years Ago – Women in Army Aviation: Modern Pioneers in Army Aviation

By Mark Albertson



TOP GUN - 2LT Rosemary R. Loper is the 14th woman to be rated as an Army Aviator, and the first one to be an Honor Graduate in her class. On receiving her wings, she was congratulated by guest speaker, MG Norris E. Sills, left, CD, 310th Support Command, Ft. Belvoir, VA, and BG Robert A. Holloman, III, Ft. Rucker's Deputy Commander.

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

In the February 28, 2009 issue of Army Aviation, Brigadier General Anne F. MacDonald wrote the first of three articles commemorating the 35th anniversary of women serving in Army Aviation.¹ Her focus was on the earlier group of women, those who first joined Army Aviation years before it became an official branch of the Army. This month we will highlight some of these early female Army aviators and their accomplishments and invaluable contributions to the history of Army Aviation.

Major General Jessica L. Wright, U.S. Army Retired

Jessica L. Wright enlisted in the Pennsylvania National Guard in 1975. That same year, she was commissioned through the Women's Army Corps Orientation, Officer Candidate School, Fort McClellan, Alabama. She matriculated through the Rotary Wing Aviator course at Fort Rucker, and by 1978, became the Army National Guard's first female aviator.

"There were not many women in aviation," Wright said. "It was a new thing. There were some people who weren't that happy about it."



Then 1LT Jessica Lynn Wright in a UH-1H Iroquois helicopter.



Nancy Jane Currie-Gregg, the first female Army astronaut.

From February 1977 to August 1979, she was a CH-47 pilot in the 228th Aviation Company, Harrisburg, PA and subsequently served as the Flight Operations Platoon Commander, 1028th Transportation Company, Harrisburg, from January 1982 to May 1983. She was the Assistant Branch Chief, Eastern Army Aviation Training Site in Annville, PA from July 1985 to September 1985; an Assistant Professor of Military Science, Georgia Southern University, Statesboro, GA from November 1986 to January 1989; and attended the Army War College, Center for Strategic and International Studies, Washington, D.C. from July 1996 to June 1997.

In June 1997, Colonel Jessica L. Wright assumed command of the 28th Combat Aviation Brigade, 28th Infantry Division, Annville, becoming the Army's first female maneuver brigade commander. She was the State Aviation Officer, Headquarters, State Area Command, Annville, from November 1998 to May 2000, and in June 2000 began serving as the Assistant Adjutant General-Army, for Pennsylvania. Promoted to brigadier general a year later, she ultimately was sworn in as Pennsylvania's first female Adjutant General in February 2004 and promoted to major general in April 2005.

On May 24, 2012, Jessica L. Wright was confirmed as the Assistant Secretary of Defense for Reserve Affairs, and, on January 1, 2013, Acting Under Secretary of Defense for Personnel and Readiness until March 31, 2015.

Brigadier General Rosemary Loper, U.S. Army Retired

Rosemary Loper was a 1972 graduate of Florida State University; after which she taught school in Richmond, Virginia. She subsequently joined the Army and became the 14th female to graduate from flight school. She said about her first day at flight school in 1975: "We were all given orders to report to an auditorium for our introduction. When I walked in, there were twenty or more guys. As in my style, I sat quietly a few rows back from the front. When the roll was called there were surprised looks and swiveling heads when I answered 'present.' Later, I learned they all thought I was there to take

attendance, not attend!"

Loper transitioned to the Army Reserve in August of 1980 where she continued her aviation career, fulfilling a variety of tasks, including command of the 6th Battalion, 158th Aviation Regiment.

In 1983, Captain Loper became the first woman pilot hired by Boeing when she accepted the position of chief corporate helicopter pilot three years after joining the company as a ground operations engineer."²

Loper continued her service in the Army Reserves, retiring with 32 years of service in 2006 as a brigadier general.

Colonel Nancy J. Currie, U.S. Army Retired

Nancy Currie was born in Troy, Ohio. She earned a Bachelor of Science degree, with honors from Ohio State University in 1980; went on to a Master of Science in Safety Engineering degree from the University of Southern California in 1985, followed by a Doctorate in Industrial Engineering in 1987 from the University of Houston.

As an Army lieutenant in 1982, Nancy J. Currie graduated with honors from the initial rotary wing flight training. She went on to become an instructor pilot at the U.S. Army Aviation Center, serving as a section leader, platoon leader, and brigade flight standardization officer for all phases of rotary wing flight, including combat skills and night vision goggle operations.

In 1987, Nancy Currie was selected by the National Aeronautics and Space Administration (NASA) to become a flight simulation engineer and completed the Astronaut Candidate Training Program in 1991. On June 21, 1993, she became the Army's first woman astronaut to go into space during an Endeavor (STS-57) mission, as a mission specialist 2, flight engineer. She completed three other shuttle missions: Discovery (STS-70) in 1995; Endeavor (STS-88) in 1998 (the first International Space Station assembly mission); and concluded space travel with Columbia (STS-109) in 2002. In total, Currie logged more than 1,000 hours in space.

In the wake of the Columbia disaster in 2003, she was assigned to lead the Space Shuttle Program's

Safety and Mission Assurance Office. She subsequently served in a number of capacities at the Johnson Space Center: manager of the Habitability and Human Factors Office; senior technical advisor in the Automation, Robotics and Simulation Division; and deputy director of engineering and chief engineer, NASA Engineering and Safety Center.

She was a Master Aviator, accruing more than 4,000 flying hours in rotary and fixed wing aircraft and retired as a colonel after a distinguished twenty-three year Army career in May of 2005

Endnotes:

1. Brigadier General Anne F. MacDonald was the first female active duty general officer in the Aviation Branch of the United States Army.
2. See page 2, "An Office With a View," Boeing Media.

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

AAAA Salutes The Following Departed...

LTC Harold Silver, Ret.
Deceased 5/12/2023 (Life Member)

COL James D. Rockey, Ret.
Deceased 6/28/2023 (Life Member)

LTC Guy L. Copeland, Ret.
Deceased 8/28/2023 (Life Member)

LTC Jephtha I. McNair, Jr. Ret.
Deceased 10/13/2023 (Life Member)

COL Joel J. Mikuta, Ret.
Deceased 10/28/2023 (Life Member)

LTC Milton H. Walker, Ret.
Deceased 10/30/2023

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)



AAAA **Chapter Affairs**

By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from LTC Nick Franck the Rising Sun Chapter President and CSM Marcell T. Scott the VP for Chapter Affairs, for authoring and sharing this information to our membership.

The Rising Sun Chapter

The Rising Sun Chapter is the sole Chapter situated in Japan, headquartered at Camp Zama. Despite its modest size, this organization wields significant influence as the exclusive Army Aviation unit stationed in Japan.

Operating within the expansive INDO-PACCOM area of responsibility, the battalion is consistently requested to conduct VIP air movements and the transportation of delegations at the highest echelons. Re-established in 2016, the Rising Sun Chapter comprises 39 members and operates under the direct jurisdiction of the US Army Japan, providing support to all US Forces in Japan.

Chapter Officer Composition

The Rising Sun Chapter prides itself on a distinguished board of officers, comprising of the most senior Army Aviation officials in Japan, the sole Aviation Command Sergeant Major is on island, and local Japanese Aviators. These officers bring a wealth of knowledge and expertise to the table, ensuring the Chapter's operations are carried out with efficiency and effectiveness. If you've ever been to Japan, you may have heard of the AAAA sponsored Bon Odori festival. The Chapter officers are dedicated to upholding AAAA's values and actively cultivating collaborative partnerships with Japanese Army Aviators, contributing to the advancement of the Aviation profession in Japan.

Engagement and Activities

In 2023, the Rising Sun Chapter embarked on a journey to overcome challenges and inject renewed vitality into the Chapter, operating on the Knife Edge of Freedom. The year kicked off with their annual Bilateral "First Flight" event, featuring coordinated flights of both US and Japanese aircraft. The Chapter actively participated

in airshows and bilateral festival events, opening up membership opportunities not only for Aviation Soldiers but also for members of their local community. This year, the Chapter successfully revitalized their fundraising initiatives during the "Cherry Blossom," "Hawaiian," and "Bon Odori" festivals. The Rising Sun Chapter also celebrated their December holiday party, generously sponsored by the AAAA.

Scholarship Program

A goal in 2024 for the Chapter is to try to develop a Chapter Scholarship Program to support the upcoming generation of Army Aviators. Through this initiative, the Chapter plans to develop scholarships to deserving individuals, not only providing financial assistance but also acknowledging their commitment to Army Aviation. By investing in the education of these individuals, the Chapter hopes to actively contribute to a brighter future for the Army Aviation Community.

The Future

The Rising Sun Chapter is committed to spreading their narrative throughout Army Aviation and AAAA. With the leadership of LTC Scott, the Chapter has reinvigorated their involvement in AAAA events and are dedicated to conveying the purpose and direction of the Chapter's vision. The Chapter's focus is on sponsoring events in 2024 while establishing relationships with other Chapters in their area of operations. Strengthening partnerships with the local community and fellow AAAA



Chapters will help the Chapter enhance the objectives of networking, recognition, voice, and support. It's great to see the strength of AAAA as our membership maintains a global presence.

Feel free to contact me if you need help with your Chapter, 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 NEWS ORDER OF ST. MICHAEL INDUCTEES

Air Assault Chapter



CW5 Orin F. Englishbee is inducted into the Silver Honorable Order of St. Michael by COL Clint Cody, commander of the 101st Combat Aviation Brigade on Friday, Dec. 15, 2023 at Fort Campbell, KY. Englishbee was recognized for his over 23 years of dedicated



INDUCTEES continued

Connecticut Chapter



CHAPTER PHOTO BY MAJ ERIC PETREZ

1SG James Duggan, CW4 Chris Mattson, and CW5 Mike Kermode are inducted into the Silver Honorable Order of St. Michael by COL Stephan Nowakowski and CSM Anthony Savino, 1109th Theater Aviation Sustainment Maintenance Group (TASMG) commander and senior NCO, on Jan. 19, 2024 at Camp Nett, Niantic, CT during the Connecticut Army National Guard Aviation Safety Day. Duggan was recognized for his accomplishments over 38 years of service to the CTARNG and U.S. Army Aviation culminating as the 1SG for A Co., 1109th TASMG; Mattson was

recognized for his service to Army Aviation as the standardization pilot for 1-169th General Support Aviation Battalion; and Kermode for his dedicated support while assigned to Operational Support Airlift Detachment 6.

Flint Hills Chapter



CHAPTER PHOTO BY LTC ALEX ARMITAGE

CW4 Kyle Prosofski is inducted into the Bronze Honorable Order of Saint Michael by LTC Mike McLean following his final AH-64E flight in 1st Squadron, 6th Air Cavalry Regiment at Marshall Army Airfield, Ft. Riley, KS. Prosofski will transition to the Arizona National Guard and serve as an AH-64 Standardization Pilot in the Peace Vanguard training detachment in support of the Republic of Singapore Air Force.

Iron Mike Chapter



CHAPTER PHOTO BY LTC DAVID J. BERMAN

BG Joseph A. Hopkins III is inducted as a Knight of the Honorable Order of St. Michael by COL D. Shane Finison, director of aviation for U.S. Army Forces Command G-3/5/7 at FORSCOM headquarters, Ft. Liberty, NC on Jan. 4, 2024. Hopkins was recognized for his accomplishments while serving as the FORSCOM aviation portfolio manager for the past two years on the occasion of his change of duty to Washington, DC as the Assistant Director for Army National Guard Operations, Plans and Training (G-3/5/7).

AAAA Awards



Order of St. Michael Inductees

Silver

Aviation Center Chapter
LTC Erica D. Huston
CW5 Jerry Mosley, Ret.
Colonial Virginia Chapter
Jerome P. Clifford
LTC Scott Ferris
Connecticut Chapter
CW5 Edward Pelletier
Mount Rainier Chapter
LTC John King
Phantom Corps Chapter
CW4 Gregory S. Hemm
Tennessee Valley Chapter
Thomas M. Somers

Bronze

Air Assault Chapter
CW2 Shane Barnes
CW3 Stephen Dwyer
SSG Tanner Grone

SFC Brandon Segovia
SGT Andrew P. Southard
SGT Cade Wolfe
Aviation Center Chapter
CW4 Terrill Camp, Ret.
CPT Christine M. Hogan
CPT Daniel R. Otto
James Ronald Thurman
Badger Chapter
CW3 Shannon Bohlman
SSG Emily L. Cash
SFC Robert L. Gibson III
LTC Donald C. Graham
CW2 Aaron Grudich
LTC Nils Henderson
CW4 Andrew Wickland
Colonial Virginia Chapter
SFC Hezekiah L. Jenkins
Kevin Kerner
Frontier Army Chapter
CW5 Collin R. Johnson
CW5 Edward I. Lambert
MSG Christopher Molen

CW4 Craig Phillips
Iron Mike Chapter
LTC Brandy Fields
Keystone Chapter
MAJ Shawn Dougherty
SFC Matthew Fetzer
MSG Tatum J. Hassler
CW3 Christopher R. Krause
CW3 Robert Reed
Morning Calm Chapter
LTC Alejandro M. Nunez
Prairie Soldier Chapter
CW5 Jason L. Graff
Ragin' Cajun Chapter
MSG Joseph P. Wietlisbach
Tarheel Chapter
COL Dan J. McAuliffe
CW5 Michael W. Young
Thunder Mountain Chapter
CPT Jacob N. Browning
SSG Zachary T. Cate
CW3 Jakob T. Fritz
CW4 Harry F. Haskins
SFC Gregory-Tuan T. Lai
SSG Hailey Y. Shatteen
Volunteer Chapter
CW3 Trailson N. Moore
Voodoo Chapter
LTC Brian P. Guilbeau
Washington-Potomac Chapter
LTC Tyler D. Eikenberry
LTC Ryan M. Greenawalt
MSG Warren N. Johnson

CWS John R. Kennedy
Winged Warriors Chapter
SSG Julio Hernandez



Knight Inductees

Air Assault Chapter
Bryan Packer
Morning Calm Chapter
COL(P) Brandon C. Anderson
Utah Chapter
Stephanie Warren
Winged Warriors Chapter
SGT Ana O'Haver



Our Lady of Loreto Inductees

Badger Chapter
Kailey Biedrzycki
Brooke Felber
Morning Calm Chapter
Sirenia Barragan
Sarah Woody Hendrickson



AAAA Membership Update By CW4 Ret. Becki Chambers

The Membership Corner

1 SG (Ret) Kirk Tower joined the military after two years in JROTC and his career has now come full circle. After retirement, Kirk is now continuing to serve his Nation as a JROTC instructor at J.L. Mann High School in Greenville, SC.



The Tower family

1SG (Ret.) Kirk Tower and Annette Tower, Ph.D.

Kirk grew up in western New York outside of Niagara Falls. He moved to Daytona, FL, when he was 14 years old. Annette grew up in Ipsheim, a quaint town in Bavaria, Germany, near Illesheim. She immigrated in 2001 after marrying Kirk. They met at the Deutsch-Amerikanisches Freundschaftsfest (German American Friendship Fest) at Storck Barracks, Illesheim. Annette barely spoke English when she moved here, but went on to earn her bachelor's degree, master's degree, her Ph.D., and is now a Marketing professor at Clemson University.

Kirk joined the Army in the summer of 1990 as a 67V OH-58A/C scout helicopter repairman and served as a plank holder for Eagle Team at the National Training Center in Ft. Irwin, CA. He later served in two Apache helicopter battalions in Germany and Ft. Hood, TX. Before the Army retired the OH-58A/C model, he transitioned to a CH-47D helicopter repairman. He was reassigned to Big Windy in Giebelstadt, Germany, from 1996 until September 2001. While assigned to Big Windy as a Flight Engineer, he had the opportunity to fly with some famous people, such as Terry Bradshaw, Mike Singletary, and Downtown Julie Brown, to name a few. A memorable

experience was when his aircraft was designated with the call sign Army 2 and he flew the then Vice President Al Gore to the Chernobyl nuclear power plant in Ukraine. In September of 2001, Kirk was reassigned to the 160th Special Operations Aviation Regiment, and during his 11 years in the Regiment, he served in many positions, deployed numerous times in support of OEF/OIF and retired as the B Company, 4-160th First Sergeant in 2012.

The Tower family has many hobbies. Kirk is an avid motorcyclist looking forward to new adventures with his BMW GS 1250 Adventure. They also enjoy white water rafting, skiing, and kayaking with Team River Runner, an organization devoted to supporting Veterans' transitioning to civilian life. The family is often found on the soccer pitch, cheering on children Nelson or Lillian, and supporting the Greenville Triumph. Annette greatly enjoys nature – hiking, gardening, and all things outdoors. Nelson has a passion for photography and can be found plane spotting or exploring eccentric places like abandoned buildings. Lillian has recently started playing volleyball as a goalkeeper. The Towers cherish time with their extended church family, visiting family and friends in Germany and the US, and playing cards with their Army friends.

Both Kirk and Annette have mentors they would like to thank. For Kirk, CSM (Ret.) Greg M. Chambers and COL (Ret.) Chris Kirk for their outstanding leadership, continuous counsel, and belief that he could succeed. "Above all, they both continue to set an example for me and motivate me to always look to improve myself and those around me." Annette would like to thank her sister Tanja, A.J. Taylor, Ph.D. (her former adviser at Austin Peay State University), and "family members and friends from all walks of life who've supported and inspired me."

When asked why they believe it is important for people to join a professional organization like AAAA: "Not only is AAAA a great way to stay connected to Army Aviation and those I've served alongside for most of my adult life, but AAAA also helps me stay informed about the future of Army Aviation and the direction it is headed, which helps serve my students in JROTC as they hone leadership skills and make key choices about their future. Being able to open doors for them or show those students the possibilities of scholarships and future trends in the Aerospace and Defense field is endless."

CW4 Becki Chambers
AAAA Vice President for Membership



New AAAA Lifetime Members

Greater Atlanta Chapter
CW5 James E. Winston, Ret.
Mount Rainier Chapter
CAPT M Thomas Kroon
Southern California Chapter
CSM Jonathan Canedo
Stonewall Jackson Chapter
MG Marti J. Bissell, Ret.

New AAAA Members

Air Assault Chapter
SGT Scott Anstey
Mr. Ritchie Portillo
Arizona Chapter
SPC Addam Flores
Aviation Center Chapter
2LT Samuel Akintoye
W01 Christian K. Beachler
2LT Gogal C. Brendan
2LT Stephen R. Cone
W01 Dakota L. Conroy
W01 Brittany M. Cushine
2LT Shane P. Haskins
2LT William D. Henry
W01 DMonte L. Jackson
W01 Colver T. Justin
SPC Josef Lemmen
2LT Isaiah Z. McElderry
W01 William E. McFadden
CW5 Steven McKnight
W01 Kyle W. Perkins
2LT Sage M. Peters
2LT Kamrin L. Rosling
W01 Cody L. Talley

W01 Caeson J. Walters
Mr. Stephen Williams
W01 James A. Wolfington
2LT Logan T. Zook
Badger Chapter
Mr. Rob DeGrave
Mr. Bryan Loeb
Mr. Austin Schulte
Central Florida Chapter
Mrs. Rebekah Wright
Grizzly Chapter
SSG Stephen P. Mantor
SPC Carlos Valdezcastillo
Iowa Chapter
SGM Todd Ketchel Isely, Ret.
Iron Mike Chapter
Mr. Anthony Hackett
Lindbergh Chapter
Mr. Josh Hall
Mr. Raymond Moomey
Lonestar Chapter
Mr. Jason Gohlke
TSgt Clifton Gregory
Mr. Neil Sanger
MacArthur Chapter
CW2 Christopher J. Gallant
Mr. Omar Ybanez
Magnolia Chapter
SSG John D. Madison, Jr.
Mid-Atlantic Chapter
Mr. Hugh D. MacMillan
Morning Calm Chapter
SSG Daniel Omar Cuellar
Mount Rainier Chapter
CAPT M Thomas Kroon
Narragansett Bay Chapter
CW2 James Belanger
CW3 Marc J. Biszko
1LT Brian Reilly
North Country Chapter

SFC Richard Huey III
North Texas Chapter
Mr. Brian Chase
Ms. Jayme Gonzalez
Ms. Bridget Hall
Ms. Lea Ramthun
Ms. Carolyn Strong
Ms. Jenny Williamson
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Mr. Keith Robinson
Ms. Suzanne Tomlinson
Mr. Wayne Williams
Mr. Cody Wood
Mr. Matthew Wright
Thunderbird Chapter
CW2 Timothy D. Buckner
PFC Whitney J. Clark
CW3 Zachary B. Jenks
SGT Robert L. Maggard
CW2 Wade M. Riggins
Voodoo Chapter

W01 Alexandra M. Williams
Washington-Potomac Chapter
Mr. Mike Brandhuber
Mr. Omeed Jafari
Mr. Christopher Molino
Mr. T.C. Williams
Wright Brothers Chapter
W01 Bernard N. Akposh
No Chapter Affiliation
1SG Travis R. Baldwin
CPL Travis Botkins
Allison Boughan
Ms. Adrienne Brown
Mr. Rodrigo Carvalho
Mr. Luke Edelman
SPC Aiden M. Ford
LTC Ronald Gillette
Mr. Jeff Henderson
Mr. Randal G. Newton
Mr. Jason Peters
Mr. Enrique Puente
Mr. Adam Reed
Mr. Matt Reed
Mr. Adam Riley
Mr. Jake Smith
Mr. Clint Trantum

Mr. Rickey J. Brown
MAJ James E. Bruckart
Mr. E. W. Cavanaugh
LTC Richard G. Cercone, Jr.
LTC Tzu-Shan Chang
COL James A. Coar, Ret.
MAJ Harry L. Connors, Jr. Ret.
Mr. Bruno Cussigh
2LT Arthur W. Galloway
Mr. William H. Gillispie
Mr. Michael F. Glass
MAJ Gregory W. Glover
Ms. Mary H. Gorman
COL Gerhard Granz, Ret.
LT Tyler Grubic, PhD
Mr. Jason Hager
COL Jose L. Hinojosa, Ret.
CW4 Delbert Jackson, Ret.
LTC Randy K. Jackson
CW3 Vladimir Kultschizky
MAJ David A. Jobe
Dr. Morey J. Kolber, PhD
LTC Peter D. Kowal
Mr. Matt Reed
CW3 Timothy J. Larz
MSG David W. Little, Ret.
LT Chad Milam
SGM Ivonne M. Morrison, Ret.
MAJ Darrel B. Nerove
Mr. Fred A. Newcomb
1LT Andrew J. Norton
SFC Henry R. Rathbone, Ret.
LTC Martin Scheld
Mr. Thomas R. Schiltz
LTC Jerry D. Scott
LTC Jay Q. Smith
MAJ James F. Speelman
LTC Friedrich Stern
W01 Armando B. Torres
MAJ L.D. Walker

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Help AAAA locate a lost member from this list and receive a FREE one month extension to your membership.
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Mr. Harold V. Bowie, Jr.
COL Fred E. Brown, Ret.
LTC Jeffery D. Brown

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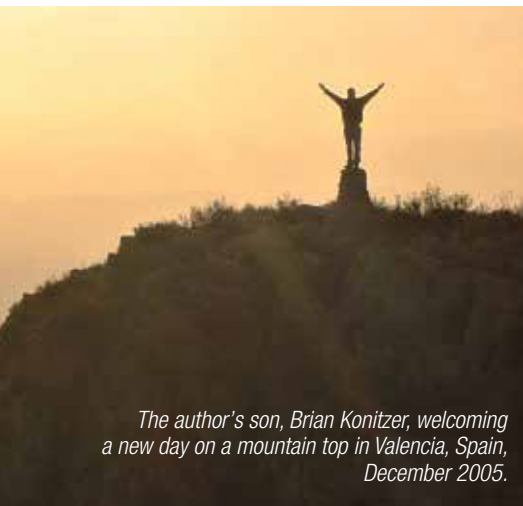
Each month, one 2024 ARMY AVIATION Magazine advertiser will be spotlighted. If chosen, your company may submit newsworthy information that will appeal to the Army Aviation community. To qualify, your company must have a signed 2024 insertion order for print advertising (1 Ad Minimum). Selected company will be randomly chosen by the 15th of the month prior.





AAAA Family Forum By Judy Konitzer

Reflect, Then Look Ahead



The author's son, Brian Konitzer, welcoming a new day on a mountain top in Valencia, Spain, December 2005.

FAMILY PHOTO BY BG REE, JUDY KONITZER

Aviation's 1st Lady Sadie McCurry shared this on her Facebook page, and I believe it bears posting. "(The) First rule of 2024 is to not dwell on what went wrong in 2023. God has a plan. Trust Him!"

The following are suggestions I have gleaned from a variety of sources about how to be grateful and make 2024 the best year of your life. Start with anyone and continue until they become an integral part of your life.

We can reduce our own stress and anxiety by practicing more gratitude for our own personal blessings and not comparing ourselves to others because we have no idea what their journey is about. We can and should be thankful for the knowledge that no one oversees our happiness and blessings except us. So let the day begin!

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

- | | |
|---|--|
| <p>Name three of your significant accomplishments.
...</p> <p>Recognize five of your personality traits that you're grateful for.
...</p> <p>Send someone you care about a handwritten card or letter telling them how much they mean to you.
...</p> <p>Sit in silence for at least 10 minutes each day. Buy a lock if you have to.
...</p> <p>Donate 10 items to charity, including 5 things you'd rather keep for yourself.
...</p> <p>Go for a drive and blast your favorite song, immersing yourself in the present moment.
...</p> <p>Bring a card, soup, or a thoughtful gift to someone who is sick.
...</p> <p>Volunteer for at least an hour a month whether it be at your church, school, community organizations, etc.
...</p> <p>List three struggles you experienced and overcame in your life. What did you do to overcome them, and who helped you? Now make a list of things that are currently challenging you. Pick just one... take a small step... and DO IT!
...</p> <p>You always have a choice to make someone's day better or worse, so choose wisely.
...</p> <p>Let someone go in front of you in line.
...</p> <p>Take an empty jar and begin filling it with daily notes about good things that have happened that day. Next year empty it and see what happened to bring you joy last year.
...</p> <p>Think of five people who irritate you or you have trouble getting along with. Now name three positive qualities about them. And forgive everyone for everything.
...</p> <p>Think of something you saw this week that melted your heart.</p> | <p>What is the most stunning place you've ever visited. Visualize it and enjoy the moment.
...</p> <p>What is your favorite holiday and why? Imagine the décor, the food, the entertainment, the social aspects and who you love to share this with.
...</p> <p>What friends are you most grateful for in your life?
...</p> <p>Name three things you love about your town.
...</p> <p>What meals do you enjoy most and why? Make sure to have one of them soon.
...</p> <p>Try to remember a happy memory from your childhood.
...</p> <p>Think about the personalities and unique qualities of someone you admire. Which qualities of them do you want to see in yourself too?
...</p> <p>Consider three things you own that make your life easier and learn to appreciate them.
...</p> <p>What nice thing did another person do for you this week. Now what is something nice you did for another person this week.
...</p> <p>Did you get any pleasant surprises today?
...</p> <p>Think about five things that make you happy instantly.
...</p> <p>Ask someone you admire to recommend a life changing book... and go read it.
...</p> <p>Go outside on a starry night and marvel at the beauty of nature.
...</p> <p>Choose a day to just celebrate life - get a cake, decorate, and invite your friends and family.
...</p> <p>Try to make at least three people smile today.</p> |
|---|--|



AAAA Legislative Report

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

"Do Your Job"-

Bill Belichick, Head Coach, New England Patriots

Six months. Half a calendar year. 180 days. This is how long Congress has pushed the due date for passing the 2024 Defense Appropriations Bill. The Defense Bills (NDA and Appropriations) are supposed to be enacted no later than 1 Oct any given calendar year. Congress has extended the due date for the Defense Bill passage to 8 March 2024 via another continuing resolution. There are 12 annual appropriations bills that Congress must pass- Agriculture, Commerce/Justice/Science, Defense, Energy/Water, Homeland Security, Interior/Environment, Labor/Health & Human Services, Legislative Branch, Military Construction/Veterans Affairs, State/Foreign Affairs, Transportation/Housing and Urban Development. Congress hasn't jointly passed ANY of them. Figure 1 is a simple roll up of how many Appropriations bills the House and Senate have passed.

The Defense Bill is expected to enter conference following the domestic appropriations bills (Interior, Transportation etc.). The Appropriations Committees certainly have their work cut out for them. The question is if partisan politics and/or internal party vitriol will impact efficient conferencing and subsequent passage of the bills. For instance, House Speaker Mike Johnson (R-LA) is already dealing with grumblings within the Republican party reminiscent of what ultimately led to the ousting of his predecessor Rep. Kevin McCarthy (R-CA). Even though an agreement was reached to cap the Defense Budget at \$886 billion and \$772 for Domestic spending, many hard right House Republicans are upset about issues pertaining to suspending the debt limit until 2025, and other efforts including the Israeli and Ukrainian supplemental bills.

UPCOMING EVENTS

APRIL 2024

24-26 AAAA Army Aviation Mission Solutions Summit, Denver, CO

MAY 2024

6-10 GSOF Special Operations Forces Week (formerly SOFIC), Tampa, FL
7-9 VFS (AHS) 80th Annual Forum, Montréal, Québec, Canada

There are many emotional hurdles associated with the domestic and supplemental appropriations bills. This doesn't bode well for Congress even getting to the Defense Bill prior to the 8 March 2024 deadline. Once again, the Defense Bill, and by proxy Army Aviation 2024 budget authority, is held hostage.

What is in the Ukraine and Israeli Supplemental Bills?

There are two separate and distinct supplemental bills for Ukraine and Israel. Both proposed by the House of Representatives. When considering the bills are germane to the overarching potential for Congressional negotiation of the 2024 Defense Bill it makes sense to understand what is being proposed. Note the Internal Revenue Service \$14 billion funding rescission in the House Israeli supplemental bill. This is in line with the strife, turmoil and drama impacting the ability for the Senate, House and President to broker a deal on the respective appropriations bills.

Ukraine (H.R. 5692- Ukraine Security Assistance and Oversight Supplemental Appropriations Act, 2024)

- Adds \$300 million in Operations and Maintenance for the Defense Security Cooperation Agency to remain available until 30 September 2025 for the Ukraine Security Assistance Initiative
- Provides assistance for training, equipment, lethal assistance, logistics support, supplies and services, salaries and stipends, sustainment and intelligence support to the military and national security forces of the Ukraine
- Replacement of any weapons or articles provided to the Government of Ukraine from the inventory of the United States, and to recover or dispose of equipment using funds made available in the proposed bill or prior Acts (Congressional Bills)
- \$20 million shall be transferred to the Office of Special Inspector General for Ukraine Assistance

Israel (H.R. 6126- Israel Security Supplemental Appropriations Act, 2024)

- Adds \$4.4 billion in Operations and Maintenance, Defense Wide until 30 September 2025 to respond to the attacks in Israel

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

Figure 1.

- Allows transfer of the \$4.4 billion to accounts under headings "Operations and Maintenance" and "Procurement" for replacement of defense article from the stocks of the Department of Defense (DoD), reimbursement for Defense Services of the DoD and military and education and training provided to Israel
- Procurement of Ammunition Army- \$801 million to remain available until 30 September 2026
- Procurement Defense Wide- \$4 billion to remain available until 30 September 2026 for the Secretary of Defense (SECDEF) to provide the Government of Israel for the procurement of the Iron Dome and David's Sling defense systems
- Research, Development, Test and Evaluation (RDT&E)- \$1.350 billion to remain available until 30 September 2025
- RDT&E- \$1.2 billion shall be for the SECDEF to provide the Government of Israel for the development of the Iron Beam defense system to counter short range rockets
- \$150 million for "Diplomatic Programs" to remain available until 30 September 2025
- \$100 million shall be available for Worldwide Security Protection to sustain requirements for Mission Israel and other United States Missions affected by the attacks on Israel
- \$50 million to remain available for "Diplomatic and Consular Service" until 30 September 2025 (Emergency evacuation of US Government personnel and citizens in Israel and in countries in the region impacted by the attacks in Israel)
- Funds Appropriated to the President, Foreign Military Financing Program- \$3.5 billion to remain available until 30 September 2025 to respond to the attacks in Israel- available for advanced weapon systems
- Rescinds \$14.3 billion from the Internal Revenue Service



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT

AAAA **Scholarship** Foundation

Wreaths Across America Wrap-up

By MG Jessica Garfola Wright, U.S. Army Retired

2024 was a monumental year for Wreaths Across America and the AAAA Scholarship Foundation.

A huge thank you to all those who participated in the AAAA Scholarship Foundation's Wreaths Across America Campaign.

Our 2023 goal was to sponsor 500 wreaths. The final count was 734 wreaths sponsored, which generates \$3,670 for the AAAA Scholarship Foundation General Fund. For the second year in a row, we were fortunate to have three individuals match the first, second and third \$1,000.00. The grand total for the 2023 AAAA Scholarship Foundation Wreaths Across America was \$6,670.00.

"Wreaths Across America is so important to me because both my parents and husband are interred in Arlington National Cemetery. Knowing every year that this program highlights their and others service and sacrifice is so meaningful to me. I appreciate everyone who chose to support not only Wreaths Across America, but also the Scholarship Foundation." – COL Karen Lloyd, U.S. Army Retired, President AAAA Scholarship Foundation, Inc.

"It was my pleasure to be a matching sponsor for Wreaths Across America for our 2023 Campaign. When I purchased my personal wreaths as well as when I volunteered to be a matching sponsor, I felt a warm hug from my Dad, an Army WWII veteran who served under Gen. Patton, and has long been deceased. I thank and admire Jessica for her commitment and dedication to promoting this program and to all of those who purchased wreaths for this great cause." – Ms. Janice F. Smith, Chief Executive Officer, System Studies & Simulation and AAAA Scholarship Foundation Fund Raising Chair.

The Wreaths Across America (WAA) Program began in 1992. AAAA Scholarship Foundation began its partnership with Wreaths Across America in 2019. The goal of WAA is to Remember the fallen, Honor those who serve, and their fami-



WREATHS ACROSS AMERICA GRAPHIC

lies, and teach future generations about the value and cost of freedom. Over 2,000 National Cemeteries around the world simultaneously held ceremonies and wreath placements at noon on December 16, 2023. The impact was significant because of your participation.

We have already begun our 2024 Wreaths Across America Campaign. To sponsor a Wreath, go to <https://wreathsasscrossamerica.org/pages/160022>. You may choose to send your Wreath to Arlington National Cemetery, or you may select from one of the more than 2,000 cemeteries in partnership with WAA. For every Wreath sponsored using the AAAA Scholarship Foundation WAA website, \$5 is donated back to the Scholarship General Fund and is used directly for scholarships.

By Sponsoring a Wreath, we are remembering the past and in turn supporting the future through our AAAA Scholarship Foundation.

Thank you!

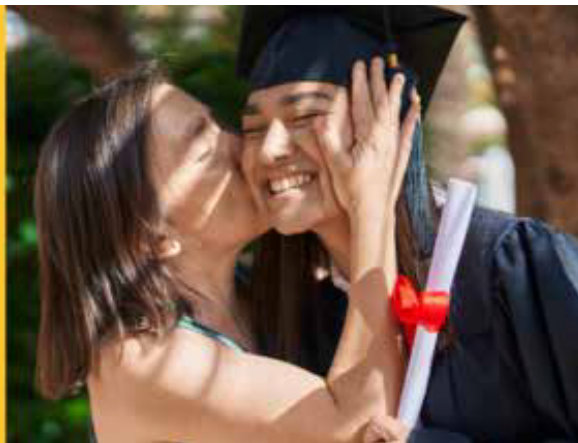
MG (Ret.) Jessica Garfola Wright is a subcommittee member of the AAAA Scholarship Foundation, Inc. Fundraising Committee.

AAAA is Family. We take care of our own.

Give to the AAAA Scholarship Foundation.



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





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 January 2023 through January 2024. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants. Every penny donated to the Scholarship Foundation goes directly towards scholarships as a result of the Army Aviation Association of America subsidizing all administrative costs (minus investment brokerage fees).

190th Assault Helicopter 7/17th Cavalry Association-IHO Barbara Inglett AAAA Arizona Chapter AAAA Aviation Center Chapter AAAA Badger Chapter AAAA Big Sky Chapter AAAA Bluegrass Chapter AAAA Central Florida Chapter AAAA Colonial Virginia Chapter AAAA Connecticut Chapter AAAA Delaware Valley Chapter AAAA Gold Standard Chapter AAAA Great Lakes Chapter AAAA Idaho Snake River Chapter AAAA Lindbergh Chapter AAAA Minuteman Chapter AAAA Mount Rainier Chapter AAAA North Texas Chapter AAAA Old Tucson Chapter AAAA Oregon Trail Chapter AAAA Southern California Chapter AAAA Tarheel Chapter AAAA Tennessee Valley Chapter AAAA Washington-Potomac Chapter Arthur Agnew All In Federal Credit Union All In Credit Union Amazon Smile Army Aviation Association of America, Inc. Army Otter-Caribou Association, Inc. Gerald Babor Bell Textron Inc. Helen & Joseph Bergantz Robert P. Birmingham Celeste & Paul Bogosian Steve Bolton Sherry C. Brown-IHO Joyce Hesson Richelle Brown Mary & John Burke C&F Bank Cynthia S. 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Hansen-IHO CW3 Stephen Hansen Joanne E. Hansrote Thomas M. Harrison Margaret & Clifford Holgate-IHO Joyce Hesson Scott W. Hollingsworth LuAnn Holmes-IHO Ernest & Clara Holmes Richard W. Huber Tom T. Huff LaVerne Sue Humpert-IHO Gabriel Spicer Immersive Wisdom Interagency Readiness Solutions LLC James M. Israel Charles Jackson-IHO Levi Scott Vietnam Helicopter Pilots Association JACS Aircraft Certification Specialists Jack A. James-IHO T/SGT Karl P. Danckwerth Sr.	Larry Jess Devon John Robert L. Johnson Johnson Outdoors Larry Martin Jonas JS Solutions LLC-IHO COL Hoecherl Clara Ann Junot-IHO Joyce Hesson Strata-G Solutions LLC Richard D. Kenyon-IHO Virginia Kenyon Thomas J. Konitzer Steven J. Labows James F. Leary Shane C. Leipertz Elizabeth & John Lewis-IHO Joyce Hesson Karen Lloyd Lockheed The Lockwood Group LLC Robert C. Lorenz Timothy A. Lunger M1 Support Services Elizabeth & Daniel T. Madish Truly & Tommy Marks Elizabeth A. Martin Stephen T. Mauro Thomas P. McGurn Rudy Mendez Jane F. Merryman-IHO Joyce Hesson Krista Mills Charles Mineo-IHO CW2 Brian Madrid William H. Morris Stephen Mundt-IHO S. Dwyer, T. Potts & J. Head Donald T. Munsch, Munsch & Co. Aeromechanics Ann & Bruce Murray-IHO Emma "Cass" Garola MyHy Liquid Hydration Mix James T. Naylor Network for Good Northrop Grumman-IHO COL Hoecherl Kathleen O'Connor AIRBUS DigiFlight, Inc. Elizabeth Oneill Ostovich Enterprises, Inc. The OV-1 Mohawk Association Amber & Brent Pafford Elaine & Clarence Patnode Marilee Patrick & Sandra Becker Patriot Taxiway Industries Daniel C. Pearson Kimberley Smith-IHO COL Terry M Peck Peduzzi Associates, LTD Barbara & Daniel Petrosky Phantom Products, Inc. Piasecki Foundation	Billingsley G. Pogue Kyle Poppell Douglas L. Powell-IHO Joyce Hesson Janet M. Powers Fund-IHO Joyce Hesson Radial Solutions Inc. Patricia & Brian Ranson Marc L. Rassler Charles R. Rayl-IHO Rosalie Sparks Recoil Aerospace, Inc. Marilyn C. Rickmeyer Jaros C. Rickmeyer Marilyn C. Rickmeyer John M. Riggs Roberson Giving Fund Kenneth Todd Royar Latny & Jonathan Salt Michael Schrumpp-IHO MG R. Molinnelli & LTC G. O'Grady The Sendak Family Shashy Family Charitable Fund Matthew D. Shattuck Billie K. Sikes Sikorsky, a Lockheed Martin Co. S3-System Studies & Simulation, Inc. Jan Smith Judith & Mark Smith Heather Snoe Jon Spaulding-IHO Emma "Cass" Garfolo 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
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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.

People On The Move

Awards

2CAB Soldiers Take Best Medic Competition



U.S. Army 1LT Emily Mckinney and SSG Daniel Tursi, both assigned to 2nd Combat Aviation Brigade, are presented awards for earning first place in the 2023 Eighth Army Best Medic Competition at USAG Humphreys, on Nov. 17, 2023.

Fitzgerald Inducted into OCS Hall of Fame



COL (Ret.) James H. Fitzgerald III was inducted into the OCS Hall of Fame in October 2023. He was commissioned as an Aviation Officer upon graduating as a Distinguished Military Graduate, Officer Candidate School Class 1-89, Fort Benning, Georgia, 27 January 1989. UH-60 qualified, he served in numerous positions throughout his military career to include commander, Special Operations Advisory Group, Special Missions

Wing-Afghanistan. He retired in Jan. 2020 and continues to serve as the Deputy Director of Reserve Personnel Management Directorate (GS15) at Human Resources Command, Ft. Knox, KY.

Duggan Retires



1SG James J. Duggan receives special recognition during the Connecticut Army National Guard Aviation Safety Day on Jan. 19, 2024 from COL Stephan Nowakowski and CSM Anthony Savino, 1109th TASMG commander and senior NCO, respectively, as he approaches retirement. His career spans over 38 years of service to the CTARNG and U.S. Army Aviation during which he flew 5,130 flight hours, including 500 combat hours; and he was one of two remaining CH-54B Flight Engineers with more than 500 hours in the Skycrane. He was the flight engineer on the Pennsylvania ARNG CH-47D that made a famous Afghanistan roof top landing to evacuate detainees 20 years ago on Nov. 10, 2003 and which became an early symbol of the war. He retires on Mar. 8, 2024.



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.

47 Officers December 14, 2023 Class 24-004

Commissioned Officers

2LT Mobley, Reid W. -DG
1LT Darbonne, Andrew S. -HG
1LT McNabb, Hanna N. -HG
2LT Allison, Zachary J. *
2LT Broomell, Thomas A.
2LT Cartwright, Andrew K.
2LT Farese, Nicholas V.
1LT Hostetter, Ryan D. *
2LT Hunter, Robert W. *
2LT Lake, Matthew E.
2LT Machorek, Jack W. *



FSXXI Class 24-004



2LT Ness, Jordan M.
2LT O'Keefe, Kirsten J.
2LT Schmitz, Jevon D. *
2LT Vosburgh, Nicholas A.
2LT York, Darian L.

Warrant Officers

W01 McDaniel, Coraline K. -DG
W01 Baum, Nicholas A. * -HG
CW2 Bell, Braden C. * -HG
W01 Nisewaner, Bryan D. -HG
W01 Ruckman, George R. -HG
W01 Colon Martinez, Cesar A.
W01 Cook, Matthew S. *
W01 Delgado, Alexander *
W01 Efrid, Troy L. *
W01 Everhart, Cody A. *
W01 Falck, Nicholas J.
W01 Filipunas, Kevin A.
W01 Forsberg, Jonathon R. *
W01 Franqui Guzman, Alan R.
W01 Garcia, Allen *
W01 Gonzales, Taylor A.
W01 Gracey, Brent T. *
W01 Johnson, Darius T. *
W01 Johnson, Holden J. *
W01 Kilgore, Nathaniel C.
W01 Nielsen, Ryan M.
W01 Parmanov, Mirsaid
W01 Scarbrough, Mitchell C.
W01 Schovajsa, Travis J.
W01 Schwartz, Byron H. *
W01 Taylor, Starnes W. *
W01 Turley, Coleman J. *
W01 Wallace, Layton D. *
W01 Walton, Jack H. *
W01 Watson, John D. *
W01 Wright, Nikolas R.

58 Officers. 11 January 2024

Class 24-005

Commissioned Officers

1LT Kulkarni, Eric S. -DG



FSXXI Class 24-005

2LT Bredice, Frank J. -HG
1LT Casale, Jacob G. -HG
CPT Thompson, Jacob W. -HG
1LT Broecker, Andrew S.
1LT Buhendwa, Nabuchi N. *
1LT Bush, Emily C. *
2LT Carriere, Brandon J.
1LT Chellis, Joseph C.
2LT Choi, Daniel *
2LT Franklin, Caleb E. *
2LT Goff, Joshua M. *
1LT Greer, Bianca E.
1LT Herbrich, Ryan D.
1LT Morgan, Nathan C.
1LT Northrop, John R.
2LT Petersen, Casey J.
1LT Powell, Natalie L.
1LT Starke, William L.
2LT Steele, Justin C.
1LT Sullivan, Caitlin N.
2LT Vazquez, Sophia E.

1LT Walker, Benjamin E. *

Warrant Officers

W01 Roy, Nicholas J. * -DG
W01 Diaz, Leonard A. * -HG
W01 Essenmacher, Ryan T. -HG
W01 Haaksma, Gerrit K. -HG
W01 Viadoy, Nicholas E. -HG
W01 Allen, Christopher J. *
W01 Belcher, Colin D. *
W01 Blake, Robert A.
W01 Cardona, Joseph M.
W01 Dean, Kenneth A.
W01 Delagarza, Megan A.
W01 Fox, Jasmine R.
W01 Garrett, Justin L. *
W01 Garvoille, Harmon M.
W01 Jeon, Donghwan
W01 Johnston, Kathryn M.
W01 Mansfield, Kimberly T.
W01 Mason, Lucas D.
W01 McKnight, John C., II *

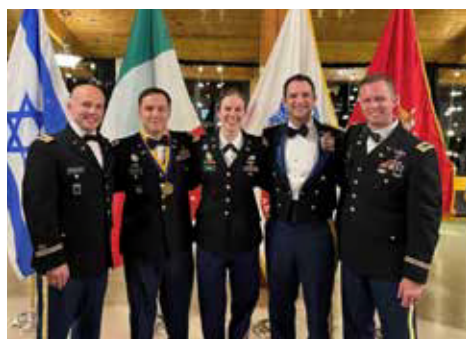
W01 Medley, Isaac M.
W01 Melchione, Joseph A.
W01 Pierce, Earl J.
W01 Rios, Adam
W01 Rogers, Kyle M.
W01 Rose, Zachary J.
W01 Seifert, Andrew T. *
W01 Singletary, Daniel G.
W01 Steven, Calvin A. *
W01 Still, Damear L. *
W01 Stronsky, Paul W., III
W01 Thomas, Kyle A.
W01 Villa, Stephen A. *
W01 Worley, Kaitlyn M.
W01 Wright, Michael A.
W01 Zarco, Neyri *

-DG: Distinguished Graduate

-HG: Honor Graduate

* = AAAA Member

Engineering Test Pilot Graduates



AAAA congratulates the following Army graduates of the Engineering Test Pilot Course at the United States Navy Experimental Test Pilot School, at Patuxent River, MD.

CLASS 163

5 Graduates, December 2023

CPT Nick Thurston
CW4 Brent Gregory
CPT Katherine Houle
MAJ Beau Carroll
CW3 Dan Riggs



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 050-23

PV1 Lily Grace Hunter * -DG
PFC Dominique D. Brown
SPC Eric Scott Espiritu
PV1 William Mack McGuire
PV1 Brody Allen Nelson
PFC Hunter Addison Sellers
PFC Iliana Adali Serna
Class 052-23
PV2 Nicholas Alan Grubb * -DG
PV1 Don Michael Berry
PFC Carson Paul Brillhart
PV2 Austin James Dahms
PFC Noah Anthony Goldberg
PV2 Fiona N Johnson
PV2 Kaleb Ardell Kegley
PFC Miguel Anthony Ortiz
PV2 Nathaniel S. A. Phillips

SPC Jacob Ethan Powers
PFC Ashley Nicole Preston
PFC Henry Charles Westfahl

CH-47 Medium Helicopter Repairer (15U)

Class 043-23

PV2 Troy M. Sandberg * -DG
PFC Colby W. Blankenship
PFC Vanessa J. Brynleifsson
SPC Chandler M. Farmer
SPC Travis Owen Hansen
PV2 Logan Charles Larson
PV1 Damon Mitchell Ritchie
SGT Joshua Douglas Warren

Class 044-23

PFC Andrew Ross * -DG
SPC Jose Alfredo Carrillo, Jr
PV2 Evan Alden Dibenedetto
PV1 Matthew Dm Elmore
SPC Fabio A Figueroa Soto
PFC Victor Gonzales, Iii
PFC George Francis Gregory
PV1 Roberto Melendez
PFC Alexander Ian Moore
PFC Hunter Douglas Rice

Class 045-23

PV2 Caleb Ray Holder * -DG
PV1 Dylan James Acres

PV2 Jordan Edward Arnold
PFC Justin Tyler Ayers
PV1 Danny K. Bartram, III
PFC Haley Marie B. Lyttle
PV2 Ethan Dale Caudill
PV2 Dawson Dane Hairrell
PV2 Nathaniel Lynn Harrison
PFC Joshua Matthew Lawhon
PV2 Jeyden Malechi Sullivan
Class 047-23
PFC Colton James Piecek * -DG
PFC Ryan Halsey Johnson
PFC Antonio Marquez Lopez
PV2 Logan Anthony Papa
PFC Adam D. Pennington, Jr
PFC Jacob Nicholas Tillery
PFC Jacob Thomas Wilson

UH-60 Helicopter Repairer (15T)

Class 101-23

PFC Margaret F. Holley * -DG
SSG Abdulmonem A. Al Dabbab
PV2 Samuel J. Badgley
PFC Joshua Watkins Bell
PV1 Tristan Dante Brock
SPC Anthony M. W. Carman
PV2 Isaiah James Castellanos

Continued on next page



People On The Move

AIT Graduations

continued

PV2 Joseph Reuben Clark
PFC Isaac James Dean
PFC Kael Richard Freschi
2LT Bruno Ponce Angulo
PFC Lucas James Williams
Class 102-23
PFC Luke Jonathan Imholta* -DG
PFC Lawson Eugene Harwood
PFC Aiden Thomas Lechleitner
PV2 Austin Lee Lockhart
PV2 Jarrett Dean Secrist
PV2 Jason Anthony Segura
PV2 Tylor Reed Tiblow
SPC Jeremy Clarence Weber
PFC Maison Blayz Wiginton
Class 104-23
PFC John Aydan Schwab* -DG
PV1 Sean Ryan Brake
PV1 Joshua Garrett Rockwell
PFC Hunter Garrett Schommer
PFC Hayven Dewitt Sharp
PV2 Jacen Barron Stanford
PV2 Steven James Steffler
PV1 Ian Michael Sweetman
SPC Luis Yair Urbina
SPC Nicolas A. Zuffoletti
PV1 Juan David Zuluaga Parra
Class 105-23
PV1 Omar Nizar El Habbal* -DG
PFC Devin A. De Chabert
PV1 Jack Michael Ford-Lucier
PFC Keoni Anthony Guiao
PFC Caden Dean Kallhoff
PFC Duy Nhat Lai
PFC Thomas Edward McDonald
SPC Kevin Anthony Plummer
PV2 Richard Gage Zelle
Class 106-23
PV2 Peter Andrew Gunter* -DG
PV2 Steven Ashe
PFC Matthew Joseph Brooks
PFC Hayden Jeremy Daigle
PFC Garrett Owen Damron
PFC Bam Lennon Edmundson
PV1 Travis Keith Feild
SPC Zachary Michael Gaudet
Class 107-23
PFC Tyler R. N. Boling* -DG
PFC River Tyee Heater
PV2 Collin Mcnair Henley
PFC Cole Eric Jackson
PFC Mark Ethan Jetton
PFC Aiden Reed Lucas
PV2 Gabriel James Marin
PFC William Lee Morris, III
PV1 Martin H. O. Gontol
PFC Harvey Michael Ottey
PV2 Sebastian A. Pressley
Class 108-23
PV2 Timothy Phillip Rice* -DG
PFC Quentin T. L. Robinson
PV2 Mason Christopher Rogers
PV2 Johnathan M. Rosaen
PV2 Tanner James Schoening
PFC Jonathan Edward Shelley
PFC Thomas Richard Sumrall
PFC Devin T Taylor
PV1 Jerrit Thomas Theriot

PFC Daniel Wade Tipton
PFC Noah Blake Wilson
PV2 Brandon Michael Young
Class 109-23
PFC Logan Nicholas Arive* -DG
PFC William David Ceci, Jr
PV1 Noah Lee Hubbs Bell
PV2 Stefan J. Langenhoven
PV2 Landan Lee Larocque
PV1 Alexander Gordan Miller
PV2 Sieven Lewis Parton
SPC Justin Lane Pearce
PV2 Owen Kenneth Pedersen
PFC Connor T. M. Ratford
PV1 Alan Edward Sheaffer, Jr
PFC Justin Blake Shoemaker

Aircraft Powerplant Repairer (15B)

Class 016-23

PFC William V. Zuza, IV* -DG
PFC Nhiki Altar Altar
PFC Ryan Kendall Heyse
PV2 Evan Allen Rader
SPC Steve Alan Todd

Aircraft Powertrain Repairer (15D)

Class 010-23

PFC Miguel E. Castaneda* -DG
PFC Nicholas M. Ferraioli -DG
PVT Zane Noah Geer
PFC Kevin Chege Githinji
PVT Braden Michael Leggett
PFC Dominic Zane Longest
PV2 Julian Gilbert Martinez
PVT James Roy McKinley
PV2 Lee Fazal Melville
PV2 Nicholas M. Rouh
PV2 Jacob Alan Sheleheda
SPC Jayden Bradylen Smith

Aircraft Structural Repairer (15G)

Class 012-23

PV2 Zachariah J. McCarty* -DG
PVT Garrett Daniel Burnett
PFC Justin Paul Carlisle
PFC Phoenix Christian Hussey
PV2 Jacob Quinton Kennedy
PFC Bradley John McGuire
PFC Timothy Kyle McLendon
PV2 Hector M. R. Perez

Aviation Operations Specialist (15P)

Class 23-028

PFC Boone Deovian Lamon
PV2 Deondris James Dennis
PV2 Driessen Tristan Anne
PFC Easterling Denisha Lee
Class 23-029
PFC Alfaro Andres Noe
PFC Arnaldo Bailey Daniel
PFC Campana Gianna Marie
PFC Fennell Brianna Kristine
PVT Ford Hunter W. Clyde
PFC Holtzclaw Asya Nichole
PFC Jean-Charles Daniel
PV2 Mckeown Kate Maureen
PV2 Vance Aaron Tyler

SPC Wood Ann Taylor
Class 23-030
PV2 Fekih Aisha
PFC Fontaine Logan John
PFC Godinez Andrew Michael
PV2 Gonzalez Jorge
PFC Haines Jessica Hope
PV2 Harris Kiah Aaliyah
Class 23-031
PFC Baird Joshua Edwards
PVT Ceron Rodrigo Daniel
PVT Epperson Nehemiah L
PFC Halford Jayson Ira
Sgt Jurado Irene Gabriela
PV2 Martinez I. Alexander
SPC Mccartan Denis Eoin
PV2 Mendez-Gonzalez Anthony
PV2 Montalvo-Nunez J. Jair
PFC Olinger Hayley Renee
SPC Vannatter David Joseph
PFC Vega Erick Daniel
PV2 Weerasekera H. Onaya
Class 24-001
PV2 Thomas Haley Ann*
PFC Kinsey Silvio Sigmund
PFC Medina-Gonzalez Jabes
PFC Penn Jordan Marquise
Class 24-002
PFC Ardizzone Anthony John
SPC Phipps Kyle Anthony
PFC Pollard Terrence Ricardo
PVT Zane Noah Geer
SPC Camposano-Viscaino I. Daniel
PVT Lozano Perla Dayana
PFC Salazar-Hernandez Carlos A.
PV2 Simmons Kendall Ray
Class 24-003
PFC Rios-Cruz Jordy
PFC Schlueter Aidan James
PFC Spikes Braxton Cole
PFC Taylor Wyatt Maverick
PV2 Thompson Ryan Wesely
PVT Torres-Villegas E. Louis
PVT Turner W. T. Max
PFC Vaglle Olivia Grale
PVT Brickles Patrick Aiden
PV2 De Pina A. Cardoso
PV2 Fontus Jovany Duke
SPC Harrison Tyler Devon
PFC Johnson Aaron Morris
PV2 Ruiz Leonardo Daniel
PFC Salazar Harley Trance
PFC Torres Aaron

Air Traffic Control Operator (15Q)

Class 23-020

PV2 Dasilva D. Fernandes
SPC Melton Molly Ann
PV2 Cooper Damian Desean
Class 23-021
PFC Hennigan Logan Blayde
PFC Hernandez I. Ricardo
SPC Moody Joshua Ziontay
CPL Pfefferle Jordan Steven
PFC Souvaralak V. McGuire
Class 23-023
PVT Carrillo Jose Sergio
PFC Diaz Ruiz Carlos Alberto
PVT Guillory Justine Claire
PFC Matias C. Arriola

PV2 Romero Alejandrino
PFC Spearman W. Robert
Class 23-024
PFC Gomez Jessica Lee
PFC Gonzalez Edward Carlos
PV2 Kinner Logan Ray
PFC Linz Brent Aaron
PFC Rubio Joseph Fidencio
PFC Whittaker Madeline Rose
PFC Young James Riley
PFC Larsen Canyon Clark
Class 23-025
PV2 Colvin Dajanae Nicole
PV2 Hininger Hanna Kathlynn
PVT Irby Malik Hadee-Latif
PV2 Mccann Zachary John
PFC McNabney B. Daniel
PFC Tenor V. Arnoldovych
PFC Winters Tyler Nathaniel

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

Class 027-23

PFC Jeremy A. L. Strebe* -DG
SGT Alae Bouchou
SPC Osvaldo Chavez, Jr
PFC Roberto C. Michel-Navarro
PV2 Cyrus Dinh Ngo
PFC Dylan Steven Perez
SGT Ahmed Rbat
SGT Hicham Sehraoui
SGT El Mehdi Zegouri

Unmanned Aircraft Systems (UAS) Graduations

Tactical Unmanned Aerial Systems Operations Technician

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

Tactical Unmanned Aerial Systems Operations Technician Course

11 Graduates, 29 November 2023

WO1 Benjamin Butler
WO1 Christopher Campbell
WO1 Jacob Close
WO1 Christopher Compton
WO1 Dylan Jackson
WO1 Kallahan Kelly*
WO1 Rodney Ragin
WO1 Kenneth Reinartz
WO1 Anthony Schmidt
WO1 Cesar Valdes
WO1 Cody Watts

UAS REPAIRER

AAAA congratulates the following Army graduates of the Unmanned Aircraft Systems Repairer Course, MOS 15E, at

Fort Huachuca, AZ.
Shadow UAS Repairer Course
8 Graduates, 14 December 2023

PV2 Ivan Ochoa -DG
PFC Watson Campbell
PFC Julio Ramirez
PV2 Oscar Castro
PV2 Joshua Morrow
PVT Liam Mcdaniel
PVT Kyrsten Smith
PVT Joshua Vescovi

Grey Eagle UAS Repairer Course

4 Graduates, 12 December 2023

PFC Christian Dies -DG
PV2 John Dougherty
PV2 Sarante Santos
PVT Joseph De La Vega

UAS Operator

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

Shadow UAS Operator Course

5 Graduates, 21 November 2023

PFC Emmanuel Diaz -DG
SPC Braedon Haynie
PFC Cole D'angelo
PV2 Logan Petersen
PV2 Savannah Saavedra

7 Graduates, 8 December 2023

PFC Christopher Curlee -DG
SPC Alexander Chon
SPC Chyonne Harris
PFC Max Boatner
PFC Marion Kean
PFC Aidan Kern
PV2 Kodee Barnes

Grey Eagle UAS Operator Course

8 Graduates, 21 November 2023

PVT Joseph Boltz -DG
SGT Emanuel Secundino
PFC Alexander Meza
PV2 Antwan Cardell
PV2 Bert Mancuso
PV2 James Mccready
PV2 Kaylam Rodriguez
PVT Keilon Johnson
4 Graduates 14 Dec 2023
SPC Rian Bonds -DG
SSG Quentin Atchley
SGT Manuel Camargo-Wasserman
SPC Coleman Kjolursud

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



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.

DoD Releases New NDIS



On Jan. 11, 2024, the Department of Defense released its inaugural National Defense Industrial Strategy (NDIS), which will guide the Department's engagement, policy development, and investment in the industrial base over the next three to five years. According to the release statement, "this strategy will catalyze generational change from the existing defense industrial base to a more robust, resilient, and dynamic modernized defense industrial ecosystem." The full NDIS and a fact sheet are available at: <https://www.business-defense.gov/NDIS.html>.

opment, and investment in the industrial base over the next three to five years. According to the release statement, "this strategy will catalyze generational change from the existing defense industrial base to a more robust, resilient, and dynamic modernized defense industrial ecosystem." The full NDIS and a fact sheet are available at: <https://www.business-defense.gov/NDIS.html>.

Bombardier Awarded HADES Contract



The U.S. Army awarded a contract to Bombardier Defense on Dec. 12, 2023 to provide at least one Global 6500 aircraft to serve as a prototype airframe for the High Accuracy Detection and Exploitation System, or HADES. The firm-fixed-price contract includes an option to purchase two additional aircraft over a three-year period. The first aircraft's delivery date is set for Oct. 1, 2024. HADES will be the first intelligence, surveillance and

reconnaissance aircraft in the Army that uses a large-cabin business jet with advanced deep-sensing capabilities, according to COL Joe Minor, Army project manager for fixed wing aircraft. The new aircraft will bring "increased range, speed, endurance and aerial [ISR] depth," COL Joe Minor, the Army's project manager for fixed-wing aircraft, said in a Jan. 3 statement. "HADES will operate at higher altitudes than legacy turboprop platforms. Higher altitudes equate to an ability to sense farther and more persistently into areas of interest," he added. The longer range of 6,600 nautical miles is enough to get intelligence equipment to Europe or the Pacific from the continental United States. Minor said, "Deep sensing is the Army's number-one operational imperative for the Army of 2030."

Bell Taps CAE for FLRAA



CAE announced on Jan. 9 that CAE Defense &

Security is under contract with Bell Textron Inc. to support the U.S. Army Future Long Range Assault Aircraft (FLRAA) program. As a FLRAA team member, CAE will provide operator and maintenance training aids, devices, simulators, and simulations (TADSS), including advanced maintenance training systems and display and simulation effects for operator training. This initial contract award includes virtual prototyping and developing

visual display systems and radio simulations for portable flight trainers. Future efforts will provide the opportunity to develop and deliver a next-generation virtual maintenance training system (VMTS) and hardware-based maintenance trainers.

Artemis Opens Two New U.S. Hubs

Artemis Aerospace, a global aviation component solutions specialist, has opened two new hubs in the U.S. Located in Miami, FL and Los Angeles, CA, Artemis's stateside hubs will streamline orders and deliveries for US-based customers and provide a quicker and even more efficient service.



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

AAR Allen Services Inc., Garden City, NY, was awarded a \$113,130,795 firm-fixed-price contract for maintenance and overhaul of the power unit gas turbine in support of the Black Hawk helicopter system; work locations and funding will be determined with each order, with an estimated completion date of Dec. 20, 2028.

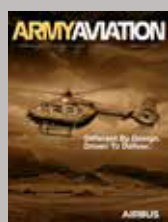
Aero Engineering Support Group Inc., Kissimmee, FL, was awarded a \$10,777,254 firm-fixed-price contract to overhaul stabilators; work locations and funding will be determined with each order, with an estimated completion date of Jan. 4, 2029.

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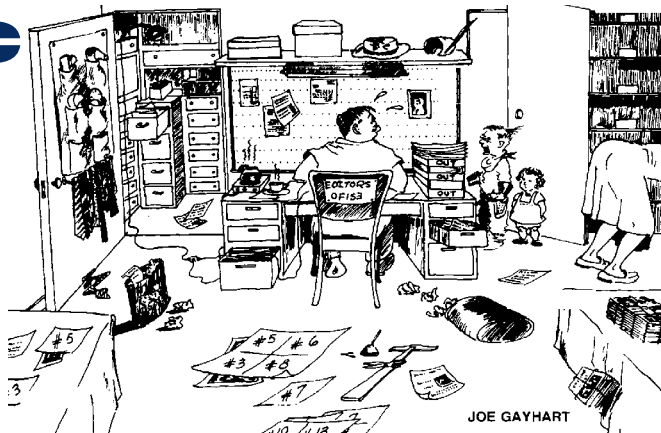
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Art's Attic

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 February 28, 1999

Y2K, Not a Problem

White Sands Missile Range, New Mexico: In late October, the Army held its "Year 2000 'sensor-to-shooter' demonstrations." Tests showed that Y2K concerns are premature. The AH-64A, AH-64D and OH-58D will be able to designate, identify and attack targets with their missile systems, and will also be able to direct MLRS fire using the Advanced Field Artillery Tactical DATA System.

will also be able to direct MLRS fire using the Advanced Field Artillery Tactical DATA System.

Sixshooters

Lieutenant Colonel George M. Bilafer's 6th Squadron, 6th Cavalry, stationed in Illesheim, Germany, is one of two AH-64 Apache squadrons in the V Corps' 11th Aviation Regiment.



During the summer of 1998, the 11th Aviation Regiment deployed Bilafer's command to Comanche Base in Bosnia, together with UH-60 Black Hawks of Company D, 158th Aviation. The two units comprised Task Force Sixshooter. In a live fire exercise at Giamoc, Bosnia, the Sixshooters loosed 96 Hellfire missiles, a first in Bosnia.



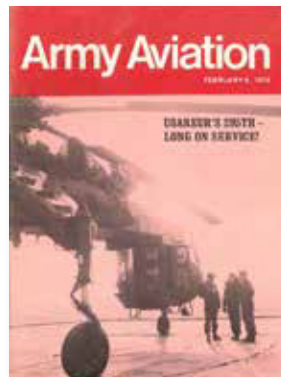
Air Traffic Control Facility of the Year

Camp Colt, Bosnia, has been named Air Traffic Control facility for the Year 1998. AAAA President, MG Robinson and Lieutenant Colonel Stashak present the Air Traffic Control Facility of the Year Award to Captain Albert Stiller (center)

who accepted the award for 3rd Battalion, 5th Aviation Regiment (ATS), Camp Colt, Bosnia.

ATC of the Year.

SSgt. Douglas K. Dahl, Company B, 58th Aviation Regiment, is the 1998 AAAA Air Traffic Controller of the Year.



50 Years Ago February 8, 1974

Beer Here!

Lieutenant Colonel Ludwig Probst, Commander, German Defense Sub-District 632, and Major General Gordon J. Duquemin, Commander, 1st Infantry



Division, break open a pallet of beer. The German brew was to celebrate the end of the mission for American troops at the conclusion of the 1973 Reforger V Exercise.

High-Altitude

A pair of Army Aviators, Major James A. Burke (left) and Lieutenant Colonel Daniel C. Dugan, AMRDL, Ames Research Center, lent support to NASA by flying astronomers in an Ames



Lear Jet in high altitude scientific flights to observe the Comet Hakoutek. Altitude? 45,000 feet, and then some...

Induction of First Army Aviator

Edwards Air Force Base: The Society of Experimental Test Pilots has named its first Army Aviator as an associate fellow. He is Lieutenant Colonel Gary C. Hall, a Master Army Aviator assigned as Deputy Commander of the USA Aviation Systems Test Activity. Hall is a 1956 graduate of the Point and, holds a Master's Degree in Aero Engineering from the University of Texas. He completed his test pilot training at the Naval Test Pilots School. Lieutenant Colonel Hall is the first Army Aviator to qualify in the AH-56A Cheyenne and conducted its Preliminary Evaluations.



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 Robert Ray Williams

By Mark Albertson

Robert R. Williams was born in Evanston, Wyoming on June 30, 1918. He became one of the most ardent supporters of organic aviation in the United States Army Ground Forces. He had already obtained a civilian pilot's license when he entered West Point, July 1, 1936 and had intended on joining the U.S. Army Air Corps following graduation in 1940. But questionable eyesight altered his military career and he joined the Field Artillery instead and, was assigned to the 18th Field Artillery Regiment, Fort Sill, Oklahoma. Still with his desire to fly, 1st Lieutenant Williams became a member of the fledgling Air Observation Post, which was commanded by Lieutenant Colonel William Wallace Ford, Director of Air Training.

Williams became one of the pilots assigned to the historic Class Before One of Air OP aviators, and in the spring of 1942, he and his wing mates proved the concept that slow-flying light aircraft can be utilized to direct artillery fire at the battle front.

In the late 1940s into the 1950s, Williams was in the thick of the contention between the airmen vs. the Army for the control of Army aircraft.

"While it is reported that Williams was selected to make a comprehensive study of liaison aviation in an attempt on the part of officials in the Air Forces to be objective, other evidence suggests that he was believed to be more of an aviator than an Army officer and was sympathetic to the soon-to-be autonomous Air Forces' position . . . the Air Forces empowered Williams to make an extensive trip through much of Europe, where he interviewed various Army Ground Forces and Air Force officers in the field. His report, suggesting the retention of organic aircraft in the Army, was greeted by a mixed reaction at the top Air Force levels. General Hoyt S. Vandenberg . . . felt such an arrangement would permit the Army to convert its aircraft into close



U.S. ARMY/AFIP/FILE PHOTO

support fighter-bombers and airlift aircraft. . . General Lauris Norstad felt that the atomic bomb had rendered the Army essentially irrelevant." The Korean and Vietnam conflicts would soon prove this summation incorrect.

Williams became the initial chief of the Army Aviation Branch on the Army G-3 staff. In 1955, he organized and became the first president of the Army's Aviation Test Board. In 1961-1962, while serving as Deputy Director, Tactical Warfare Systems Office, Office of the Secretary of Defense, he, together with Colonel Edwin Powell, wrote a pair of memoranda that would result in Secretary of Defense McNamara ordering the Army to revise its approach to land warfare. The outcome was the Howze Board, followed by the 11th Air Assault Division (Test) which resulted in airmobility being adopted by the Army.

1966-1967, Robert R. Williams became Director of Army Aviation; followed in turn as commanding general of the 1st Aviation Brigade in the jungles of South Vietnam. He then served as the deputy assistant chief of staff for Force Development for extended periods, ultimately being promoted to lieutenant general in 1970. "During this period, the aircraft for the 1980s were conceived and adopted."

He retired in August, 1974 and continued to champion and support Army Aviation in retirement, to include serving as the President of the Army Aviation Association of America from 1976-1979. He died on April 5, 2009, in Fort Worth, Texas at the age of 90.

What William Wallace Ford began with the Air Observation Post, Robert R. Williams advanced with Army Aviation. He was a man of many firsts, including becoming the first Master Army Aviator. He was that individual a cause needs to not only survive but, to succeed.

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

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