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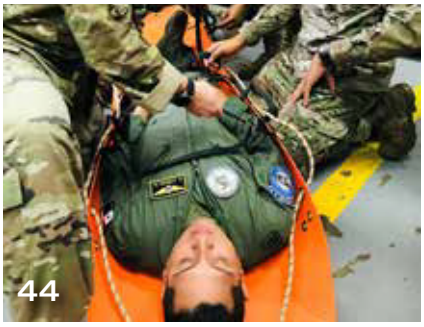

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TO THE FIELD

SPECIAL FOCUS — Army Special Operations Aviation

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SPECIAL FOCUS – Army Special Operations Aviation

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DEPARTMENTS

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On The Cover

Briefings ▶ *Late Breaking News - Announcements*

POTUS Announces Full U.S. Troop Withdrawal from Afghanistan

DOD PHOTO BY JULIE A. KELEMEN

President Joe Biden on April 14, 2021 officially announced the drawdown of all 2,500 U.S. troops in Afghanistan beginning May 1 and concluding by Sept. 11, the 20th anniversary of the war. "With the terror threat now in many places, keeping thousands of troops grounded and concentrated in just one country and across the billions [of dollars spent] each year makes little sense to me and to our leaders," Biden said. He went on to say the United States will withdraw its troops in a safe, deliberate and responsible manner and in full coordination with its partners and allies in Afghanistan.

Wormuth Confirmed as SECARMY

U.S. ARMY VIDEO SCREENSHOT

The Senate unanimously confirmed Christine E. Wormuth on May 27, 2021 as the 25th secretary of the Army, making her the first woman to hold the position. She served as the undersecretary of defense for policy and the senior director for defense policy at the National Security Council during the Obama administration, and also previously served as principal deputy assistant secretary for homeland defense. Her most recent job was as director of the International Security and Defense Policy Center at the RAND Corp., a federally funded think tank.

Ryan Promoted

U.S. ARMY PHOTO

The Senate confirmed the promotion of COL Philip J. Ryan to brigadier general effective 2 June 2021. Ryan is currently serving as the commander of U.S. Army Special Operations Aviation command at Ft. Bragg. NC. See page 74 for other aviators confirmed for promotion.

USAACE Welcomes New CWOB

U.S. ARMY PHOTO BY LTC ANDY THAGGARD

CW5 Michael "Myke" L. Lewis Jr., incoming chief warrant officer of the aviation branch, assumes responsibility from CW5 Jonathan P. Koziol as the officer saber is passed to him by MG David J. Francis, USAACE and Fort Rucker commanding general at Howze Field May 27, 2021. Lewis comes to Fort Rucker from his most recent assignment as the Army aviation standardization officer at Headquarters, Department of the Army's Office of the Deputy Chief of Staff G-3/5/7 Aviation Directorate at the Army Pentagon. Koziol officially retired during the ceremony with more than 34 years of service.

NASA Helicopter Makes Historic First Flight on Mars

NASA/JPL-CALTECH/ASU/MSSS PHOTO

NASA's Perseverance rover, the agency's Ingenuity Mars Helicopter took the first powered, controlled flight on another planet on April 19, 2021. The historic first flight of NASA Jet Propulsion Laboratory's Ingenuity Mars Helicopter was an amazing sight – an aircraft flying for 30 seconds over Jezero Crater on Mars! The video can be viewed at *https://youtu.be/wMnOo2zcjXA.*

CORRECTIONS:

In the April/May 2021 issue: on page 78 the Delaware Valley Chapter officers were listed incorrectly – see the correct listing on page 51 of this issue; and on page 95, the photographer's rank should be CW2 Carlomusto. We apologize for the errors.

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Focusing on Local Chapters to Reenergize Our Membership

Let me start by saying that I am honored to serve as your 35th AAAA President. As your new President, I first want to thank MG (Ret.) Jeff Schloesser for his outstanding leadership these last two very, very tough years.

Photo by MAJ Jon Denton, XO to BG Barrie.

Aviators love BBQ. There was a large group attending the Bell V280 demonstration on April 21, 2021 in Arlington, VA. Somehow this crew all ended up at the same BBQ house the night before. (l to r) COL Dave Phillips, PM Future Long Range Assault Aircraft (FLRAA); COL Greg Fortier, PM Future Attack Reconnaissance Aircraft (FARA); BG Rob Barrie, PEO Aviation; Mr. Jeff Langhout, Director, CCDC Avn & Missile Center; MG (Ret.) Tim Crosby, AAAA President; LTG Thomas Todd, Dep. CG for Acquisition and Systems Mgmt., Army Futures Command; CW5 Travis Dixon, PEO Avn Chief Warrant Officer; MAJ Hunter Gray, XO to LTG Todd; SGM Woody Sullivan, PEO Avn Senior NCO.

Jeff has left us an Association in great shape from membership to finances to organization despite the complications and stress of COVID.

Next, I want to welcome BG (Ret.) Tim Edens to the National Executive Group (NEG) as our new national Secretary. The Senior VP is now MG (Ret.) Walt Davis, and the new Treasurer is MG (Ret.) Wally Golden. Rounding out the rest of the NEG is MG (Ret.) Les Eisner, VP National Guard and Reserve; VP Membership, CW4 Becki Chambers; LTC (Ret.) Jan Drabczuk, VP Chapters; and Dr. (COL, Ret.) Hal Kushner, our VP of Member and Family Wellness.

We have just completed our annual National Executive Group visit to the AAAA National Office in Connecticut and with the new team now in place, we have many new initiatives that you will see coming to fruition over the next few months.

Over the two years of my term, my focus is going to be on our Chapters. Specifically, what we can do to facilitate them to provide the BEST experience possible for our members at the local level. We at National exist to support you… not the other way around. As we emerge from COVID, it is absolutely critical that our chapters provide dynamic and FUN events that will re-energize the membership. Our members are looking to get back together and to participate in our mission of "Supporting the U.S. Army Aviation Soldier and Family" through our four pillars of Networking, Recognition, Voice, and Support.

I have set a goal and am personally committed to visit EVERY one of our 78 chapters during my tenure to hear directly from our chapters' leadership and members their challenges, ideas, and needs. Each chapter is unique and thus has different needs and challenges. Not every idea will be able to be realized but many will. My commitment to you is that we will support your local efforts to make things happen for your members. Because it will take me awhile to visit each of your chapters, we welcome your input anytime, and in some cases, we will also be asking you directly for feedback and ideas that will work on your local level.

In order to jumpstart the process and celebrate coming out of the COVID crisis, the NEG has just agreed to provide an additional $1,000 above their standard $5,000 per year allocation. The chapter presidents have already been notified as to the specifics of how to request the funding, but in a nutshell, this stipend is designed to spark participation following COVID and must be used for a chapter event within 90 days. This is solely designed to get our members back together and remind ourselves of how unique we are as an association.

One big note I want to make to our chapter leadership. The annual allocation of funds to each chapter is not designed to be an entitlement. The intention of this $5,000 allocation has always been to help make events more affordable, especially to our junior ranking Soldiers and families. Please keep this in mind when planning your events.

Lastly, as most of you know, chapter representation at the National Executive Board is comprised of chapter presidents from chapters with more than 150 members. There are 44 chapters of our 78 that are less than 150 members. While we would like for every chapter to be over 150 members, our population and geographic dispersion prevents some chapters from ever growing to that level. In order for their voice to be heard, I am using two of my appointments to the National Members at Large to facilitate their participation. Each year, the winner of the small chapter of the year will be appointed to the NEB as well as a chapter president from one of the most active chapters with less than 150 members.

As I look back on my career and involvement with AAAA the key piece, beyond the professional development and networking access it afforded me, was always that… AAAA was simply FUN! The camaraderie and the closeness of our community is clearly unique. Let's make sure that we all re-capture that sense of togetherness and share experiences with each other again in our post-COVID world.

There is much, much more to share that has come out of our first NEG meeting but that is enough for now.

Send me your thoughts directly at *tcrosby@quad-a.org*.

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

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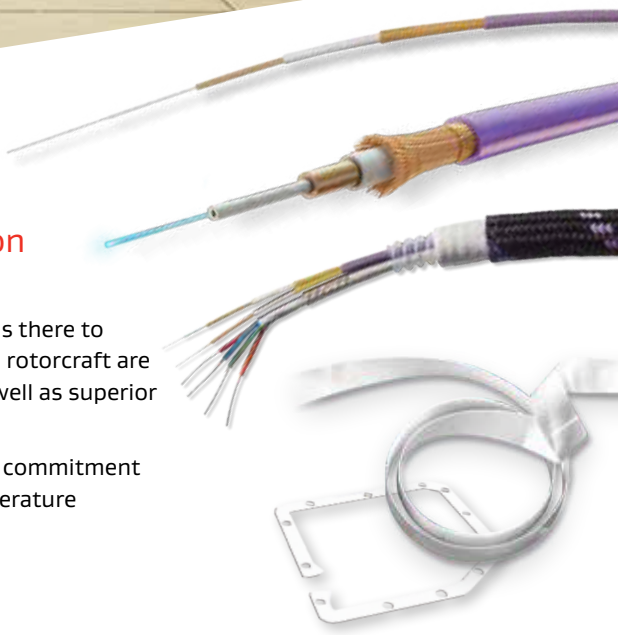

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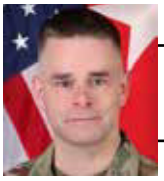

Army Special Operations Aviation and LSCO

By MG David J. Francis

U.S. MARINE CORPS PHOTO BY CPL. CARLOS JIMENEZ

A crewmaster with Marine Aerial Refueler Transport Squadron (VMGR) 152, watches a U.S. Army MH-60 Black Hawk with the 160th Special Operations Aviation Regiment (SOAR) conduct night air-to-air refueling.

In the 40 years since Desert One and Operation Eagle claw, U.S. Special Operations Aviation (ARSOA) has led Army Aviation in the development of capabilities and tactics, techniques and procedures that are used throughout the Aviation Branch today.

ARSOA's OPTEMPO remains high, with every Combatant Command (COCOM) persistently requesting these units' unique capabilities. Capabilities that provide the joint force a range of options, including multi-national exercises and conducting multi-lateral or unilateral special operations with absolute precision. Moreover, the unique capabilities of ARSOA will be invaluable in Large Scale Combat Operations (LSCO). They will have a key role in penetration, dis-integration, and exploitation for our maneuver forces in multi-domain operations (MDO). We must continuously learn, anticipate and evolve to address the known and uncertain threats in a multi-domain environment. Over the next decade-plus, we will face complex challenges that will test the mettle of Army Aviation Special Operations and our Combat Aviation Brigades.

Future Operating Environment

Based on our National Security Strategy, threat studies, and extensive modeling, we can characterize future adversaries as having technologically advanced intelligence-enabled battlefield networks. We also know forms of conflict in the future are likely to be hybrid, blending conventional and irregular capabilities. As an enterprise, we must maintain a portfolio of complementary capabilities across the spectrum of conflict, understand the aspects of hybrid conflict and codify doctrine for these operations to counter hybrid threats. We must develop intelligence collection, analysis, and synthesis capabilities, to understand indicators or warnings for gray zone threats. To ensure that we can defeat tomorrow's enemy, Army Aviation, including ARSOA, moves forward with a deliberate plan to ensure our force is relevant for 2030 and beyond. These capabilities include the next generation of army aircraft, extended range munitions, and unmanned aerial systems capable of decisive operations in the lower tier air domain.

ARSOA and LSCO

Interdependence, interoperability, and integration between conventional forces and special operations across the Total Army complement strategic readiness and leads to decisive action. Operationally, we have seen the benefit of integrating aviation to meet COCOM requirements leveraging the strengths of each organization. Our success in integration over the past decade-plus include COCOM joint exercises, combat training center rotations, and warfighter exercises. For MDO, we must understand the complementary aspects of training, material, leadership, and personnel policies between Army Aviation and ARSOA.

As we move towards MDO, Army Aviation must continue to integrate Special Operations Aviation to enable

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operational-level maneuver options. FM 3.04 is the foundational doctrine for aviation and includes the planning factors and nuances of coordinating with and employing Special Operations Aviation. Converging Army Aviation and ARSOA capabilities across multiple domains optimize our employment capabilities to attack critical components of the enemy's anti-access and area denial systems, specifically long-range air defense and fires networks. It is this convergence against the enemy's long-range systems that enables the initial penetration. As an aviation force through common doctrine, we succeed by integrating our capabilities.

Our Institutional Training is rapidly converting to LSCO to provide the baseline for all leaders and aviators. While our special operations aviators and units undergo well-resourced and unique training requirements, we share and have a mutual interest in keeping our aviators abreast with emerging doctrine throughout their careers.

Our FVL effort will improve the speed, range, survivability, lethality, and sustainment of both our special operations and our conventional fleet. The design of FVL is to employ targeting processes/systems that maintain an asymmetric advantage over adversaries and avoid or mitigate detection and geolocation in denied, semi-permissive, and permissive environments. FVL will not only penetrate the enemy's IADS, but will also restrict enemy freedom of action, present multiple dilemmas to the enemy, and extend tactical commanders' understanding through the depth of the operating environment. FVL requirements and designs include special operations subject matter experts' input to ensure these platforms meet mission requirements across the entire spectrum of our aviation forces.

Leader development includes providing ARSOA and Army Aviation with multi-domain leaders and Soldiers that are resilient, can operate in highly contested operational environments, and can conduct independent maneuver and employ fires. We must holistically develop our leaders across the enterprise for the rigors of LSCO.

Personnel demands are high across all COMPOs of aviation. ARSOA's OPTEMPO demands a healthy structure to provide depth and flexibility for the numerous time-sensitive missions found across the COCOMs. We know the broader aviation enterprise feeds the special operations aviation pipeline providing our aviators an opportunity to join special operations contributing to their Nation through a unique mission profile.

Our modernization and integration of Special Operations with the Total Force provide our Nation strategic depth and flexibility. We must continue to resource Army Special Operations Aviation to fulfill the current operating environment's requirements, mature and modernize the force to meet mid-term demands, and invest in future unique capabilities not found elsewhere in the Army or the DoD. Regardless of the environment, the constant is that ARSOA operations are executed by highly trained, rapidly deployable, and scalable formations that buy time and space for commanders. ARSOA capabilities allow aviation and the Army to keep a promise to our Nation – to protect the Nation without fail and without equal.

Above the Best!

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

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United States Army Special Operations Command

Army SOF Update

By LTG Fran Beaudette and CSM Marc Eckard

In a year marked by uncertainty and adversity, Army Special Operations Forces (ARSOF) adapted and persevered in unprecedented ways to fulfill our unwavering obligation to defend the Nation.

Army Special Operations Forces provide more than 53 percent of the Nation's Special Operations Forces and consistently fill over 64 percent of all United States SOF deployments worldwide. We deploy for purpose to strengthen partners and allies, enable host nation security, and solidify the U.S. as the partner of choice. Our global presence consistently positions us in over 70 countries, conducting over 200 missions, often in locations where violent extremists and great power competitors operate to undermine our national interests and those of our allies and partners.

Both at home and abroad, we are consolidating gains and making tremendous strides in creatively applying our unique capabilities to compete in a contested global environment. Future conflict between near-peer adversaries will undoubtedly occur across multiple domains simultaneously. Great powers are increasingly weaponizing information, sowing seeds of doubt and division, and opening new fronts in the struggle for global primacy. Army Special Operations Forces are adapting to meet the Nation's needs in competition while also staying tight with the Army and the joint force to envision the future fight.

Skillsets Through A Different Lens

Last fall, Army Futures Command released Pamphlet 71-20-4, Army Futures Command Concept for Special Operations 2028. This document outlines how ARSOF will integrate into the Army's Multi-Domain Operations (MDO) concept to build fluency across the joint force and continue driving innovation and evolution at echelon. In team rooms, ready rooms, and maintenance bays across the force, our men and women are learning, thinking, and talking about competition, conflict, near-peer adversaries, and National Defense Strategy (NDS) priorities. We are looking at our skillsets through a different lens while we train to hone our craft. Special Operations capabilities will enable the joint force to gain information

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Army Special Operations Aviation meets the needs of the operator on the ground.

superiority, decision dominance, and an irreversible overmatch.

In a future conflict marked by ambiguity, complexity, and multi-domain challenges, ARSOF is uniquely postured to converge effects in the enemy's rear areas to generate freedom of maneuver for the joint force. Preparing to operate in these deep areas will challenge 20 years' worth of assumptions on how we infiltrate, sustain, and mission command our forces. These challenges are not unique to ARSOF; we will undoubtedly work through these challenges together with our partners in the Army Aviation community and the joint force.

The world is changing and we in Army Special Operations are changing with it to ensure we stay ready, resilient, and relevant in support of the Nation. U.S. Army Special Operations Aviation Command (USASOAC) and the 160th Special Operations Aviation Regiment (SOAR) continue to innovate for our unique special operations missions while staying nested with the Army Aviation community. Together, Army Aviation and USASOAC are actively collaborating on Future Vertical Lift, unmanned aircraft, and assault lift. While these platforms will evolve and change, USASOAC's leaders, units and crews will remain steadfastly committed to the ground forces they support while executing no-fail missions in the most complex environments.

The Competitive Advantage

As we continue to modernize and look to the future, we will never lose sight of what gives Army Special Operations its competitive advantage: our world-class men and women. They are Soldiers, Civilians, and Contractors with the vision, determination, and audacity to challenge the status quo, innovate from the bottom up, and envision a "better way." We will always endeavor to equip our Warriors with cutting edge technology and capacities to amplify their effects; we refrain from asking our Warriors to simply operate equipment. We are laser focused on the fundamentals of our profession and building cohesive teams that are disciplined, physically fit, highly trained, and able to fight and win our Nation's battles.

The last year has also reinforced what we already inherently knew: the incredible power and strength of diverse and inclusive teams. Diversity of ideas, backgrounds, experiences, and outlooks increases our ability to creatively approach complex problems. We redoubled our commitment to making Army Special Operations a place where all of America's Daughters and Sons can compete for the opportunity to serve, succeed, and be part of something greater than themselves.

There has never been a better time to be in our Army and in Army Special Operations. We are incredibly thankful for the support of organizations like the Army Aviation Association of America, partnered with great teammates at Army Futures Command and Training and Doctrine Command, and exceptionally well-led at U.S. Special Operations Command and Army Headquarters. The challenges facing us are daunting, but they are not insurmountable. They will require transformative change and bold action, both things to which Army Special Operations is no stranger. No matter the challenge, U.S. Army Special Operations Command will continue to protect the Nation Without Fear, Without Fail, and Without Equal.

Sine Pari!

LTG Fran Beaudette is the commanding general and CSM Marc Eckard the command sergeant major of the United States Army Special Operations Command headquartered at Ft. Bragg, NC.

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Army Special Operations prepare for any operational environment.

USASOAC Commander Update

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

Make Every Hour Count

By BG Philip J. Ryan

U.S. ARMY PHOTO BY MAJ. JEFF SLINKER, 160TH SOAR PUBLIC AFFAIRS OFFICER

Pilots and crew of this MH-47G Chinook helicopter affixed with skis navigate mountainous terrain in a snowy environment.

As we entered 2021, with the continuing implications of the COVID-19 Pandemic, looming budget cuts and constraints, and the steady decline of combat operations in what we have termed a "battle lab" for nearly 20 years, it became clear that we needed a focus for the force.

Across the Army Special Operations Aviation (ARSOA) enterprise that required a new mantra – "Make Every Hour Count."

We cannot waste a single tenth on frivolous activity or unnecessary flights. All of our Soldiers and civilians need to concentrate time, energy, and resources to make the most of what we have, resulting in better effectiveness and efficiency. This takes a concerted effort of coordination and planning – rated and non-rated crewmembers, maintenance, staff, and leaders at all echelons.

No more routine canned routes to fly or humdrum tasks to perform. Everything we do should have a task and purpose – a goal to achieve, a tangible outcome. This seems basic, but in today's socially distanced existence, it needed stating. As Army Chief of

Staff GEN James McConville has said, "You can't telework to combat."

As an example, a cross-country flight of six helicopters from Hunter Army Airfield to the National Training Center (NTC) needed a scenario with a robust enemy template. This would require detailed planning to practice the maneuvers honed over the past four years at the 160th's Special Operations Aviation Advanced Tactics Training iterations at China Lake Naval Air Station.

All done at night, this three-day trip challenged the aircrews and staff as the flight was channeled towards and through the electronic warfare gauntlet at White Sands Missile Range, eventually arriving at NTC to reset and prepare for a unique, SOF-only rotation. Excellent training resulting in a slew of qualifications and currencies for pilots and crew chiefs alike.

Across the SOA Enterprise

Our leaders have also focused attention on our maintainers, who have upped their game in daily maintenance activities and phase efforts. CSM Rob Armstrong, USASOAC command sergeant major; CSM Chris Kitchens, 160th Special Operations Aviation Regiment

(Airborne) command sergeant major; and 1SG Luke Backes, D Company, 2/160th SOAR (ABN) first sergeant, will discuss this in their article about influencing transformational change. This focus highlights what is achievable with a team approach and a clear goal with real incentives.

COL Andy Graham, CW5 Ben Arps, and Kitchens, the 160th SOAR command team, have applied the "Make Every Hour Count" approach to the Army Senior Leaders' People First priority. They continue to creatively invest in our people through numerous programs and forums. From the youngest and most junior to the oldest and most experienced, everyone needs and deserves training and investment to help them attain their best.

Maintaining Skills

As I mentioned at the outset, operations in "the battle lab of combat" of Afghanistan, Iraq, Syria, and other locales have steadily diminished over the past couple of years. The repetitions of nightly, complex missions where new Night Stalkers learned their trade and older ones honed their craft are no longer occurring.

To prevent the atrophy of the skills which made this force so capable during the 2001 and 2003 invasions and countless direct action operations over the past two decades, we must apply intensity and rigor in our training. While still mitigating for COVID, our staffs and aircrews have coordinated and planned with numerous SOF elements; other air players from bombers, fighters, refuelers, and ISR; and conventional forces to develop challenging and multifaceted scenarios to replicate combat conditions and experiences. We must be ready for large-scale ground combat operations while maintaining our Counter-Violent Extremist Organization skillset.

Maximizing Resources

Directly tied to "making every hour count" is also "making every dollar count". We must spend wisely – investing in the future while maintaining (and improving) our enduring fleet. Twice a year, leaders from across the ARSOA enterprise meet to discuss and determine what programs we should apply our time and resources against to make our fleet ready for the future fight.

Previous articles in this magazine have mentioned some of our work in the Degraded Visual Environment arena. While we continue to invest in this area, we are also focusing on weight savings across all of our current platforms, steady operational improvements to our Gray Eagle fleet, and advanced integration of our simulators to maximize our virtual training efforts.

We remain tightly linked with MG Wally Rugen and his Future Vertical Lift (FVL) team to assist with, advise, and advocate for the capabilities that FLRAA and FARA will bring to the U.S. Army aviation fleet.

"Making every hour count" is not just a slogan but a cultural focus to help synchronize our Soldiers' and civilians' collective energies. Everything we do should have a task and purpose that challenges us to improve our skills, win the current fight, and prepare us for the future.

Volare Optimos! To fly the best!

BG Phil Ryan is the 6th commander of the United States Army Special Operations Aviation Command at Fort Bragg, NC.

USASOAC Culture - A Decade in the Making

By CW5 David F. Greenwood

U.S. ARMY PHOTO BY JEFF RAINHORN, TNG. DEVELOPMENT & SPT. CELL

A 160th Special Operations Aviation Regiment (Airborne) MH-6 Little Bird helicopter delivers Soldiers into an urban environment under the cover of night.

The U.S. Army Special Operations Aviation Command (USASOAC) turns 10 this year.

Many may simply view USASOAC as the higher headquarters of the 160th Special Operations Aviation Regiment (Airborne) (SOAR [ABN]). However, as the Title 10 headquarters, USASOAC plays a supporting role to the Regiment's commander.

In recognition of this anniversary, the USASOAC commander directed a holistic review to ensure the headquarters was achieving its resourcing mission to man, train, equip and modernize/sustain the force. Specifically, is USASOAC doing the right things, and are we doing them right?

Part of this review was rearward looking to ensure the reasons for the organization's creation were understood and remained valid. In the present, we examined the organization's structure to determine if the original concept allowed the headquarters to achieve its responsibilities moving forward.

As USASOAC digests the results, one key takeaway we have already seen is there are incredible professionals, Soldiers, and civilians alike that excel at translating supported force requirements into capabilities on the line. Regardless of resourcing ebbs and flows and changing priorities, the USASOAC team has consistently maintained a disciplined approach to process, innovative in solutions, and focused on our mission to support the warfighter.

USASOAC has an organizational culture that views the ever-changing landscape as an opportunity to succeed, motivated by the solitary goal of providing our ground forces

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and our nation with a myriad of aviation options, second to none. Our Soldiers and civilians continually remain agile and adaptive to the environment, ensuring the Regiment achieves and maintains readiness for the nation, now and in the future.

Assessment and Selection

Like most Special Operations Forces (SOF), the 160th SOAR (ABN) is an assessment and selection-based organization. USASOAC provides leadership in recruiting the right Soldiers to meet the Regiment's demanding mission, maintaining the SOF truth that people are more important than hardware.

Ahead of COVID-19, the USASOAC recruiting team invested in its partnership with United States Army Recruiting Command's (USAREC) Special Operations Recruiting Battalion (SORB). As a unified team, USASOAC Recruiting and SORB have leveraged technology to multiply digital touchpoints, increasing leads ahead of visits and briefings at locations worldwide. With COVID-19 restricting travel and in-person recruiting, technology has delivered new-found efficiencies allowing the team to become more effective in meeting its mission.

After assignment, USASOAC's Special Operations Training Battalion (SOATB) conducts the training of future Night Stalkers. More than 30 current programs of instruction (POI), created under the rigor of the U.S. John. F. Kennedy Special Warfare Center and School (USJFKSWCS) and approved by TRADOC, are scheduled, managed, and taught by Soldiers and civilians under the SOATB command. Many instructors/writers are current or former Night Stalkers themselves.

Innovation and agility of the SOATB cadre through the last year of COVID-19 resulted in only one non-conduct of an Enlisted Green Platoon (EGP) class. At a rate of approximately 100 students in the program each month, SOATB cadre developed measures to keep Soldiers safe and ensure adherence to our high training standards using smaller student to instructor ratios, small group billeting and training mechanisms, and robust testing and contact tracing protocols.

Regardless of changes to COVID force protection measures moving forward, the methodologies developed by the SOATB team to meet the pandemic challenges have proven to be enhancements to the previous quality product delivered to the Regiment at the end of the pipeline.

Equip, Modernize, Sustain

Three small but highly competent entities, the Systems Integration Management Office (SIMO) and the USASOAC Aviation Maintenance Directorate (AAMD), both partnering with the Technology Applications Program Office (TAPO), achieve USASOAC's responsibility to equip, modernize, and sustain the force. Although these entities existed in some form before the founding of USASOAC, the structure and daily oversight of these Title 10 functions now fall directly under USASOAC command allowing the Regiment to focus on warfighting.

Delivering capability is nothing new in Army Special Operations. Subject matter experts within SIMO work with the Regiment to define, develop, test, and evaluate operationally relevant solutions for the line. TAPO provides acquisition expertise and program management to deliver capabilities to the 160th SOAR (ABN) warfighters at nearly the speed of need. AAMD maintains and sustains the Regiment's highly modified manned and unmanned systems throughout the life-cycle of the equipment. The synchronization of effort in support of the 160th SOAR (ABN) of these three entities continues to produce stellar results, many translating to use throughout the greater Army Aviation enterprise.

As USASOAC continues to use the milestone of our tenth anniversary to look introspectively at our effectiveness and efficiency, our mission to rapidly generate solutions and provide support to the requirements of the 160th SOAR (ABN) remains as it was at the inception of this command, our purpose.

Undoubtedly moving forward, we will face a period of uncertainty in our budgets that will challenge our efforts to modernize and sustain. However, the USASOAC culture will remain disciplined in process, innovative in solutions, and focused on our mission to support the warfighter.

We exist to ensure the 160th SOAR (ABN) remains ready to fight and win tonight and tomorrow. The ground forces they carry, and our nation deserve nothing less.

CW5 David F. Greenwood is the fifth command chief warrant officer of the U.S. Army Special Operations Aviation Command (Airborne) at Fort Bragg, NC.

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Make Every Minute Count: Influencing Transformational Change By Trusting Our Soldiers

By CSM Rob Armstrong, CSM Chris Kitchens and 1SG Luke Backes

U.S. ARMY PHOTO BY PFC. ALEX WRIGHT, 160TH SOAR PUBLIC AFFAIRS

Enhanced Phase Team Duty Day		
Monday	**Tuesday**	**Wednesday-Friday**
0800: Show at hangar	**0700:** Show at hangar	**0600:** Show at hangar
0830-1130: "Wrench time"/PMI Maintenance	**0730-1030:** "Wrench time"/PMI Maintenance	**0630-0930**: "Wrench time"/PMI Maintenance
1130-1145: Break	**1030-1045:** Break	**0930-0945**: Break
1145-1500: "Wrench time" / PMI Maintenance including write-ups	**1045-1400:** "Wrench time" / PMI Maintenance including write-ups	**0945-1300:** "Wrench time" / PMI Maintenance including write-ups
1500: Cleanup	**1400:** Cleanup	**1300:** Cleanup
1530: End of Duty Day. Lunch at COB at Soldier's Discretion. PT on your own.	**1430:** End of Duty Day. Lunch at COB at Soldier's Discretion. PT on your own.	**1330:** End of Duty Day. Lunch at COB at Soldier's Discretion. PT on your own.

USASOAC GRAPHIC

Figure 1

A Soldier assigned to 160th Special Operations Aviation Regiment (Airborne) performs maintenance on an MH-47G Chinook helicopter at Fort Campbell, Kentucky.

Army Special Operations Aviation (ARSOA) has long been at the forefront of change by encouraging its leaders to be creative when developing solutions for problems within Aviation.

After thorough testing, ARSOA propagates these ideas to the broader Aviation enterprise. In recent years, ARSOA forces have struggled to meet aircraft phase maintenance timelines due to many competing requirements that pull Soldiers off aircraft, requiring them to work late to stay on phase schedule goals.

During a phase after-action review, a Soldier stated, "You don't respect our time! We understand deployments and training exercises, but in garrison, when you can give a few sacred moments back to the families, you still choose not to."

This complaint triggered the innovative noncommissioned officers within the 160th Special Operations Aviation Regiment (Airborne) (SOAR [ABN]) to seek solutions to meet or reduce the phase timeline while respecting the work/life balance of phase team Soldiers.

Increased Production and Soldier Welfare

How can we increase production and make every minute count without sacrificing the welfare of Soldiers and their families?

Quantifying purpose, autonomy, and mastery is the answer. After years of arbitrary phase maintenance timelines and degraded expectation management, 2nd Battalion, 160th SOAR (ABN) experimented with quantifying phase criteria by conducting a mixed-methods study.

The iterative process uncovered something interesting. First, Soldiers were significantly more productive in the morning. Despite mornings accounting for just 39% of the total time, the team accomplished 45% of the total work from 0830-1130.

Furthermore, 47% of the week's production occurred on Monday and Tuesday. Tuesday accounted for the most efficient work, with 26% of all tasks completed. Thursday and Friday accounted for just 19% and 15% of the week's production, respectively.

After 60 days of research, phase teams averaged 10.5 inefficient hours worked each day. The problem was that on the face of the event, the team was successful. The team finished

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Enlisted Aviation Soldier Spotlight

Each issue we will feature a past AAAA National or Functional Enlisted or NCO Award winner as part of our ongoing recognition of the Best of the Best in our Aviation Branch. The CY 2020 National winners were featured in the April/May AAAA Annual State of the Union issue.

Unmanned Aircraft Systems Soldier of the Year, 2018

Sponsored by General Atomics Aeronautical Systems, Inc.

AAPI PHOTO BY RENÉ BIDEZ

SSG Angelica M. Delgado

Company F, 1st Aviation Regiment
Combat Aviation Brigade,
1st Infantry Division
Fort Riley, KS

SSG Angelica M. Delgado, while performing duties as an Instructor Operator for Fox Company, 1st Aviation Regiment, played a vital role in the success of Operation Freedom's Sentinel in 2017 and 2018. She personally flew over 1,400 hours while completing 8 Readiness Level 1 progressions and training 6 new aircraft commanders. As the company Standardization Operator, normally a sergeant first class position, she ensured the safe execution of the company's 15,000 accident free flight hours while conducting split based operations from separate airfields in Afghanistan. She ran the unit's gunnery training program, developing a rigorous schedule that improved combat effectiveness across the formation. As a result of her efforts, the company executed 91 kinetic strikes with a 95.5 success rate that resulted in 105 Enemy Killed in Action, 16 Enemy Wounded in Action, 20 vehicles destroyed, and 7 buildings destroyed. She is the consummate "Total Soldier," consistently scoring 300 on the Army Physical Fitness Test, qualifying for the Ft. Riley Army 10-miler Team, and ensuring that every Soldier in her squad passed the promotion board.

six days ahead of the 65-day goal. However, the comprehensive review demonstrated an opportunity to gain more efficiencies. The process was quantifiably costly towards efficiency and human performance.

With SOF and the Army writ large in a fiscally constrained "no-growth" environment, leaders must optimize the force we have on hand. How can we do more with less? This project utilized qualitative research methods, which included notable detriments to physical and mental fatigue, and retention, to help define the problem.

The outcome was a new duty day structure that solved three problems; inefficient maintenance, quality family time, and extreme fatigue. The following phase team conducted phase maintenance using a newly developed deliberate model that included a "step down" show time and a duty day that capped at 7.5 hours – see the weekly schedule at Figure 1.

The Results

The results were astounding. The productive morning period, discovered during the initial study, effectively doubled by ensuring an uninterrupted six-hour work period. Soldiers accomplished more work in less time.

Soldiers demonstrated lower fatigue and showed greater motivation. A deliberate 15-minute break facilitated physical sustainment but did not contain enough calories and was not long enough for Soldiers to experience an insulin spike or lull in work momentum.

Monday's 8 a.m. show time enabled Soldiers to adjust their circadian rhythm, which was previously compromised. Tuesday and Wednesday through Friday's 0700 and 0600 show times helped enhance the family dynamic by ensuring Soldiers were released at 1430 and 1330, respectively.

Soldiers did not sacrifice Physical Training (PT). Instead, PT was enhanced. As a supplement to individual workouts, SOCOM Human Performance coaches structured tailored activities completed immediately after work, which offered higher quality and individualized training. Soldiers could conduct deliberate PT with maximized resources and did not have to rush through morning PT to meet phase start times. The previous need for phase team leaders to cancel PT to get in additional work hours was gone.

The study and subsequent new schedule have enhanced purpose, autonomy, and mastery. Within the confines of the schedule, Soldiers maintain mastery. That same mastery affords them autonomy both on and off duty. With more time, Soldiers can foster healthy family relationships and maintain work-life balance. Last, the purpose is optimized. Soldiers can better envision a path to long-term service.

Intrinsic motivation caused by autonomy and mastery reinforces an overall purpose, a confluent connection to the mission. Now our words match our actions, and we can confidently say that our Soldiers are our greatest asset. Most importantly, they can begin to trust that belief.

Volare Optimus! Above the Best!

CSM Rob Armstrong is the command sergeant major of U.S. Army Special Operations Aviation Command; CSM Chris Kitchens is the 160th SOAR Regiment command sergeant major; and 1SG Luke Backes is the first sergeant for D Company, 2nd Battalion, 160th SOAR (ABN).

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Preparing for the 4th-Quarter Spike – Let's Step Up Our Game!

By COL. Ronald L. Ells

U.S. ARMY NATIONAL GUARD PHOTO BY DANA ROSSO

A hoist-capable UH-60 Black Hawk helicopter and aircrew from the 1st Battalion, 207th Aviation Regiment, Alaska Army National Guard, arrives in Bethel, Alaska, April 27, 2021, as part of the State of Alaska's effort to prepare for disaster response in the Yukon-Kuskokwim region during the spring flood season. While stationed in Bethel, the crew will continue to train on their federal mission and remain ready to respond to any requests for support from civil authorities through the State Emergency Operations Center.

As the saying goes, the difference between a Class A and Class C mishap is inches and seconds. To add to that, total Class A-C mishaps can be predictive of the health of our safety programs.

Throughout FY21, we have become more aggressive in executing our flying hour programs and combined with changes in our flight profiles, some alarming trends have become apparent. So far, the result is that we have the highest mishap total and rates of the past five fiscal years. First, Class A mishaps are twice as high as the year-to-date totals for FY17-FY20. Furthermore, the 11 flight fatalities recorded so far in FY21 is equal to or greater than each of the past five years' annual totals and higher than FY19 and FY20 combined. Second, Class A-C mishaps for FY21 are nearly 40 percent higher than each of the past two years and continue to increase. With five months remaining in this fiscal year, including the 4th Quarter, these trends should give us all pause.

Given the stats above and with the 4th Quarter quickly approaching, we must step up our game to protect the force. Between FY15-FY19, Aviation mishaps rose dramatically during the end of the year in what the USACRC is calling the "4th-Quarter Spike." During this time frame, 40 percent of all Class A Aviation mishaps occurred during the 4th Quarter while flying only about 27 percent of the Army's annual flying hour program. Half of all 4th-Quarter mishaps occurred during August, also the month with the highest number of flight hours.

The 4th Quarter marks a convergence of numerous factors that combine to produce the perfect recipe for mishaps. These factors include formal and informal leadership turnover, extreme temperatures (August is the hottest month), and end-of-year flying hour program execution. While none of these factors alone is the overall crux of the problem, the combination of them is a significant leader challenge. The solution to this issue is raising awareness and developing a proactive approach to mitigate hazards as they begin to mount.

Proactively addressing the 4th-Quarter Spike is the very embodiment of risk management. Through our research here at the USACRC, we identified the 4th Quarter of the past five fiscal years as a time of high risk and helped narrow down the problem to a few specific challenges. As leaders, you must assess these hazards and how they affect your unit, along with your unit's ability to manage risk. Based on your unit's unique risk assessment, you can develop and implement control measures appropriate to your organizations — making informed decisions on training plans, OPTEMPO and withholding risk, to name a few. As part of this approach, you must continue supervising and evaluating your units to adjust control measures and plans as necessary. By proactively approaching this challenging period, we can address the risk early instead of being reactive as new problems present themselves.

As the USACRC commanding general has said, "The collective critical thinking, discussion and sharing of best practices within our communities will allow us to reverse this trend." I am confident we have the right leaders in place to attack and reverse not just the 4th-Quarter Spike, but any challenge we face.

People First – Winning Matters – Readiness Through Safety!

COL Ronald Ells is the deputy commander of the U.S. Army Combat Readiness Center at Fort Rucker AL.

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Army National Guard Aeromedical Evacuation – A Supporting Force Both Domestically and Abroad

By MAJ Matt Colsia and CPT Serenity J. Holden

The dedicated Soldiers and units that comprise ARNG MEDEVAC have a long history of providing critical care aviation support.

These dual role resources function in support of both Active Duty Army demand and in commitment to their respective Governors in times of need.

Mission and Organization

Domestic Operations (DOMOPS) MEDEVAC detachments provide critical resources for civil support operations; including wildfires, hurricanes, natural and man-made disasters and major events such as civil unrest and Presidential Inauguration support. Select States even have advanced capabilities such as New Hampshire which supports a swift water rescue element, Colorado and California both conduct high altitude searches and rescues, and South Carolina's Helicopter Aquatic Rescue Team (HART) among others.

CALIFORNIA NATIONAL GUARD VIDEO SCREENSHOT

CAARNG CCFP SSG Daniel Mast successfully performs hoist extrication of elderly man in frigid flood waters, treated for hypothermia but otherwise unharmed.

The ARNG MEDEVAC architecture consists of twenty-one (15 ship) HH-60 companies within general support aviation battalions (GSAB) and six (8 ship) UH-72A companies within security and support aviation battalions (S&S); a combined total of 363 aeromedical evacuation platforms. These critical assets are split stationed and represent varying capabilities across the fifty-four States, Territories and the District of Columbia.

MEDEVAC is a high skill level capability which requires extensive training and preparation. The ARNG State Army Aviation Office (SAAO) supports flight training, mentorship and all things aviation related. The State Surgeon's Office (SSO) provides critical oversight on medical protocol, equipment, personnel, and facilitates continuing education.

Significant Achievements

Over the last ten years the ARNG has deployed nearly all HH-60 MEDEVAC assets over forty-six mobilizations. The ARNG has also provided myriad hours and personnel in support of other critical missions; flying 5,454 Mission hours, 851 Domestic missions, 7,062 Medical Transports, 1,241 Hoist evacuations from dangerous locations. 488 of the missions flown directly contributed to lives saved.

Modernization

The current UH-60A/L aircraft is undergoing modernization with the HH-60M model aircraft. Currently there are 92 HH-60M platforms in use and beginning in FY 22, 150 additional MEDEVAC models of the UH-60V aircraft are expected to complete replacement of the UH-60 A/L models. Medical Equipment Sets (MES) are critical to MEDEVAC missions. MES kits are in process of being updated to the current technology required to ensure continuity of the highest level of care and provide a seamless transition across an increasingly joint evacuation environment.

Pressing Issues

The Army's plan to qualify and sustain ***Critical Care Flight Paramedics (CCFP)*** may be challenging but is certainly attainable for the ARNG. Deployed ARNG CCFPs provided data that proved the Paramedic level of care resulted in statistically better outcomes. This data directly contributed to the implementation of the National Defense Authorization Act (NDAA) CCFP Directive. NDAA requirements have resulted in some difficulty in qualification and sustainment especially for the Guard and Reserve. In response, ARNG has initiated recruiting, training and retention lines of effort (LOE).

In support of these LOEs, multi-agency working groups including NGB, MEDCoE, APPD, MECCD and other affiliated stakeholders have been developed. These working groups are tasked with exploring all options for recruitment and retention incentives.

Future

ARNG MEDEVAC will continue to lead the Army in finding solutions to current challenges and raising the standard of care in all aspects of aeromedical transport, provide support to our highly qualified CCFPs in meeting new requirements and agilely adapt to the ever-changing environment of Critical Care.

MAJ Matt Colsia is the National Guard Bureau Aeromedical Evacuation Officer and CPT Serenity J. Holden is a California National Guard aeromedical physician's assistant who is a member of the NGB Flight Paramedic Core Working Group.

U.S. ARMY 128th AVN BDE COURTESY PHOTO

Army Profession Week in the 128th Aviation Brigade

By SSG Michael Aberdeen, SSG Stephen Burke, and SFC Matthew Van Pelt

SSG Javier Rodriguez trains Soldiers and civilians from B Co./1-210th AVN REGT on extremism within the Army during the 128th AVN BDE's Army Profession Week at Joint Base Langley-Eustis, VA.

Our Army has long understood that its strength lies in its people.

From the most junior private to the most senior sergeant major, officer and NCO alike, our Army's ability to face the challenges of war has gone unmatched for so much of our history due to the dedication of America's sons and daughters. In March of this year, the 128th Aviation Brigade at Fort Eustis, VA, took a step back, along with the rest of the Department of Defense, to look inward and rededicate itself to its people. Here in the 128th AVN BDE, this took the form of the Army Profession Week, a week dedicated to discussing current issues negatively impacting our formations: extremism, suicide, and sexual harassment and assault. While all three made for some difficult conversations, discussing them openly and honestly can help reduce the threat they pose to our Army.

Our first topic dealt with ***extremism*** within our ranks. While this is not typically an issue Soldiers face every day, the ramifications of extremism can be severe. The cadre and students discussed examples of extremism within the Army, running the gamut; both political and nonpolitical. A common thread within these extremism cases is individuals that lack participation within cohesive teams. Building teams and building understanding with each other is the best way to combat any of the negative behaviors we face in the Army. We strongly believe we are on the greatest team in the world and that respect towards all people can help bridge the gaps that lead to extremism. Our Soldiers become our best combatants against extremism when they build unity in their formations, ensuring extremists do not have a chance to influence others into following their views.

Another topic discussed was ***suicide*** and the many effects it can have on organizations and families afterwards. During the Army Profession Week training, there were multiple teaching points involved, including methods used to try and cope with the stress many Soldiers face, both in and out of work. Our hope is that by opening the door to hard conversations, we can affect the future and let Soldiers and family members know that if they are having troubling thoughts, the best course of action is to seek help. The impacts of suicide do not stop with one Soldier. We are confident that our Soldiers have gained the necessary knowledge during our training to save the life of a person in need of help.

Our final point of discussion was ***sexual harassment and sexual assault*** within our formations. During the training, we utilized Sexual Assault Response Coordinators (SARC) and Victim Advocates to share their wealth of knowledge and reinforce the value and dignity of each member of the military. While myths and urban legends persist surrounding the Army's SHARP program, it is the duty of the Victim Advocate to show the important role individuals play in building a culture of respect and trust. By discussing these issues with AIT students, we hoped to showcase how combatting these issues and discussing ways to mitigate them is what makes our team stronger.

Many Soldiers are uncomfortable talking about the issues our Army faces, but the conversations must be had. Being able to share experiences with our peers brought the entire team new perspective. This training was not filled with mandated videos and slide presentations, but rather contained discussions with brothers and sisters in arms and that resonated powerfully. Only through discussion can we build shared understanding and with shared understanding comes mutual respect. Ultimately, we believe that this will make not only our brigade, but our entire Army stronger.

"Born Under Fire!"

SSG Michael Aberdeen is the company victim advocate; SSG Stephen Burke, the equal opportunity representative; and SFC Matthew Van Pelt, the master resiliency trainer for A Co., 1-210th Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.

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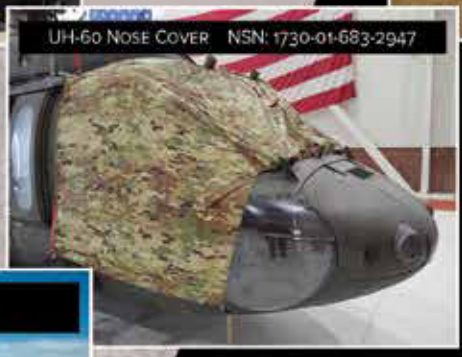

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Forward Flight Performance:
Flying Faster and Farther

By Dr. Thomas L. Thompson

The Army's Future Attack Reconnaissance Aircraft (FARA) is required to fly more than 50% faster and farther than the helicopter it is replacing, the OH-58D Kiowa.

DON F. PRATT MUSEUM COURTESY PHOTO

AH-56A Cheyenne Attack Helicopter in front of the Don F. Pratt Museum, Ft. Campbell, KY.

To achieve these aggressive forward flight performance goals, FARA aircraft will incorporate the GE T901 Improved Turbine Engine (ITE), which will provide significantly more power available (per engine weight) and reduced specific fuel consumption (fuel consumed per horsepower per hour) compared to the engines that power our current fleet. In addition, FARA aircraft designers are increasing the aerodynamic efficiency of FARA aircraft configurations by (1) reducing the amount of lift and/or propulsive force required of the main rotor, (2) operating at reduced rotor speed and shaping the blade tips to minimize rotor power required, and (3) minimizing airframe drag. These three approaches are discussed in more detail below.

The use of a wing and auxiliary propulsion device to provide additional lift and forward thrust has been shown to increase rotorcraft speed and range capability. Numerous demonstrations of a variety of compound helicopter designs have been conducted over the years, including the AH-56A Cheyenne, a prototype attack helicopter developed by the Army and Lockheed in the late 1960s. The Cheyenne, which included low-mounted wings and a pusher propeller, demonstrated a maximum speed of 220 knots in level flight, which satisfied program requirements. However, rotor dynamics problems and cost overruns led to cancellation of the production contract. In 2010, Sikorsky's X2 Technology Demonstrator, a small coaxial rotorcraft with a pusher propeller, demonstrated a maximum level flight speed of 253 knots. Its larger successor, the S-97 Raider, first flew in 2015 and is now being used to demonstrate technology being incorporated in the design of the Raider-X, the aircraft that Sikorsky is building and testing for the FARA Competitive Prototype Program (the S-97 Raider is about 80% of the size of the Raider-X). Sikorsky's FARA competitor, Bell Helicopter, is designing an aircraft with wings that provide about a third of the aircraft lift in high-speed flight.

In addition to reducing main rotor lift and propulsive force requirements, FARA designers are including a provision to reduce rotor speed (RPM) in high-speed flight to decrease the blade tip Mach number and reduce compressibility drag. Compressibility drag, which is caused by shock wave drag and shock-induced flow separation at higher Mach numbers, is also minimized by using thinner airfoil sections at the tips of the blades and by sweeping the blade tips to reduce the effective Mach number that the blade "sees" on the advancing side of the rotor disk (i.e., when the blades are rotating toward the direction of flight). These design features will help delay the onset of compressibility effects and reduce rotor power required.

The third approach to increasing forward flight performance is to reduce the drag of the airframe. Because drag varies as the square of the airspeed, the drag force of an item exposed to the airstream on a FARA aircraft, cruising at say, 180 knots, will be nearly three times that of the same item on an OH-58D, which cruised at around 105 knots. Therefore, FARA aircraft will include internal weapons bays, retractable landing gear, streamlined fuselages, flush-mounted sensors and cooling inlets, faired gun turrets and faired rotor hubs that minimize exposure of rotor pitch links and dampers to the airstream (rotor hub drag can account for as much as 50% of the total airframe drag). Results of model-scale wind tunnel tests and computational fluid dynamics (CFD) analyses are being used to refine these design features and develop detailed estimates of airframe drag, which is monitored as the design evolves to ensure that it remains below a target value established by flight performance engineers. Finally, FARA aircraft flight control laws will adjust elevator surfaces and/or horizontal tail incidences to maintain an aircraft trim attitude that minimizes fuselage drag and aircraft power required in high-speed flight.

Although aerodynamic efficiency is key to FARA meeting its flight performance requirements, there are several other factors, such as aircraft weight, loads and vibration, that may limit speed, payload and range capability if not given equal attention during aircraft development and qualification. The importance of understanding, predicting and controlling the potentially limiting effects of these three factors will be discussed in future Tech Talk articles.

Dr. Thomas L. Thompson is the Chief Engineer for the Aeromechanics Systems Readiness Directorate of the U.S. Army Combat Capabilities Development Command Aviation & Missile Center at Redstone Arsenal, AL.

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Pregnancy in Aviation

By MAJ (Dr.) Douglas R. Hogoboom and Dr. Michael T. Acromite

Q: Hey doc, I am considering becoming pregnant. How would pregnancy affect my flight status?

FS: First of all, thank you for a very important question. Many pregnant women have safely flown during pregnancy, but there are risks that must be considered. The aviation environment presents various exposure risks (noise, vibration, temperature changes, decreased oxygen, G-forces, toxic gases, etc.). These environmental changes are known to affect the mother and baby, but the extent of adverse effects remain uncertain. This uncertainty stems from research restrictions for ethical reasons. However, reviews of human pregnancy outcomes after natural, incidental, or accidental exposures in the aviation and non-aviation environments provide valuable information. Animal studies also provide additional information. Pregnancy experiences in aviation across services is also reviewed for safety. The U.S. Army Aeromedical Activity (AAMA) has issued an Army Pregnancy Aeromedical Policy Letter (APL) based on current Army Policy and available pregnancy and safety information.

A normal pregnancy lasts about 40 weeks divided into three separate trimesters, each lasting about three months. Each trimester has various expected changes, milestones, and risks for the mother and the baby. The first trimester is the baby's most susceptible time and critical for organ system development. This time poses the highest risk of miscarriage from either natural or environmental causes. Miscarriages are less common in the 2nd and 3rd trimesters, but exposures still may cause preterm labor, premature delivery, or other events.

Risks

Throughout pregnancy, physiology, medical, and exposure risks change. The mother's physiology changes to support fetal development and growth. These include changes in hormones, blood, heart function, blood pressure, lungs, vision, and clotting mechanisms. These changes are common and considered 'normal' for pregnancy, but they can induce unexpected risks for pregnant aviators.

Hormone changes can cause nausea and vomiting, known as morning sickness. This can be painful and distracting to aircrew, and may require medications that are not safe for aviation. Fortunately, this generally occurs in the first trimester and resolves in the 2nd trimester.

The mother's blood pressure is lower during pregnancy due to the placental flow and blood vessel relaxation. This lower blood pressure makes "passing out" more common and a risk in aviation. Others experience dangerously high blood pressure known as gestational hypertension. This can affect the placenta and fetal growth and may require medication. When it impairs the mother's kidneys or other organs, it is called preeclampsia. Symptoms of preeclampsia can include headache, vision changes, abdominal pain, and altered mental status, which concern aviation safety. This condition can even result in seizures, called eclampsia, which is certainly dangerous for aviation.

The mother's fluid and blood volume increase to provide more blood to the placenta for the baby. Fluid changes can cause swelling. Swelling and body changes can cause discomfort, alter safety equipment fit, or affect safe egress. Swelling can also affect the mother's corneas and visual acuity.

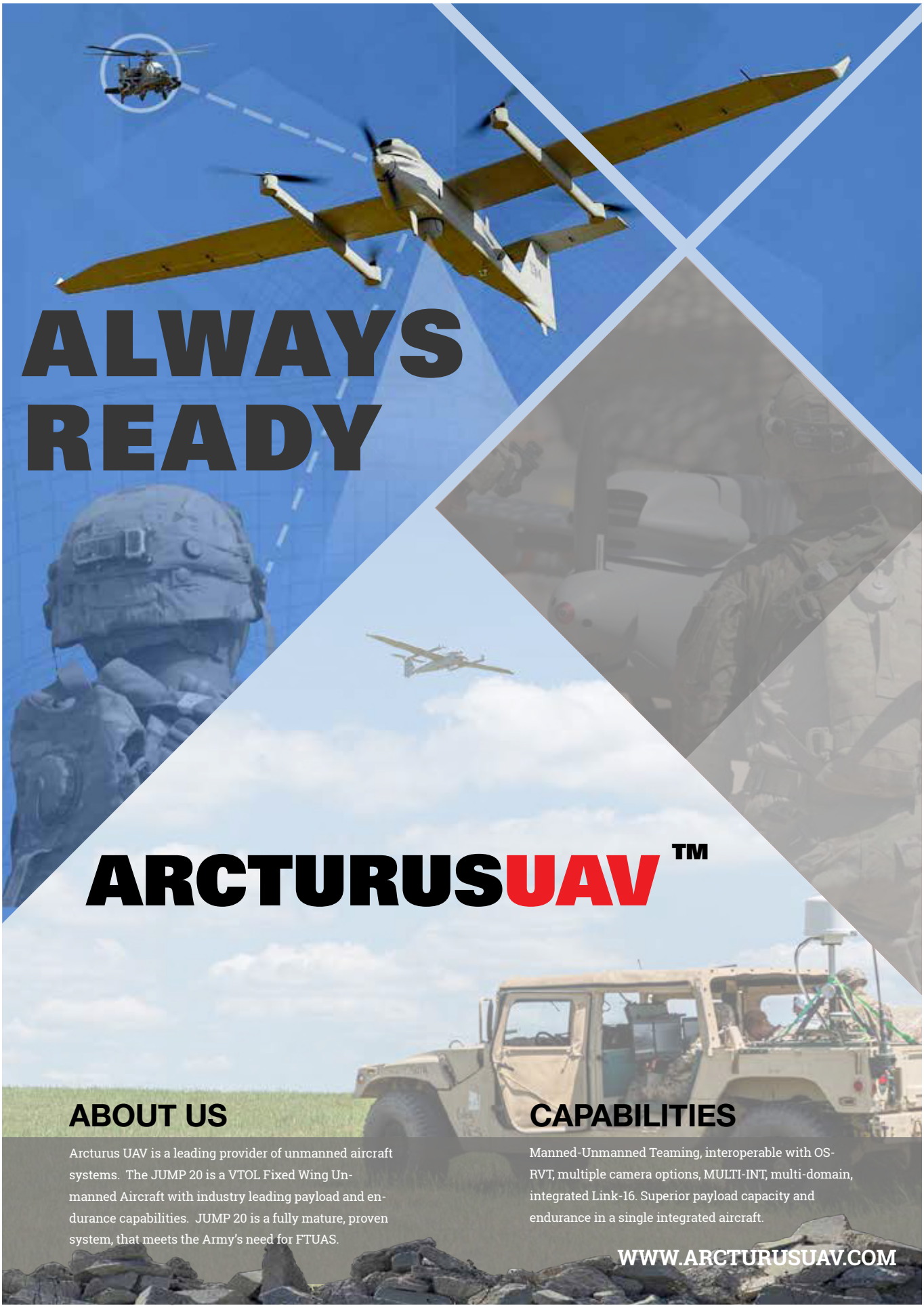
The mother's plasma (watery part of blood) increases more than her red blood cells (oxygen carrying cells) causing her blood to be thinner. This is commonly called "anemia of pregnancy." Although often considered a "normal" part of pregnancy, this anemia may result in fatigue, shortness of breath, vision changes, and even "passing out," all dangerous in aviation.

During pregnancy, the mother's blood clots more easily. This begins early in pregnancy, increases throughout pregnancy, and continues until six weeks after delivery. The greatest risk of clots occurs near delivery and shortly afterward. This naturally helps to reduce blood loss at delivery, but dangerous clots can rarely occur unexpectedly.

The fluid dynamics of pregnancy also affects the lungs and kidneys. The mother's breathing patterns change, the lungs are more apt to collect fluid, and pneumonia is more common. The kidneys produce more urine causing frequent urination, and both the bladder and kidney are more susceptible to infection.

The hormones of pregnancy affect the mother's insulin and blood sugar, and interfere with insulin, resulting in higher blood sugar levels. While usually good for growing babies, the effect can cause very high blood sugar levels dangerous for the mother and baby. When abnormally high, this is called gestational diabetes. In most cases, these changes can be managed by your provider. However, possible symptoms such as increased urination, vision changes, fatigue, and "passing out" are concerning in aviation.

Noise and vibrations in aviation may pose risk to the mother and baby. Hearing organs develop at 18-20 weeks and may be susceptible. The mother's skin, muscles, uterus, and placenta may decrease exposure as found in animal studies, but this is still to be confirmed in humans. Some research also suggests that vibrations may be associated with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premature labor or growth restriction in non-aviation environments, but this has not been clarified for aviation.

Pregnancy can worsen or change the treatment of medical conditions present before pregnancy such as anemia, hypertension, thyroid disorders, diabetes, psychiatric conditions, and others. These are important when an aviator has a flight waiver, but then becomes pregnant.

Precautions

The Army Pregnancy APL considers these risks. Extra precautions are taken to protect the flying mother and baby with certain flight restrictions. Only flight simulators are allowed up to 12 weeks due to susceptibilities and risk of ectopic (tubal) pregnancy, and after 25 weeks due to pregnancy and delivery risks. From 12 to 25 weeks, aircrew are able to fly multi-engine, non-ejection seat, dual pilot aircraft at less than or equal to 10,000' (above sea level) cabin altitude. The dual piloted aircraft restriction addresses the unpredictable nature of pregnancy conditions, physiological changes, and risk of blood clots, "passing out," and vision changes. The cabin altitude restriction assures adequate oxygenation for mother and baby. Finally, from 25 weeks to delivery, flight duties are not authorized due to the increasing risk for premature labor, rupture of membranes, bleeding, clots, and preeclampsia. By six weeks after delivery, these risks are resolved.

Flight time during pregnancy requires your flight surgeon/aeromedical physician assistant (FS/APA) to ensure you understand the potential risks and safety restrictions. Pregnancy complications will be addressed by your FS/APA with information from your pregnancy provider.

Aside from the Army, U.S. military services generally consider pregnancy as disqualifying for flight duty and require a waiver due to different aircraft types and various associated risks. In the U.S. Army, *a fully trained* aviator with a *normal uncomplicated* pregnancy is not disqualified following the published safety restrictions. However, you must still notify your FS/APA, continue with pregnancy providers, and follow guidance from your FS/APA and Army Pregnancy APL. Also, you must notify your FS/APA of any medical changes or complication during the pregnancy, as they may require additional attention, waiver, or grounding for safety.

Fly Safe!

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to *AskFS@quad-a.org;* we'll try to address it in the future. See your unit flight surgeon for your personal health issues. The views and opinions offered are those of the authors and researchers and should not be construed as an official Department of the Army position unless otherwise stated.

This article was supported in part by an appointment to the Research Participation Program at the U.S. Army Aeromedical Activity (AAMA), administered by the Oak Ridge Institute for Science and Education through an interagency agreement between the U.S. Department of Energy and AAMA.

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Leading Diverse Generations

By COL Andrew R. Graham and CPT (P) Elizabeth H. Werly, Psy.D.

U.S. ARMY PHOTOs COURTESY OF TRAINING DEVELOPMENT AND SUPPORT CELL

Left: A Soldier assigned to 160th Special Operations Aviation Regiment (Airborne) performs a refuel mission.
Right: Two Soldiers experience Enlisted Green Platoon, the 160th Special Operations Aviation Regiment (Airborne)'s six-week assessment and training program that teaches basic soldiering skills, combat, land navigation, and weapons skills.

Reflective of our Army as a whole, the 160th Special Operations Aviation Regiment's (Airborne) (SOAR (ABN)) most important weapon system is our People. We believe the key to the continued success of our unit is ensuring a shared system of values that transcends the four generations of Soldiers and Department of the Army (DA) Civilians currently serving within the Regiment.

Binding senior unit members (Baby Boomers & Generation X) who grew up without cable television, with junior Soldiers (Millennials & Generation Z) who, as Digital Natives, have thrived with cell phones and internet access their whole lives, requires a deliberate leadership focus and communication strategy. The return on investment for these efforts will be a generationally diverse and resilient unit that capitalizes on the strengths of each generation.

By creating an environment where four generations thrive together, the 160th SOAR (ABN) will remain our Army's most lethal aviation force.

Generational Trends

To optimize the Regiment, we seek to understand and appreciate the diversity within our formation. Formed in 1981, with a wide range of age topography, the 160th SOAR (ABN) has "plank holders" training individuals born after 9/11.

Baby Boomers are the most senior group in the Regiment and constitute individuals born between 1946 and 1964. They are a direct product of the baby boom following WWII. This demographic experienced period impacts such as the Vietnam War, landing on the moon and Women's civil rights movements. Baby Boomers value quality family time, have long-term, goal-centric career ambitions, and believe that hard work creates opportunities (Ryback, 2016).

Generation X individuals, born between 1965 and 1980, experienced a relatively ambiguous historical imprint. Known as the "latch key generation", Generation X was more likely to experience two working parents and thus became independent, free agents. Generation X members yearn for career structure and direction, view work as a means to an end, and clearly separate work and life (Ryback, 2016).

The Regiment's largest population (92%) are the individuals younger than 40 years old. Millennials (born 1980-1995) began the modernization of communication and information flow with the evolution of the internet. Millennials have strong ties to immediacy, diversity of knowledge, and purposeful work. Wrapped up in the 'self-esteem movement' by helicopter parents, this demographic was raised protected from many challenges. Millennials were afforded the opportunity of choice of information source and expect to pursue a fulfilling career. They are more likely to view career choices as temporary, pursue a meaningful work/life blend, and always ask for the "why?"

Generation Z, our "Digital Natives", have been empowered to choose their daily and life adventures, figuratively through social media and literally through access to global travel. Having never lived without the internet, Gen Z individuals are accustomed to a constant flow of information and social media updates. They are optimistic about the world, more inclusive of diversity and more susceptible to various mood disorders (Ryback, 2016).

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Generational Communication Challenges

The potential for friction in communication between generations is a paramount concern for the 160th SOAR (ABN) leadership. We are a disciplined organization with a Regimental Tactical Standard Operating Procedure (RTSOP) rich with lessons learned over two decades of accomplishing the most complex missions in the most demanding environments. We succeed because we know our RTSOP, and we follow our RTSOP. Generation X and older millennial unit members understand this. Generation Z members, however, may find unexplained and rigid adherence to a document stifling. The paralysis of lack of shared investment that this can cause is counterproductive. The key to reducing the friction is deliberate communication focused on explaining the "why." Communicating this effectively requires a focus on emotional intelligence.

Emotional Intelligence

Emotional intelligence is defined as the capacity to be aware of, control, and express one's emotions to handle interpersonal relationships judiciously and empathetically. Research supports that emotional intelligence is a distinguishing factor in performance and can extend an individual's influence and capabilities far beyond general knowledge base (Goleman, 2012). The four pillars of emotional intelligence include self-awareness, emotional management, empathy and relationship management. Army Doctrine Publication (ADP) 6-22, Army Leadership and the Profession, highlights self-awareness as critical to the character, presence and development of Army Leaders.

Leadership Development

At the Regiment level, we use our Regiment Commander Leader Professional Development (LPD) program to demonstrate the importance of emotional intelligence and a culture of shared values. The LPD program is focused at the company commander and field grade staff officer level. We execute quarterly LPD events focused heavily on the foundations and importance of our unit culture and how we can best transfer the shared values resident in that culture to junior unit members.

At each LPD, we emphasize themes that encourage an intentional focus on leadership values and integration of behaviors that support individual leadership philosophies. The LPD events utilize strategic resources, reading materials, and local experiences that link to the Army Leadership attributes and competencies depicted in ADP 6-22. Linking ADP 6-22 attributes and competencies to generational considerations has undoubtedly created a more effective and grounded leadership approach for much of our formation. As an example, we presented a psychoeducation class and discussion highlighting the differences between generational attitudes, work ethic, communication styles and drivers to highlight the "Intellect" attribute of leadership. By offering facts related to generational influences, we encouraged officers to consider their own interpersonal tact, perspective and considerations for working within a generationally diverse environment. Our most recent LPD emphasized the importance of honest communication and feedback to ensure younger generations feel connected to the "why" and purpose of the mission.

Conclusion

The 160th SOAR (ABN) is a battle-tested and proven organization. We promise our customers consistent excellence and a commitment to their safety and mission success. By focusing on ensuring that unit members of all generations feel welcomed, valued, and heard, we will continue to attract the best from every generation and keep our promise well into the future. These future Night Stalkers will honor our legacy and continue to prove that Night Stalkers Don't Quit!

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COL Andy Graham is the 17th commander and CPT (P) Liz Werly is the command psychologist for the 160th Special Operations Aviation Regiment (Airborne) headquartered at Ft. Campbell, KY.

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Partnership and Interoperability in Three Dimensions –

Army Aviation's Global Ambassadors

By LTC (P) Matthew Parker, MAJ Evan Westgate and CW4 Douglas Saunders

SSG J. Thielemann, assigned to Special Operations Aviation Advisory Directorate, advises aircrew members of Panama's SENAN about patient preparation for transport and hoist operations using the SKEDCO litter system. The National Aeronaval Service of Panama, also called SENAN, is a branch of the Panamanian Public Forces which is responsible for carrying out naval and air operations.

Army Special Operations Aviation (ARSOA) typically operates in darkness and secrecy, supporting Special Operations Forces (SOF) executing the highest-level missions with strategic impact. However, a small cadre of experienced ARSOA Soldiers within the Special Operations Aviation Advisory Directorate (SOAAD) performs a vastly different role.

As Army Aviation's global ambassadors, this team utilizes unique SOF rotary wing expertise to develop, enhance, and maintain partner nation rotary wing aviation capabilities in support of global security cooperation goals. While the SOAAD takes Army SOF security cooperation into the air, it also provides unique access, placement, and interoperability worldwide to the Special Operations enterprise.

As SOAAD personnel execute global security cooperation, they enhance global SOF access. A combination of intercultural skills and SOF aviation experience allows SOAAD advisors to establish professional networks with highly skilled and respected premier allied aviation units.

The Mission

ARSOA's SOAAD mission is twofold: leverage networks to export effective SOF aviation practices; and import those effective tactics, techniques and procedures (TTPs) developed and employed by foreign partners.

Regionally focused advisors assigned to the SOAAD develop deep expertise within their assigned geographic combatant command (GCC), providing an invaluable Rolodex of contacts and on-the ground experience to leverage in planning and executing future SOF contingency operations. The diverse backgrounds and global professional network cultivated by the SOAAD continue to prove invaluable to future SOF tasks expected to span the full spectrum of military operations, ranging from disaster relief missions to large-scale combat operations.

SOAAD advisors foster the unique placement of U.S. Forces to build partner capacity throughout the full range of SOF rotary-wing aviation operations. These efforts ensure the U.S. remains the partner of choice for global rotary-wing security cooperation in an era of great power competition.

Across the globe, SOAAD advisors achieve effects that support the U.S. Government's hierarchy of strategic

documents, including each GCC and Theater Special Operations Command (TSOC) strategic plans. Within U.S. strategy, improving the capacity of allies and partners to provide for their own defense is often a key feature.

SOAAD advisors also provide tailored episodic engagements to strengthen (or create) partner capacity in areas such as mission planning, medical and casualty evacuation training, air-to-ground integration, maintenance procedures, extending operational reach, and operating in challenging environments, including high-altitude and maritime.

The successful execution of multiple security cooperation engagements over a sustained period creates positive effects in foreign aviation unit capability to support the partner nation's missions and objectives.

The Effects

SOAAD advisors directly enhance global security by enabling our partners to take the fight to the enemy themselves, setting conditions for partner nations to counter threats to local, regional, and global stability without deploying U.S. military combat forces. Furthermore, simply being in the region creates a messaging effect of deterrence to our adversaries while the team operates on the fringes of the Great Power Competition.

As a third effect, SOAAD operations improve interoperability between U.S. and allied forces. During engagements, SOAAD advisors employ numerous tools to enhance interoperability, including support to joint and multinational training events and exercises, Operational Airworthiness Assessments (OAAs), and developing standard operating processes and doctrine for U.S. and partner nation rotary-wing aviation units.

SOAAD teams habitually set the conditions for successful joint training events that include rotary-wing elements. Conducting an engagement before the joint training event prepares the foreign ground and aviation elements to train and operate with U.S. counterparts, freeing up valuable time during the exercise to spend on achieving the commander's training objectives.

SOAAD advisors contribute to the safety of U.S. forces by executing OAAs of partner nation aviation units. Senior ARSOA aviators assigned to the SOAAD assess the operational safety of partner-nation aviation units, providing a risk-based recommendation to the TSOC and GCC for specific foreign aircraft which could transport U.S. military personnel. Generally, during OAAs, advisors find partner nation rotary-wing aviation units adhere to proper maintenance and operational standards. As a by-product of an OAA, SOAAD experts often provide additional recommendations for partner units to further improve safety processes or plan future training engagements.

Finally, ARSOA expects to operate in a coalition environment in most, if not all, future conflicts. In each security cooperation engagement, SOAAD advisors provide the partner nation best practices in mission planning, tactics, organization, and doctrine. This global foundation in joint SOF rotary wing operations will prove invaluable as U.S. forces work side by side with allies and partners in both the current and future security environment.

Setting the Conditions

Around the world, small cadres of experienced ARSOA aviators achieve outsized effects in support of national and regional commanders' strategies by providing access, placement, and interoperability to the SOF enterprise.

Through a unique blend of cultural and professional skills, they create and sustain access by maintaining regional awareness, expertise, and international military contacts vital to success in current and future operations. SOAAD advisors provide global placement while executing episodic, sustained, and tailored SOF Rotary Wing training to global allies and partners, enhancing our allies' capacity to provide for their own defense.

SOAAD sets the conditions for interoperability, directly improving the ability of U.S. and partner forces to succeed in a coalition environment. Every day, in every region, SOAAD advisors are working tirelessly to generate vital effects by, with, and through U.S. partners and allies in support of ARSOA, Army Aviation, the greater SOF community, the Army, and the Joint Force.

LTC (P) Matthew Parker is the director, MAJ Evan Westgate, the executive officer, and CW4 Douglas Saunders, the deputy director, of the Special Operations Aviation Advisory Directorate (SOAAD).

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Training and Validation Focused on Expanding Competitive Space

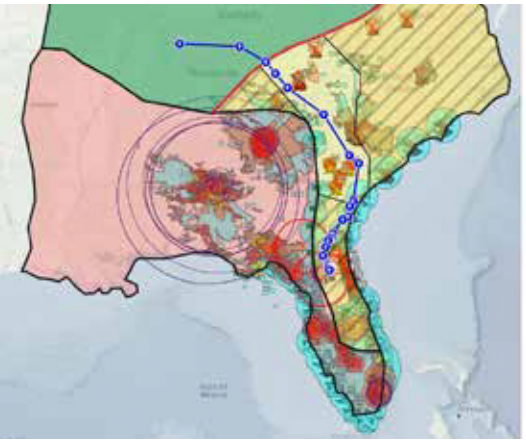
By MAJ Mike Kinsel

U.S. ARMY PHOTO BY ROBERT LEWIS, TNG, DEVELOPMENT AND SPT CELL

Soldiers assigned to 160th Special Operations Aviation Regiment (Airborne) arm an MH-60M Black Hawk helicopter.

With the reduction of troop numbers and combat operations in the Counter Terrorism/Violent Extremism (CT/VEO) campaign, the U.S. Army Special Operations Aviation Command (USASOAC) seeks to maintain lethality and flexibility by placing greater emphasis on stateside training to address Great Power Competition (GPC). Specifically, the focus has evolved to address those concerns that deal with a peer or near-peer adversary. Achieving multi-domain dominance across the future competition spectrum is not guaranteed and requires a deeper look and more focused efforts. Flying every hour with purpose, the ARSOA enterprise is leaning forward on tomorrow's competitive space through focused training events and Validation Exercises (VALEX). Recent drawdowns in force posture and reductions in violence across the USCENTCOM area of responsibility have precipitated an environment that no longer offers the battle-lab iterations that have been pervasive for the last two decades during the Global War on Terrorism.

To ensure aircrew, staff, and support personnel maintain combat potency, COL(P) Ryan, USASOAC commander, instituted a "make every hour count" mentality. This mantra aims to deliberately focus every hour of flight in a way that directly increases combat readiness and its application to the GPC spectrum. One of the vehicles USASOAC uses to ensure focus and efficacy of training is the battalion-level VALEX.



1-160 SOAR (ABN) GRAPHIC

This image is used to template enemy Integrated Air Defense Systems (IADS) used for planning and execution of a Validation Exercise (VALEX) for 1st Battalion, 160th Special Operations Aviation Regiment (Airborne).

These events are conducted once during every battalion commander's tenure and are designed to evaluate the battalion staff and command team's ability to exercise command and control of special operations Aviation activities while deployed. These events provide a testbed for planning and maneuver effectiveness and create the opportunity for the battalion headquarters to receive feedback from their Title 10 headquarters.

The USASOAC VALEX team evaluates subordinate battalion leadership and staff. Events, conducted in various locations with varying scenarios, are programmed into the calendar within the first 90 days of a battalion change of command. Each battalion stands up an exercise control group responsible for developing the event and are limited only by their creativity and specific guidance from the USASOAC commander. The best events are those that contain the depth of staff and scenario complexity necessary to replicate the future contested or denied environment

that Night Stalkers will likely face given a GPC threat event.

Implicit interest in Integrated Air Defense Systems (IADS) and Anti-Access Area Denial (A2AD) networks are common throughout each event. Increased ambiguity, lethality, and the dynamic nature of enemy A2AD and IADS architecture create the training construct and provide themes for the VALEX event.

So far, within this calendar year, the USASOAC VALEX team has completed three validations for 1st, 3rd, and 4th battalions, 160th SOAR (ABN), tailoring each event to evaluate that battalion's specific Mission Essential Task List (METL) amidst a peer/near-peer scenario.

The battalion staff and aircrew faced complex problems ranging from maintaining communications and navigation in a denied or degraded environment to operating within a robust IADS network. Tasks previously taken for granted, such as battle tracking, persistent ISR, real-time battlefield updates, and intel-driven high confidence threat reporting were constant agitators.

The friction weathered by the battalions was representative of the current and future competitive space and required trial and error coupled with ingenuity to develop, validate, and adopt tactics, techniques, and procedures (TTPs) effective against the scenario's adversaries. To increase the complexity, realism, and share the knowledge multilaterally, six units across the joint spectrum, numerous agencies of the intelligence community, and multiple national facilities supported the events.

Opportunities for Night Stalker aircrews to fly against simulated adversary IADS in training allowed the implementation of the full spectrum of layered effects from kinetic to non-kinetic.

Additionally, the repetitions in a peer-based scenario enable the 160th SOAR (ABN) to better convey risk-to-mission and risk-to-force when asked to assess the feasibility of conducting operations in contested or denied areas. The result of these validations was increased familiarity of the multifaceted problems associated with penetrating and operating within denied environments and a confirmation that the battalions can conduct their METL tasks in combat worldwide.

Making every hour count provides the 160th SOAR (ABN) with the motivation and intonation to focus their efforts in every way possible, from stateside cross-country flights to training opportunities while deployed. No matter the environment, USASOAC is firmly committed to achieving unprecedented success in the areas of low probability detect/intercept (LPD/I) communications and long-range operations in denied, contested, and politically sensitive environments. The iterative future-focused and complex training environments created through the VALEX program are essential for USASOAC to gain, maintain, and build experience and proficiency for special operations Aviation forces. Moreover, it is critical to mitigate risk factors associated with operating in the peer/near-peer arena and provide viable options to the ground force commander.

As the Department of Army and greater DoD shift focus to regaining and maintaining dominance in the competition space, the ARSOA enterprise is leaning forward to guarantee capabilities and TTPs that will ensure the 160th SOAR (ABN) can conduct effects-based operations that expand the competitive space in both great power competition and large-scale combat operations.

MAJ Mike Kinsel is a plans and operations officer assigned to the U.S. Army Special Operations Aviation Command G3 at Fort Bragg, NC.

Delivering Capability to the Special Operations Forces Aviator

By CW4 Jason Lazowski

SIMO COURTESY PHOTO

Pictured is a highly modified MH-60M Black Hawk helicopter with Degraded Visual Environment Pilotage System (DVEPS) integrated.

The Systems Integration Management Office (SIMO) is a unique organization with a clear mission: Provide the ground force commander the comparative advantage through technology overmatch to dominate future operating environments. SIMO achieves this by designing, developing, and rapidly deploying cutting-edge technology. SIMO is a Command Select lieutenant colonel directorate within the U.S. Army Special Operations Aviation Command (USASOAC) and traces its origins to Task Force 160's beginnings in the early 1980s.

This organization empowers Warfighter domination through the most capable rotary-wing, unmanned aerial systems (UAS), fixed-wing, and mission systems in the world. This mission and its associated goals sound similar to other Army Aviation acquisition and support organizations. However, SIMO differs from the rest as it participates in the materiel acquisition process from early requirement generation through the totality of research, development, test, evaluation, procurement, production, and fielding.

In reality, SIMO never stops improving on fielded systems or looking for new solutions to meet the 160th Special Operations Aviation Regiment (Airborne) (SOAR [ABN]) mission requirements. SIMO's close relationship to the Regiment maintains an unmatched feedback mechanism throughout the entire lifecycle of each product delivered. When ARSOA leaders or aviators recognize a capability gap, SIMO is the first to begin brainstorming solutions.

SIMO's ***Combat Development and Requirements Branch (CDRB)*** serves as a mentor for the Joint Capabilities Integration and Development System (JCIDS) process to the rest of SIMO. The CDRB leads working groups with SIMO branch officers and Regiment aviators to define threshold and objective requirements. This process generally takes no more than a few months for a new Special Operations Rapid Requirements Document (SORRD) or Capability Development Document (CDD) to enter staffing at higher headquarters. The flatness and existing partnerships within the ARSOA enterprise is the secret to this success. With participation from Regiment Standardizations, the Technology Applications Product Office

(TAPO), and line users, SIMO can speed up a commonly long and tedious process.

For some requirements, supported users need immediate solutions. To quickly field capability in support of current combat missions, SIMO maintains a rapid capability and critical technology insertion process. A ***Special Projects Lab*** with a state-of-the-art machining shop designs and builds low-rate produced items to meet mission needs. The ***Test and Evaluation Branch*** employs Naval Test Pilot School trained Special Operations Aviation Experimental Test Pilots and Flight Test Engineers. They ensure that all items are tested rigorously before fielding.

Rapid modification and testing of new equipment is possible without affecting the Regiment's readily deployable aircraft requirement due to several highly modified SIMO maintained Systems Integration & Qualification (SIQ) aircraft flown by Developmental Test Pilots (DTP). This balance of personnel, equipment, and skillsets enables SIMO to execute the broad spectrum of tasks quickly and effectively.

Design and Integration

As programs are funded and begin to advance, SIMO serves as the design and integration expert for the ARSOA enterprise. SIMO personnel work with the program/product managers (PMs) and industry to ensure the development and integration of the best and most technologically advanced products.

To meet warfighter requirements, SIMO representatives attend Preliminary Design Reviews (PDR), Critical Design Reviews (CDR), Technical Interchange Meetings (TIM), and other acquisition meetings and Milestone briefs in support of the PMs. The SIMO subject matter experts offer insight and guidance early in the process.

SIMO often pursues federated approaches to technology insertions, allowing users to define better systems integration. These feedback mechanisms enable the PMs to deliver the best products the first time and satisfy capability gaps. When it comes time to test and evaluate a solution, SIMO maintains rigid and honest standards. Whether it is a Developmental Test (DT) effort, a small scale, abbreviated operational test, or a full-scale Operational Test and Evaluation (OT&E) for a Material Release, SIMO writes complete test plans and manages execution in support of the PM.

With its test and evaluation instrumentation kits and SIQ aircraft, SIMO conducts a wide range of tests as the Responsible Test Organization (RTO). This organic capability rapidly accelerates the test process and saves millions of dollars for the Program Office. SIMO pilots are trained DTPs and participate in DT efforts daily on a wide variety of projects. They also work with other RTOs and serve as test directors and coordinators for formal test events.

Understanding airworthiness requirements, SIMO personnel and support offices at the 160th SOAR (ABN) develop Modification Work Orders (MWOs) and assist the PMs in pursuit of formal Airworthiness Releases (AWR). SIMO's test and evaluation capability often facilitate schedule reductions, sometimes on the order of many months.

Fielding

When a product is ready to field, SIMO coordinates with the Regiment Fielding Office and unit commanders to help develop a schedule. It synchronizes with operational requirements and seamlessly executes plans for training, integration, and maintenance. With a high OPTEMPO and even higher expectations for mission success, this can be a delicate, time-consuming process. Unlike conventional forces, with typically planned deployment cycles, Regiment fielding schedules can span various methods, including installations the day before executing combat operations.

After fielding, SIMO personnel often participate in training and real-world operations to ensure system safety, operational suitability and effectiveness, and user satisfaction. SIMO is the conduit back to the PM for user-identified product shortcomings. This near-daily exchange of information is highly unique to the ARSOA enterprise. In the past several years, SIMO has led Army Aviation through the development of many cutting-edge technologies. Some of these include Silent Knight Radar (SKR), Degraded Visual Environment Pilotage System (DVEPS), Secure Real-Time Video (SRTV), MH-60M 105% Nr Rotor Speed option, Airborne Mission Networking (AbMN), White Phosphorous Night Vision Goggles, Lightweight Wide Field of View Goggles, the Common Helmet Mounted Display (CHMD) for targeting, and numerous classified projects. These are just a sample of the over 130 projects SIMO currently manages.

Requirement definition and acquisition processes are unfamiliar to the average line pilot. Generally, the Army educates its officers and gives them ever-increasing levels of responsibility to develop. Regiment-trained crewmembers primarily staff SIMO. When they join SIMO, they quickly modify their warfighter optic as they drink from the proverbial firehose. They learn that the cutting-edge products they use daily are the result of long hours, lots of meetings, and many coordination phone calls.

Night Stalkers maximize the efficiency of formal processes by being involved in the design and engineering early, conducting rigorous testing, developing smooth fielding plans, and staying involved in the life cycle. The expertise, competence, and culture 160th SOAR (ABN) pilots bring, coupled with civilian team members' institutional and professional knowledge, enable a synergy unlike anywhere else in Army Acquisition.

SIMO has only one customer – the Night Stalker warfighters who support Special Operations Ground Force commanders. Culture, competence, and teamwork are necessary to create the ARSOA "magic" that delivers true capability rapidly and effectively.

CW4 Jason Lazowski is the technical director for the Systems Integration Management Office (SIMO), U. S. Army Special Operations Aviation Command (ABN) at Fort Campbell, KY.

AAAA Chapter Directory Correction

The officers listed in the April/May 2021 issue Chapter Directory for the Delaware Valley Chapter, located in Philadelphia, PA, were incorrect. The current chapter officers are:

Mr. Ed C. Hassiepen, III, President; Mr. Patrick Donnelly, Senior VP; LTC Christopher P. Downey, Ret., Secretary; 1SG John R. Keim, Jr., Ret., Treasurer; Ms. Cathy Anthony, VP Scholarship; and Mr. Dave R. Eck, VP Programs. We apologize for the error.

USASOAC-AAMD COURTESY PHOTO

Building The Predictive Maintenance Playbook–

Documenting Lessons Learned For A Successful Future

By CW2 Derrick Kozlowski and Mr. Jason Slusser

CW2 Derrick Kozlowski (left), maintenance technology director, AAMD, discusses the SOCOM Incubator process with a Soldier assigned to the Joint Artificial Intelligence Center. The SOCOM Incubator takes Artificial Intelligence (AI) products from concept to capability.

Define a problem. It seems simple, right? Now identify the data required to develop a solution to solve that problem. Still simple? Now that you have identified the data required, has the data been collected, aggregated, and stored and is it accessible? Is the data accurate and complete? Are data professionals and subject matter experts on staff to curate and store the data and understand how that data relates to the aircraft?

These are the areas to consider when pursuing a data-driven organization, and they should not intimidate. Where does your organization fit in this line of questions? If data is being collected, aggregated, and stored this already puts an organization in a position to be successful.

The 160th Special Operations Aviation Regiment (Airborne) (SOAR (ABN)) and Army Special Operations Aviation Command's Digital Integrated Maintenance Environment (DIME) team partnered with the Joint Artificial Intelligence Center's (JAIC) Joint Logistics (JL) Mission Initiative in FY19 to form the SOCOM Incubator. The SOCOM Incubator takes Artificial Intelligence (AI) products from concept through Minimum Viable Product (MVP) through an Initial Operating Capability (IOC) to a Final Operating Capability (FOC).

There are many desired outcomes to Predictive Maintenance that range from increased aircraft availability, cost savings, reduced maintenance man-hours, and the list goes on. The ultimate goal is to harness the power of data to provide leaders with suggested courses of action based on risk, cost, or other variables to achieve the most favorable outcome.

To achieve this goal of prescriptive analytics, continued use of descriptive analytics (what happened and why) and accelerated exploration and adoption of predictive analytics (what is the predicted outcome) is necessary.

Defining Success

How is success defined? It is critical to determine the metrics required to measure return on investment (ROI) for any predictive maintenance effort. If cost savings for replacing a specific component are the driver for success, it is essential to develop a baseline from all costs associated with replacement.

This baseline includes the price of the part itself, shipping costs, maintainer man-hours required to replace the part, etc. Only after this baseline is established can an accurate measurement of ROI occur over time using updated processes through the feedback of a prescriptive model. Prescriptive analytics will provide leaders with informed courses of action. It will remain with the leader to decide which action to take.

Barriers

The Predictive Maintenance journey began through a successful descriptive analytics program. Still, as the SOCOM Incubator started exploring predictive analytics, it was quickly realized the data was not as clean as it needed to be.

Dirty data is inaccurate, incomplete, or inconsistent. Dirty data generated by human error during input or flawed collection methodologies wastes data engineers' valuable time with cleaning when the data should be AI-ready. Additionally, dirty data could lead to a loss of confidence by leadership and the inability to make informed, data-driven decisions.

Incorrect Work Unit Codes (WUC) in Aircraft Notebook (ACN) data and duplicate aircraft state data as recorded on the digital source collector Voice and Data Recorder (VADR) are examples of dirty data the SOCOM Incubator discovered during the exploration of Predictive Maintenance.

WUC are used in many different areas for descriptive analytics, most notably in the Composite Threat List which scores the top mission, maintenance, and money drivers currently affecting the unit. Incorrect WUCs improperly focus the engineering support for addressing these issues.

Another problem the SOCOM Incubator team identified is that there isn't an efficient way to transmit data from austere forward operating environments (where failure is most likely to occur). In most cases, these forward-deployed elements relied on bandwidth-restricted transport networks, making it impossible to transmit large datasets back to the garrison to run through the model pipeline.

Overcoming Barriers

Overcoming barriers preventing successful Predictive Maintenance goals must be given proper attention. In the

case of dirty data resulting from incorrect WUCs, the SOCOM Incubator data scientist developed a Natural Language Processing (NLP) model to analyze free text within ACN fault narratives to assess and suggest a specific WUC correctly. This model has been used to correct two million WUCs from 160th SOAR (Abn) historical maintenance records and currently runs to correct incoming ACN data.

The RESTful Application Program Interface (API) deploys the model as a tool for maintainers to enter a fault and receive a WUC prediction to enter into ACN. Currently, the model is built and deployed to support 160th SOAR (Abn) MH-60M Black Hawk and MH-47G Chinook helicopters.

To address delivering applied AI to austere forward operating environments, the SOCOM Incubator software developer created the Model at the Edge (MaTE) Kit. The MaTE Kit is a laptop computer containing data collection tools, model pipeline capable of housing multiple containerized models, MongoDB for archiving complete data sets for ingestion to the garrison Data Warehouse, and a web front end to display the results of these models. Built for ease of use, maintainers download the data from the aircraft using familiar collection software, and all other processes run in the background.

Using the MaTE Kit on a per-flight basis to download time-series flight data gives forward operating maintainers and leadership almost immediate output from predictive models allowing for timely, informed maintenance decisions to be made.

For Predictive Maintenance and other AI efforts to succeed, organizations must achieve the seven goals outlined in the DoD Data Strategy. These goals are to make data visible, accessible, understandable, linked, trustworthy, interoperable, and secure (VAULTIS). Achieving these goals, along with proper support from leadership, is instrumental to the continued exploration and ultimate success of Predictive Maintenance.

CW2 Derrick Kozlowski is the maintenance technology director and Mr. Jason Slusser is the aviation maintenance data director for the USASOAC Aviation Maintenance Directorate at Fort Campbell, KY.

Addressing Army Aviation Intelligence Training

By CW4 Brandon Mesa

Over the past two decades, the Department of Defense Intelligence Community (IC) has primarily concentrated on supporting operations in the Iraq and Afghanistan theaters of operation, creating highly refined intelligence practices and standards for supporting counterinsurgency (COIN) operations, particularly in the fields of network analysis and targeting. Concurrently, due to operational demands, our intelligence institutions have focused their primary efforts on training Soldiers and units to meet these functional requirements and standards with little attention given to training for large scale combat operations (LSCO), such as those required in the Multi-domain Operations (MDO) environment.

In recent years, our DoD leaders have recognized the growing threat from our strategic competitors such as China, Russia, Iran, and North Korea. They have challenged our forces and institutions to shift focus from COIN operations to LSCO. This shift in focus caused institutional hubs such as the U.S. Army Intelligence Center of Excellence to look at the current training gaps created by this shift. They have primarily addressed these deficiencies through overhauls of foundational training. However, intelligence support to Army Aviation operations remains a gap.

While intelligence training has refocused on supporting the conventional fight, most courses of instruction have focused primarily on support to ground maneuvers, such as Armor and Mechanized Infantry, neglecting Army Aviation operations. This neglect has led to a situation where Army intelligence analysts (of all ranks) arrive at units ill-prepared to provide analysis tailored to support Aviation planning and operational execution.

In 2019, the United States Army Special Operations Aviation Command (USASOAC) hosted a working group with participants from both Special Operations Forces (SOF) and conventional Aviation units to address current training gaps. The group reached a consensus that new intelligence personnel required an average of 8-12 months of training before being fully prepared to support Aviation operations.

Value to the 160th Special Operations Aviation Regiment (SOAR [ABN]) and the Broader Aviation Community

Army intelligence officers can attend the Aviation Mission Survivability Officer (AMSO) course offered at Ft. Rucker which provides modest levels of intelligence preparation and introduction to radar training. However, there are virtually no other programs of instruction to prepare them for leadership roles in Aviation mission support. Further, enlisted intelligence personnel receive no specific training to support Aviation operations. Because of this, USASOAC has developed a specialized course for Intelligence personnel of all ranks to better prepare them for being functional members of the Aviation Intelligence team within a much shorter timeline. This course is called the Intelligence Support to Aviation (ISTA) course.

Led by USASOAC, elements of the 160th SOAR (Abn) and the Special Operations Aviation Training Battalion (SOATB), comprising intelligence personnel, professional instructors/writers, Aviators, and many others, have established the ISTA course. The course provides SOF intelligence and Aviation personnel with tailored training to support Aviation mission planning and execution through all the operational phases. It increases the readiness of newly assigned and less seasoned intelligence personnel in Aviation formations. The ability for an analyst to attend a highly concentrated three-week course providing instruction on Air-Intelligence preparation of the battlefield, radar theory, missile systems, and their components will be invaluable to Aviation elements from a readiness perspective. Rather than an intelligence analyst requiring 8-12 months of "on the job" training, ISTA course attendance will reduce the time it takes for an Intelligence professional to become Basic Mission Trained (BMT) and Basic Mission Qualified (BMQ) by at least two thirds.

Key Takeaways

In February 2020, the USASOAC G2 briefed the Army Intelligence Training Forum Council of Colonels about the program and requested they approve the ISTA course for funding through the intelligence training program known as Foundry. The council approved the request making the ISTA course eligible for use of Foundry funds to send Soldiers to the course.

Students seeking enrollment through ATRRS will find the ISTA course under school code 331C, course number 3A-F100/243-F44. Eligible students, IAW AR 350-32, may use their unit's allotted Foundry Program funds for TDY associated costs. This is true for both Conventional and Special Operations Soldiers in all three components. This course is available to all SOF Aviation unit intelligence personnel (regardless of rank), SOF operators, Special Forces Intelligence Sergeants (18Fs), and conventional Aviation unit Intelligence personnel.

As we look to the future of warfare, our forces will continuously need to evolve in how we think, plan, and operate with every domain indeed contested. Intelligence professionals urgently require Army Aviation intelligence training. The growing demand from both the conventional and joint forces underscores this critical gap that needs a solution now to prepare subsequent generations of intelligence personnel to support increasingly complex LSCO and MDO environments.

CW4 Brandon Mesa is the senior analyst chief for USASOAC at Fort Bragg, NC.

U.S. ARMY PHOTO BY SGT. GREGORY SUMMERS

Tactical Aviation and Ground Munitions Project Office (TAGM) Update

By COL Chris Snipes

PFC Brandon Norton, 1st Battalion, 63rd Armor Regiment, 1st Infantry Division, launches a Lethal Miniature Aerial Missile System (LMAMS)

Over the past year the Program Executive Office for Missiles and Space completed realignment and declared Full Operational Capability to focus efforts into an Integrated Fires focus set of capabilities providing Joint Multi-Domain solutions to the Warfighters. Upon successful integration between the Joint Attack Munition Systems (JAMS) and the Close Combat Weapons System (CCWS) Project Offices to create TAGM, COL David Warnick, now retired, and COL Chris Snipes executed a Change of Charter in August 2020. The TAGM Project Office remains a Product-Focused, Functionally Aligned organization. As such, the TAGM Project Office has conducted a further internal realignment to create additional product flexibility and increase synergy across the Aviation and Ground munitions portfolios in order to support both enduring and future capabilities.

The first realignment action taken was to dissolve the Launcher and Test Set (LTS) Product Office and realign specific products to the Air-to-Ground Missile System (AGMS) and Aviation Rockets and Small Guided Munitions (ARSGM) Product Offices. The M299 launcher and associated test equipment was transferred to AGMS. Additionally, the M299 launcher RESET support has transitioned from TAGM to Letterkenny Army Depot. AGMS continues to procure and deliver both HELLFIRE and JAGM missiles for all services and foreign allies as required. The AGMS Product Office continues to proceed toward the JAGM Full Rate Production decision, expected in September 2022. AGMS remains the M299 executive procurement agent for all services and foreign allies.

The ***ARSGM Product Office*** has accepted the responsibility of the enduring capability for the M260/M261 rocket launchers from LTS and remains the executive procurement agent for all services and foreign military sales. ARSGM is currently supporting the Future Attack Reconnaissance Aircraft (FARA) Project Office, Army Capability Manager Attack Reconnaissance Aircraft (ACM ARA), and the Future Vertical Lift Cross-Functional Team (FVL CFT)

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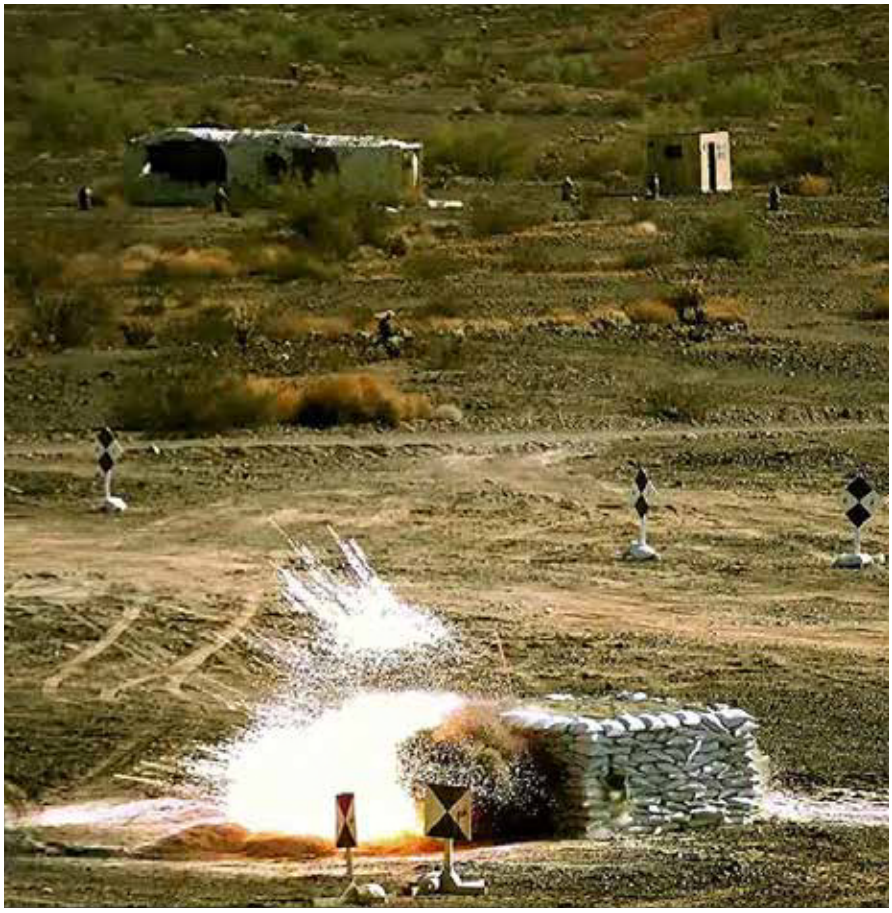

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U.S. ARMY PHOTO BY DORE HEYER

Above photo: Letterkenny Hellfire Reset Team

Left photo: APKWS M282 Bunker Test Shot

for future capability requirements. ARSGM supports FARA and the FVL CFT by providing the engineering and acquisition expertise for the Modular Effects Launcher electronics assembly, supporting the future FARA platform and executing the enduring Long Range Precision Munition (LRPM) program. TAGM and ARSGM's first major LRPM event was the initiation of the request for information to interested industry partners to provide a missile material solution satisfying the initial set of requirements. As the interim culminating event, TAGM, FARA, ACM ARA, and the FVL CFT will utilize the results of the 4QFY22 "Fly before you buy" Shoot-Off to inform the final set of future requirements and capabilities.

The ***Rapid Capability (RapCap) Product Office*** still executes the procurement and delivery requirements of Lethal Miniature Aerial Missile System (LMAMS), Precision Fires Manager (PFM), and Containerized Weapons System (CWS) capabilities in direct support to the Combatant Commands and the Warfighters. Additionally, RapCap is supporting the Apache Project Office to procure and minimally qualify the SPIKE Non Line of Sight missile system as an interim LRPM solution in response to the Army's Directed Requirement.

The ***Tube-Launched Optically Tracked Wireless Guided Missile System (TOW) Product Office*** continues to improve, procure, and deliver missiles in support of Maneuver forces. The TOW Product Office is executing requirements to increase missile range, reduce time of flight, and mitigate obsolescence. To create further synergy, the TOW Product Office assumed the oversight responsibility for the Improved Bradley Acquisition System (IBAS) supporting the Mounted Armored Vehicle Project Office. The TOW Product Office continues to manage and oversee the Improved Target Acquisition System (ITAS) and the M220 launchers.

The ***Javelin Product Office*** continues its mission to provide Javelin missiles and Command Launch Units to both U.S. forces and foreign allies. The Javelin Product Office is currently executing improvements to the current missile to increase range and improve Insensitive Munition compliance. Along with the missile improvements, Javelin is also improving the Command Launch Unit (CLU). The Lightweight CLU will decrease weight by approximately 20% and offer some cost reductions. Finally, Javelin is investigating opportunities to reduce gunner engagement times and integrate the Javelin with future vehicle platforms, therefore increasing the maneuver commander's flexibility.

The ***Tactical Aviation and Ground Munitions Project Office*** remains committed to providing a decisive advantage in Joint Multi-Domain Operations by developing, fielding, and sustaining versatile air and ground launched weapon systems. By utilizing a "People First" mentality, we ensure that our workforce remains focused to enable the Warfighters to execute their missions today and into the future, by continuously collaborating with Army Senior Leaders and our Industry partners. This focus will allow an increase in both readiness and affordability to satisfy future capabilities.

COL Chris Snipes is the program manager of the Tactical Aviation and Ground Munitions Project Office at Redstone Arsenal, AL

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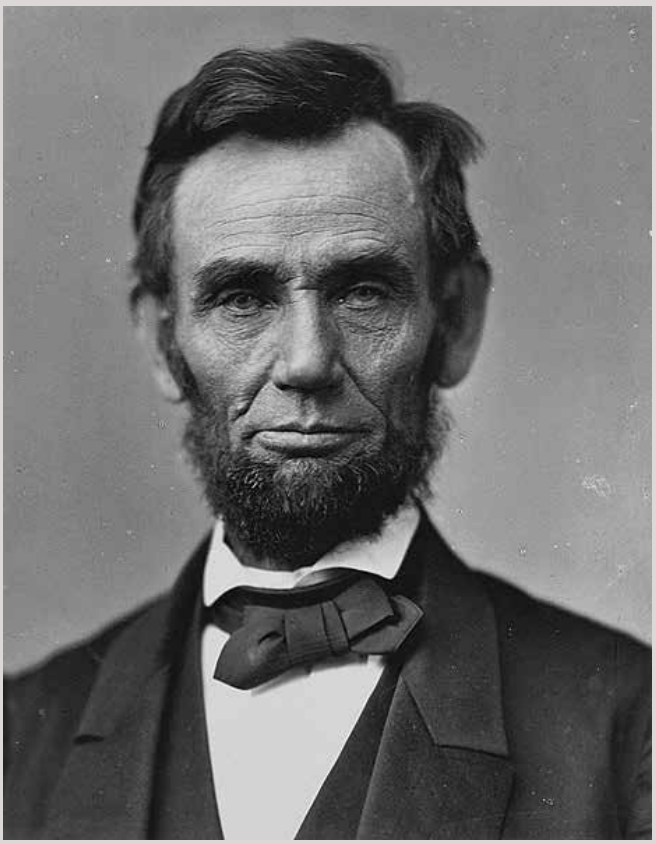
160 Years Ago – Lincoln & Lowe, Part I

By Mark Albertson



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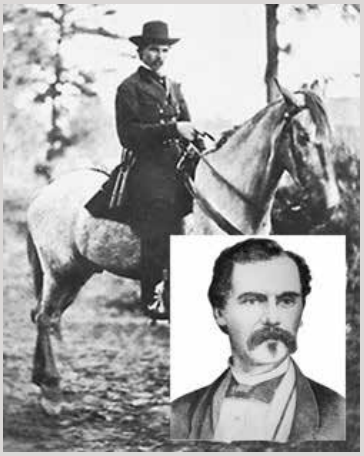
The 16th President, Abraham Lincoln, supported the idea of aerial observation and reconnaissance in the Union Army and, was a supporter of Thaddeus Lowe.



WIKIPEDIA COMMONS PHOTO

Aeronaut, Thaddeus Lowe, first to electronically transmit a message, by telegraph, from an aircraft (balloon) in the air to receiving stations on the ground.

3:30 AM, April 20, 1861

Thaddeus Lowe lifted off from Cincinnati, Ohio. This was a trial flight preparatory to a grander effort of aeronautical significance… Europe, via a lighter-than-aircraft across the Atlantic which required a better understanding of the jet streams and how to cope.[1] For his test flight, Lowe chose his balloon, Enterprise.[2]

Lowe's quest ended prematurely, as he was blown off course, due south, into the Confederacy. He came to earth in Unionville[3], South Carolina. He and his balloon were taken to nearby Columbia, where fortunately, southerners acquainted with Lowe and his aeronautical exploits were able to help him and his balloon be returned to Cincinnati; as opposed to being jailed or worse, perhaps convicted of spying for the Union.

He was "permitted to return to Cincinnati by way of Columbia, South Carolina and Louisville, Kentucky. "As he traveled through the South he became increasingly convinced that the war would be long and arduous, and he determined to organize a balloon corps in the Union and to offer his services as a military aeronaut."[4]

Such services for the Union would entail the most subdued form of aeronautics; that of the tethered balloon as opposed to his experiments with the jet stream and free flight.

Murat Halstead, editor of Cincinnati's the Daily Commercial informed Lowe that he would pass along his offer for his aeronautical services to Secretary of the Treasury, Salmon P. Chase.

Thaddeus Lowe and his wife, Leontine, arrived in Washington, D.C., June 5, 1861, checking in at the National Hotel. He immediately sought an audience with his friend at the Smithsonian, Joseph Henry. And to Henry, he laid out his plan for aerial reconnaissance by tethered balloon.

But other aeronauts were seeking favor with the federal government as well, with their own approaches for aerial observation and reconnaissance. James Allen, John Wise, John La Mountain, all had entered the field first, contacting different officers in the Union Army and various government officials, all trying to make their pitch. Thaddeus Lowe, though, sought the inside track with an approach, reputedly never before attempted by any other aeronaut, with the use of a modern electronic device emblematic of modern communications in the 19th century… the telegraph.

Lowe planned to equip the balloon basket with a telegraph. His plan called for battery-powered telegraphy. Connection to the ground was to be by wire, running from the basket, down the static lines securing the balloon to the earth. Joseph Henry, a physicist by trade, grasped the concept straight away. For Henry, himself, had figured

prominently in the "invention of electron magnets and relay junctions introduced into modern telegraph systems decades before."[5] To Henry, such a technological advance as electronic communications successfully implemented from an aerial platform for such military purposes as observation and reconnaissance could prove decisive.

Lowe's next stop was the Department of the Treasury, with Mr. Salmon P. Chase. The meeting was brief. Chase, too, seemed supportive and assured the aeronaut that he would see to his plan with the president personally. And on June 11, Secretary Chase's office informed Lowe that the President would have audience with him that evening.

Lowe proceeded to the White House, together with Joseph Henry from the Smithsonian, who acted as his sponsor and witness to Lowe's technical and scientific skills. They were graciously received by the President. "Lincoln listened attentively to the proposals of the two men and expressed a decided interest in the possibilities of balloons for war service. "The interview was concluded with the President's promise of serious consideration of the plans laid before him.

"Shortly thereafter, the War Department appropriated a sum 'not to exceed $200 or $250' for Lowe's use in carrying out tests and demonstrations. ". . . and by June 13, most of the details had been settled."[6]

Despite assurances from the President, and the promise of money from the War Department, of which $250 was appropriated, confidence in Lowe's endeavors was not shared by all participating parties. Secretary of War, Simon Cameron, was hardly enthusiastic, when James Allen was already working with the Army. Indeed . . . "On June 9, 1861, Allen prepared the larger of his two balloons for inflation under the supervision of Major Albert Meyer, the Union Army's chief signal officer."[7] "Brigadier General J.F.K. Mansfield, then commanding the Department of Washington, was reported much interested in the matter."[8]

Emblematic of much of the reactionary thinking in the Union Army was that of the Commander-in-Chief, himself, General Winfield Scott; that, in response to the efforts then presently underway to organize aerial observation…

"…on June 14, Captain A.W. Whipple of the Topographical Engineers informed his chief, Major Hartman Bache, that 'the General thinks a balloon of little use in this section of the country."[9]

Lowe's attempt at aerial electronic communication to the ground was a gamble… on which rode the fortunes of the Balloon Corps.

Endnotes

1. See pages 161 and 162, Chapter V, "The Early Career and Work of T.S.C. Lowe, Chief Aeronaut of the Army of the Potomac," Aeronautics in the Union and Confederate Armies, by F. Stansbury Haydon.
2. The name Enterprise was used for aircraft, beginning with the balloon, L'Entreprenant, Jean Marie Coutelle, French Company of Aeronauts or Compagnie d'Aerostiers, 1794. To Lowe's Enterprise during the War Between the States to starship Enterprise, commanded by Captain Kirk, Star Trek. See page 31, Chapter 3, "Lowe Flying," Balloons at War, by John Christopher.
3. Later shortened to Union.
4. See page 4, Chapter 1, "Balloons and Airships in the United States Army, 1861-1913," The United States Army Air Arm, April 1861 to April 1917, by Juliette Hennessey.
5. See page 66, Chapter Four, "Creating an Army in the Air," War of the Aeronauts, by Charles M. Evans.
6. See pages 171 and 172, F. Stansbury Haydon.
7. See page 64, Evans.
8. See page 173, Haydon.
9. See page 173, Haydon. F. Stansbury Haydon was referring to, a "War Department document in the National Archives [hereinafter cited as LRTE]. Whipple to Bache, June 14, 1861, MS W506, Letters Received, Bureau of Topographical Engineers."

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

AAAA **Scholarship** Foundation

AAAA Scholarship Foundation Update

By BG Michael Flowers, Retired

I have the honor of serving the next two years as President of the Army Aviation Association of America Scholarship Foundation, Inc. (AAAASFI).

As a lifetime member of AAAA, I look forward to working with the AAAASFI Board of Governors, AAAA chapters, industry, and others to ensure deserving individuals continue to be awarded scholarship grants. I spent many years in Army Aviation and witnessed first-hand the sacrifices and hardships many Soldiers and families endured. I believe we owe it to them to do our best to help whenever we can. My goal is to not only continue the course we are on but increase the number of scholarships and grants if possible. We can do this with your help.

You can help by donating to the AAAASFI at: *https://quad-a.ejoinme.org/MyPages/DonationPage/tabid/224843/Default.aspx.*

The AAAASFI organization started with a simple goal, to recognize and provide scholarship grants to the children of its members and children of their deceased members, who sought college-entry financial aid. It expanded eligibility in the years since its inception in 1963 to also provide grants to members who seek further education, as well as the spouses, unmarried siblings, children and grandchildren of members or deceased members.

Thanks to the generosity of many of you we have been able to provide funds for deserving individuals. I learned early on when awarded a scholarship by the NCO Wives of Kanto Mura that every dollar counts in the pursuit of education. We have private industry partners who contribute every year. AAAA National contributes as well, to reduce overhead costs ensuring that all contributions are applied to scholarships. Chapter activities, AAAA members, relatives and private businesses also make financial contributions to the Foundation. Additionally, targeted AAAA chapter activities, meetings, and forums at the local level generate funds for the Foundation. These donations are the bedrock of the foundation. Last year donations were $507,847.00. We were able to award 313 scholarships worth $537,000.00. One hundred percent (100%) of every dollar donated to the Scholarship Foundation goes to a scholarship or endowed principal based on the AAAA paying all overhead expenses for the Scholarship Foundation (minus investment brokerage fees.). There are no paid full or part-time Foundation staff members. The Board of Governors are all volunteers who are dedicated to ensuring there is a fair process for selection, donations are invested to maximize the number of scholarships, while minimizing risk, and are active in raising donations.

To apply for an AAAA Scholarship you must meet one of the following criteria: You must be a current member of the Army Aviation Association of America; the spouse of a current or deceased member; the son or daughter of a current or deceased member; the grandchild of a current or deceased member; or the unmarried sibling of a current or deceased member.

In all the above instances, the member's effective date must be on or before May 1 of the previous year in which the applicant is seeking aid, unless the member is deceased. This requirement is waived for uniformed members of the Active Army, Army National Guard and U.S. Army Reserve.

The AAAA Scholarship Foundation, Inc., is a 501(c)(3) non-profit charity. Since its inception in 1963 the Foundation has provided over $8 million to more than 5,000 applicants. The AAAASFI works in partnership with the AAAA chapters and donors for matched scholarships. I look forward to serving the AAAA community in continuing to award those who are worthy of scholarships or grants.

I hope to see you at the next AAAA event.

BG (Ret.) Michael C. Flowers
President
AAAA Scholarship Foundation, Inc.

Thank You to Our Scholarship Fund Donors

AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation, Inc. from May 2020 through April 2021. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants. Every penny donated to the Scholarship Foundation goes directly towards scholarships as a result of the Army Aviation Association of America subsidizing all administrative costs (minus investment brokerage fees).

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AAAA ASE Speakers
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AAAA Colonial Virginia Chapter
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AAAA Cowboy Chapter
AAAA Delaware Valley Chapter
AAAA Flint Hills Chapter
AAAA Gold Standard Chapter
AAAA Idaho Snake River Chapter
AAAA Iron Mike Chapter
AAAA Jack H. Dibrell/Alamo Chapter
AAAA Johnny O Cluster Chapter
AAAA Keystone Chapter
AAAA Lindbergh Chapter
AAAA Mid-Atlantic Chapter
AAAA Minuteman Chapter
AAAA Mount Rainier Chapter
AAAA North Texas Chapter
AAAA Old Tucson Chapter
AAAA Oregon Trail Chapter
AAAA Phantom Corp Chapter
AAAA Rio Grande Chapter
AAAA Southern California Chapter
AAAA Tarheel Chapter
AAAA Tennessee Valley Chapter
AAAA Thunder Mountain Chapter
AAAA Thunderbird Chapter
AAAA Washington-Potomac Chapter
AAAA Wright Brothers Chapter
AAAA Zia Chapter
Abby Letts-IHO Anthonette Bobra Harris
Alex and Eli Ryan-IHO CW5 Lee Tutin, Ret.
Alexander S. Guida-IHO Maxwell H. Guida
AmazonSmile
Andrew G. Pokelwaldt-IHO of Military Families
Arlo & Mary Rose Janssen
Army Otter Caribou Association
BAE
Becki Chambers-IHO Anthonette Bobra Harris
Bell Textron
Beverly A. Williamson-IHO MAJ Thomas Meredith Duckworth
Brett Beavers-IHO CW5 Lee Tutin, Ret.
Carolyn Maloney, Chenega Defense and Aerospace Solutions
Charles and Joyce Marotta-IHO Morgan Rae Kurowsky
Cirone Friedberg LLP-IHO Anthonette Bobra Harris
Combined Federal Campaign
Constance & Herbert Jones
Cynthia M. Trujillo-IHO CW5 Lee Tutin, Ret.
Daniel C. Cox
Daniel T. Madish
David F. Riley
David Hoffman
David M. O'Brien Jr.
Diane & Stephen Huebner
Diane Pascale-IHO Morgan Rae Kurowsky
Digiflight Inc - Stanford Oliver
Dirk A. Megchelse, Sr.
Donald T. Munsch, Munsch & Co. Aeromechanics
Dora and Donald Moore-IHO CW5 Lee Tutin, Ret.
Doug Bly-IHO CW5 Lee Tutin, Ret.
E. J. Sinclair-IHO CW5 Lee Tutin, Ret.
Edward DeFreitas-IHO SGT James L. Wieler
Elisabeth and Hans Mansson-IHO Anthonette Bobra Harris
Evelyn A. Soucek-IHO Peter B. Teets
Evelyn A. Soucek-IHO Standley Fishfader
Garvin George-IHO Familes of the Fallen
Gary S. Rast
Gerald Hipp-IHO Colleen Hipp
Gil H. Robertson-IHO CW5 Lee Tutin, Ret.
Helen & Joseph Bergantz
Jack A. James-IHO T/Sgt. Karl P. Danckwerth Sr.
Jacob Adam Brewster-IHO Families of the Fallen
Jacob Bullion-IHO MAJ Eugene A. Carroll Jr., Ret.
James and Joyce Hesson
James and Joyce Hesson-IHO Harry Townsend
James E. Hyers
James F. Krueger
James M. Lee
Jan S. Drabczuk-IHO Anthonette Bobra Harris
Jane and Thomas Graft
Jane Osborne-IHO Anthonette Bobra Harris
Jeff J. Schloesser-IHO Anthonette Bobra Harris
Jeremiah F. McNamara
Jessica Bailey Lallier-IHO 1LT Kathryn Bailey
Jill & James Tyler
Joanne and Chris Blake
Joanne Hansrote-IHO Anthonette Bobra Harris
Jodi Lynch
John D. Burke-IHO COL Joseph A. Hoecherl
John Gustitis-IHO CW5 Lee Tutin, Ret.
John S. Bolton-IHO CSM Isaac B. Sheffield
John W. McElveen
Johnny Overton HS Alumni
Joseph Joseph-IHO CW5 Lee Tutin, Ret.
Joseph M. Ernest-IHO CW5 Lee Tutin, Ret.
Joseph Rosamond-IHO Creek Fire Rescue
Judy and Charles Scheibly-IHO COL Joseph Hoechrel
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Kathryn & Joseph Sparks
Keirn C. Brown, Jr.
Kenneth D. Reynolds-IHO CW5 Lee Tutin, Ret.
Kevin S. Cochie
Kristen Gustitis-IHO CW5 Lee Tutin, Ret.
Larry M. Jonas
Larry V. Oberg-IHO Donald Harry Enselek
Laura & Thomas Barnes-IHO Joseph A. Hoecherl
Laura & Tom Huff-IHO John K. Jolly
Leslie H. Gilbert-IHO "The Originals" Cub Club
Lewis & Betty McConnell
Lockheed Martin
Lonnie Germainre-IHO Anthonette Bobra Harris
Louis A. Bonham-IHO COL Harry Townsend
Louis E. Enselek-IHO Donald Harry Enselek
LTC Jerry P. Mellick, Ret.
Malinda & Edward Schmidt-IHO COL Joseph A. Hoecherl
Marc L. Rassler
Margaret Wilson-IHO CW5 Lee Tutin, Ret.
Marilyn & Jay Rickmeyer
Mark W. Grapin-IHO COL Harry Townsend
Mary & William Shelt-IHO Families of the Fallen
Matthew L. Brown-IHO CW5 Lee Tutin, Ret.
Melinda Marinello-IHO CW5 Lee Tutin, Ret.
Michael C. Flowers-IHO COL Harry Townsend
Michael E. Moody-IHO CW5 Lee Tutin, Ret.
Michael L. Hutton
Michelle K. Madden-IHO Donald Harry Enselek
Michelle Yarborough - IHO Angela R. Freeman
Michelle Yarborough-IHO Anthonette Bobra Harris
Michelle Yarborough-IHO COL Harry Townsend
Michelle Yarborough-IHO CW5 Lee Tutin, Ret.
Mr. and Mrs. Patrick T. Bolden-IHO CW5 Lee Tutin, Ret.
Network for Good
Nolan Wesley-IHO Families of the Fallen
Northrop Grumman
Pamela & Joseph Taylor
Paul and Jenny Gale
Piasecki Foundation
Pinnacle Solutions Rise up Reach Out Fund
Rachel and Ellis Golson-IHO CW5 Lee Tutin, Ret.
Regina and Robert Bublitz-IHO CW5 Lee Tutin, Ret.
Rene & Ronald Moring-IHO CW5 Lee Tutin, Ret.
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Sandra D. Callanan-IHO Anthonette Bobra Harris
Scott Springer-IHO Anthonette Bobra Harris
Shashy Family Charitable Fund
Sidney W. Achee-IHO "The Originals" Cub Club
Spencer C. Guida and Andrea Pappano-IHO Maxwell Harris Guida
Stephen T. Mauro-IHO COL Paul Kelly
Steven Goetz
Susan & Theron Ruff-IHO COL Joseph A. Hoecherl
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Teresa Tutin-IHO CW5 Lee Tutin, Ret.
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The Zieff Family Fund Inc.-IHO Anthonette Bobra Harris
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Todd DiGeronimo
VA Peninsula Chapter of 100 Black Men Inc.
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Vietnam Helicopter Pilots Association
Vietnam Helicopter Pilots Association of Florida
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Wendy C. Turgeon-IHO Anthonette Bobra Harris
William B. Grubbs-IHO John K. Jolly
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William Leary-IHO LTC Michael McMahon
William R. Harris
Wreaths Across America
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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.

AAAA Chapter Affairs

By LTC (Ret.) Jan Drabczuk

Chapter Highlights

This past year, COVID has taken a toll on our daily lives. It is good to see our situation improving. We did plan to have our chapter recognitions and chapter workshops at the 2021 annual summit, but we all know how that plan worked out this year.

Our chapters have stayed steady with membership declining slightly. Presently we have 78 active worldwide AAAA Chapters. Our chapter activities, even with COVID, have continued with 282 chapter events submitted to AAAA National in 2020. Events have been grouped into six categories: Quarterly, Sporting, Social, Fundraising, Organization Days and Community Action. To help our chapters through this COVID pause, AAAA continued support by funding them with $45,312 through our quarterly chapter refunds. Additionally, through our out-of-cycle funding request program, the National Executive Group directly funded an additional $107,475 to support 41 events for 29 chapters. We continue to recognize our members; last year 50 chapters submitted 684 OSM/Knight/OLL for induction. Scholarships were still a big push at the chapter level, 41 chapters helped keep our scholarship program remain alive and well. At the chapter level, 242 scholarships were sponsored at a total value of $385,000. Chapters were a big part of AAAA providing our membership $537,000 in scholarships to 313 scholarship participants. What a great year!

Top Chapters Recognized

Four of our chapters have been recognized as 2020 Chapter of the Year: Tennessee Valley, Top Super Chapter (over 500 members); Mount Ranier, Top Master Chapter (200-499 members); Aloha, Top Senior Chapter (75-199 members); and Bavarian, Top AAAA Chapter (75 members and below). Glad to recognize our "Above the Best" Chapters. Plan early and make your Chapter a 2021 Top Chapter Winner!

Chapter Support Program

This year has been the second year that we have highlighted our chapter support program. The program ensures that as AAAA continues to grow, our chapters are supported and provided with resources to give the best experience possible to members. Our monthly chapter officer newsletter continues to keep chapter officers informed on policies and focuses on best practices of some of our top chapters. This has helped chapter officers improve operations within their chapters. We also held several telecons that allowed chapters to call in and connect with one another and hear about updates from AAAA National. In the past few months, we have been able

to move our chapter financials all under Bank of America. This will now allow better metrics at the chapter level and provide quick support from the AAAA office on funds being supplied to the chapter.

Again, due to our 2021 annual summit being cancelled, we were not able to conduct our annual Chapter Workshop. We are presently looking at plans to hold a series of chapter webinars in 2021 to inform chapters of AAAA policies and support, interact with AAAA Executive Leadership, provide a forum to discuss chapter activities with other chapter officers and discuss AAAA membership growth. More AAAA program updates will follow in our monthly newsletters.

Looking Forward to Next Year

The remainder of 2021 hopefully will improve as COVID numbers continue to fall. Our chapters are resilient and will continue to grow and find ways to support our membership. We plan to grow both our chapter membership as well as establish a few new chapters. We are always looking at new ways to support our chapters. Check out the AAAA website to see new benefits available to our membership. Our chapters are growing in numbers and improving in quality. Our Association is strong. None of this happens without great National and local chapter leadership.

Chapter Support

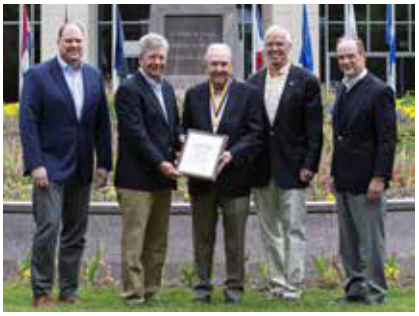
Feel free to contact me if you need help for your Chapter, Executive Board support, would like your Chapter featured in the AAAA magazine or to obtain clarification of National procedures. Also, I would like to hear from any members that feel they need their chapter revitalized or who would like to start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

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

AAAA News

Order of St. Michael and Our Lady of Loreto Inductees

Gold Order of St. Michael



CHAPTER COURTESY PHOTO

COL (Ret.) Robert Godwin is inducted into the Gold Honorable Order of St. Michael by MG (Ret.) Tim Crosby, 35th AAAA President; and (right to left) MG (Ret.) Rudy Ostovich, outgoing Washington-Potomac Chapter President; Mr. Bill Harris, AAAA Executive Director; and COL (Ret.) Ron Lukow, incoming Chapter President, on May 12th, 2021 in front of the National Guard Bureau Headquarters at Arlington Hall, Arlington, VA. Godwin was recognized for over 44 years of outstanding aviation uniformed and Department of the Army Civilian distinguished service; the last 17 years as the primary advisor and deputy to the ARNG Aviation Division Chief and G3 where he impacted every aspect of force design, manning, training and equipping of ARNG Aviation forces.

Aviation Center Chapter

CHAPTER PHOTO BY CW3 S. "ERIC" RIDEN

CW4 Cong I. "Anthony" Kim, a senior aviation analyst for aviation maintenance and logistics in the Organization and Personnel Force Development Directorate of the U.S. Army Aviation Center of Excellence, is inducted into the Bronze Honorable Order of St. Michael by OPFD director and AAAA chapter president, Mr. Bob Doerer (not pictured), and CW5 Steve A. Donahue, Jr. at a 15 May ceremony at Ft. Rucker, AL. Kim was recognized for his career-long contributions to Army Aviation.

CHAPTER PHOTO BY MAJ AUDREY BOENKER

CPT Lance Randles, a research pilot for the U.S. Army Aeromedical Research Laboratory, is inducted into the Bronze Honorable Order of St. Michael by Mr. Jason A. Gerstner, chief of the USAARL Flight Systems Branch, on April 26, 2021 at Fort Rucker, AL. Randles made significant and long-lasting contributions through cutting-edge research that will affect the Army for years to come.

CHAPTER PHOTO BY MRS. CATHERINE DAVIS

Mrs. Ethel Pineiro is inducted into the Honorable Order of Our Lady of Loreto by MG David J. Francis, U.S. Army Aviation Center of Excellence commanding general, during an April 7, 2021 ceremony at Fort Rucker, AL. Pineiro was recognized for her dedicated service as a command protocol specialist for more than a decade at Fort Rucker. She has taken a position with the White Sands Missile Range Protocol Office in New Mexico.

Iron Mike Chapter

CHAPTER COURTESY PHOTOS

LTG Douglas Gabram (left, center), commanding general of the U.S. Army Installation Management Command, conducted a Leader Professional Development brief for the 82nd Combat Aviation Brigade during a recent visit to Fort Bragg, NC. While there, together with Chapter President, COL E.J. Irvin, II (far left), he inducted several deserving brigade members who exemplified service in the Army Aviation community. Pictured above are (left to right): Irvin; **CW5 Carlos Rosado,** 2/82d Avn. Safety Officer; **CW4 Ryan Trant,** 2/82d Avn. Standardization Off.; Gabram; **CW4 Chris Miller,** 82nd CAB Avn. Msn. Survivability Off.; **1SG Chris Stevens,** B Co., 122nd ASB; **CW5 Jason Rayburn**, 82nd CAB CWOB; and **CSM Marcell Scott**, 122nd Avn. Spt. Bn. CSM. During the same ceremony, **Mrs. Kerry Irvin** (pictured below), Chapter VP of Communications and Outreach and Senior Advisor, 82nd CAB Soldier and Family Readiness Group, was inducted into the Honorable Order of Our Lady of Loreto.

CHAPTER PHOTO BY MR. DANIEL J. RHODES

CHAPTER PHOTO BY MR. DANIEL J. RHODES

Mr. John H. Hort, senior executive service, is inducted into the Bronze Honorable Order of St. Michael by COL Mark C. Johnson, the director of aviation, US Army Forces Command G-3/5/7, during a ceremony on March 29, 2021 at Fort Bragg, NC. Hort was recognized for the last 4 years of service as the FORSCOM G-3/5/7 SES and the significant readiness improvements across all lines of effort in the tactical aviation force during a period of high OPTEMPO and sustained combat operations.

OSMs continued on page 71

AAAA **Membership Update** By CW4 Becki Chambers

The Membership Corner

One of our members, CW5 Dave Van Vechten, reached out to me with a story idea for this column.

My jaw dropped when he told me what happened 10 years ago on a very dark night in Afghanistan and the resulting friendship. Not wanting to steal his thunder, here is the story….

"Sir, we just hit that guy in the head with our rotor disk!" That was the call CW3 Dave Van Vechten heard from his left-rear crew-chief on March 29th, 2011. It was a "red-illum" night mission landing to a non-standard HLZ on the Afghanistan-Pakistan border to extract nine personnel from an OP. "Once I felt the initial impact and the aircraft started shaking and vibrating, I immediately came on the controls to see what was happening," Van Vechten recalls. The UH-60L Black Hawk they were flying had just hit a passenger in the head - he was approaching the aircraft on sloping terrain. Unable to hold a stable hover, and not knowing the full extent of the damage, they flew the rattling aircraft to FOB Joyce and performed a precautionary landing (PL) and emergency engine shutdown. The crew learned later the Soldier from the 101st who was struck had remarkably survived and was being MEDEVAC'ed out of country after chalk two was able to load him on board and fly him to FOB Wright.

Fast forward seven years, and in 2018 while stationed in Korea, Van Vechten was sharing his story with a fellow Aviator who mentioned he knew a Soldier from his New Jersey National Guard unit who was struck in the head while deployed in 2011. While discussing the details, they came to the realization that they were talking about the same event. Van Vechten immediately reached out and could now put a name to the story: Dave Haczyk. Haczyk is now a MAJ in the New Jersey National Guard. Van Vechten stayed in touch with Haczyk and two years later, when he moved to Fort Belvoir, Virginia in July 2020, he, and his family were able to meet face-to-face with someone he calls, "one of the luckiest guys in the world." "It was amazing to hear his side of the story," Van Vechten said of Haczyck's recollection. Haczyk remembered thinking "no way that just happened!" He knew immediately what he'd done once he felt the aircraft's rotor blade strike his Kevlar helmet. It was very steep terrain and Haczyk had walked into the aircraft's "11 o'clock position." The blade struck his helmet and peeled his scalp back causing blood to run down his face. After two weeks in a Georgia hospital, Haczyk was discharged with a huge scar and an incredible story.

To remember the nearly tragic event, Van Vechten wanted to do something extra special for Haczyk. On March 29, 2021, exactly ten years later, Van Vechten asked if Haczyk would like to join him on a training flight that was planned through the New York City Special Flight Rules Area (SFRA). Van Vechten flew a VH-60M Black Hawk to Joint Base McGuire-Dix-Lakehurst (JBMDL) and took Haczyk on a flight through the New York City area and along the Jersey shore. Following the flight, they signed a piece of broken blade that had been given to each of them years ago. Because of their shared experience, Van Vechten and Haczyk have said they will remain friends and even joked about another reunion in 2031 to celebrate the 20-year anniversary!

VAN VECHTEN PERSONAL PHOTO

CW5 Dave Van Vechten (left) and MAJ Dave Haczyk celebrating the 10th anniversary of their unusual meeting.

I am happy I can share this amazing story with you. Not only is it miraculous that MAJ Haczyk survived, but for the two to connect with each other and celebrate the 10-year anniversary is truly special. We are happy to be able to give MAJ Haczyk a complimentary AAAA membership.

Please do not hesitate to reach out to me if you have a story to share about one of our members.

CW4 Becki Chambers
AAAA Vice President for Membership

New AAAA Life Members

Air Assault Chapter
SFC Lawrence W. Dawson
Aviation Center Chapter
LTC Bruce Williamson, Ret.
Badger Chapter
CPT Quintin C. Schaitel
Corpus Christi Chapter
Mr. Prasant Chhotu
Cowboy Chapter
Mr. Stanley Clair
Jimmy Doolittle Chapter
CPT Freddy Wojtkowski
Morning Calm Chapter
LTC Gregory K. James, Ret.
Phantom Corps Chapter
CW4 Jeremy Cruz
CW3 Brandon Vance
Pikes Peak Chapter
CW5 Kevin M. Detlefsen
Tennessee Valley Chapter
Mr. Christopher M. Boily
Mr. Samuel Gillis
COL Spencer C. Guida, Ret.
Washington-Potomac Chapter
Mr. Craig Bond

New AAAA Members

Air Assault Chapter
1SG Philip Livingston
CPL Benjamin Mingus
SGT TraVonn Moore
SGT Robert Walck
Aloha Chapter
CW4 Mark Bales
SFC Brandon Campbell-Clay
CPT Ivan Grullon
1SG Derrick Hensley
1SG David Katz
SFC Albert Mole
PV2 Damon M.Nakatani
Mr. Christopher Ryan
Mr. Charles Villanida
Arizona Chapter
Mrs. Nicole Borgman
COL Nancy Burt
PFC Antonio M. Camargo
Mr. Nathan Cole
PFC Chris J. Loredo-Delao
Ms. Julie Schiessler
Aviation Center Chapter
Mr. Jacob Bal
CW4 Johnny Bower
Mr. Juan Disla
SSG Zach Doerr
Ms. Stephanie Goodman
1LT Acacia Langlais
2LT Brady Lucas
1LT Dillon B. Mount
Mr. Cyril Peters
1SG Joseph Reed
2LT Nicholas Reed Schwartz
CPT Trevor Sherba
SSG Lazaro Villarreal
Mr. Nathanael Webber
LTC Bruce Williamson, Ret.
Badger Chapter
PFC Brendan Alexander Cook
WO1 Aaron Grudich
Ms. Gissenia Rios
Mr. Louis Seliquini
SPC Jacob Andrew Valentine
PFC Emily Gale Wallace
PFC Alexander M. Zoerner
Battle Born Chapter
PFC Juan Luis Mayorga
SPC Elijah Stepp
Bayou Chapter
PV2 Stephen James Sims
Black Knights Chapter
CDT Sophia G. Andel
CDT Nathan Ault
2LT Mark A. Baker
CDT Savannah N. Bassett
CDT Nathan Batta
CDT Emma Begin
CDT William M. Black
CDT Matthew Blejwas
2LT Jason W. Brodeur
CDT Jacob Bueno
CDT Kimberly K. Caccamo
CDTMorganC.Chewning-Kulick
CDT Jacob R. Dotson
CDT Stephanie Dudgeon
2LT Riley J. Eck
CDT Alexander J. Field
CDT Connor K. Fischer
2LT Christopher W. Forden
CDT Alexander H. Fortier
CDT Knox Fuller
2LT Honor R. Fusselman
2LT Jake A. Gerak
CDT Jennifer J. Gervais
CDT Anthony L. Giachin
CDT Madeleine Gist
2LT Jayrajsinh Gohil
2LT Aidan P. Hanrahan
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CDT Charlie Harrington
CDT Calvin C. Hart
2LT Charlotte O. Hereford
2LT David J. Hice
CDT Rivers A. Hinson
CDT Benjamin A. Hoffmann
CDT Michael Howard
CDT James L. Hunter
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CDT Mark H. Jaskot
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CDT Kevin J. King
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CDT Katherine Murphy
CDT Kathleen V. Newman
MAJ Thomas Newman
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CDT Patrick W. Oursler
CDT Eric M. Paar
CDT Matthew J. Paulton
CDT Lani R. Perkuchin
CDT William C. Pickell
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CDT Brian E. Probert
CDT Wes Pulles
2LT Dylan Querry
CDT Sam Redman
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CDT Bonnie L. Romeo
CDT Courtney A. Rosa
SGT Christopher J. Schade
CDT Kalista C. Schauer
2LT Autumn A. Shea
CDT Alexis J. Smalls
CDT Amanda Southard
CDT Charlotte L. Spencer
CDT Julia E. Stedman
CDT Lukas E. Strickler
2LT Seth M. Thompson
CDT Jack Thomsen
CDT George Walter
CDT Jerod Warren
CDT Walter Wecker
2LT Benjamin W. Whitlow
CDT Grant R. Williams
CDT Christian J. Witkop
CDT Kevin J. Yanoschik
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Cedar Rapids Chapter
Mr. Tony Allou
PFC Josiah D. Carr
PFC Hunter Lee Hennings
PV2 Nicolas C. Shoars
Central Florida Chapter
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Mr. Johnathan Chaplin
PV2 Zadiel Neville Diaz
Mr. Erik Francoforte
Mr. Daniel Johnson
Mr. Kent Latham
Mr. James McGar
CDT Jovany Menjivar
PV2 Kyle Miner
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Ms. Tatum Perry
Mr. Bill Randall
Mr. John Santana
Mr. Arthur Siwecki
Mr. Benjamin Sklenar
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Mr. Guillaume C. Zini
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Mark Gottfried
SFC Aaron Jones
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Connecticut Chapter
Mr. Tom Bell
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Mr. Jack Smith
Mr. Brad Stearns
Mr. Arbaaz Tanveer
Mr. Gregg P. Wright
Corpus Christi Chapter
Mr. Prasant Chhotu
PV2 Daniel Escamilla
Mr. Hector Hernandez
Cowboy Chapter
Mr. Stanley Clair
PFC Riley Cade Harris
SGT Austin Wright
Delaware Valley Chapter
Mr. Andrew Africk
Miss Madelyn Amadio
Mr. Michael Arni
Mr. Christian Tocatlian
Embry Riddle Eagle Chapter
Mr. Ivan Degner
Mr. William Figner
CDT Bailey Hohwald
Flint Hills Chapter
CW2 Luke Cotten
CW2 Victor Courey
CW3 Reinaldo M. Lopez
SGM Nathan Mullins, Sr.
Mr. Timothy Rogers
Flying Gator Chapter
Mr. Justin Ciaralli
Mr. Dan Clish
SFC Jaumecal K. Fowler
Mr. Vic Lugo
MAJ Andrew Nestor
MAJ Michael Stanski
Follow Me Chapter
PV2 Austin Wayne Smith
Frontier Army Chapter
SPC Tristan K. Whitehall
Gold Standard Chapter
PV2 Brett A. Alvarado
PFC Zachary Ryan Blevins
PV2 Cameron Brooking
PFC Taylor Cole Harris
PFC Wyatt Thomas H. Potter
PV2 Cameron Cole Zapfe
Great Lakes Chapter
SGT Peter VandenBerg
PFC Sean Thomas Wenger
Greater Atlanta Chapter
CAPT Robert Mueller
PV2 Camron Mulkey
Grizzly Chapter
SGM Janet L. Graves
PV2 Alexander E. Lopez
PV2 Ethan William Starr
PFC Lemmar Lamouy Wilson
High Desert Chapter
SFC Paul Boyer
SGT Nicholas Chavez
CPT Charles Zoboblish
Iron Mike Chapter
PV2 Jesus Antonio Bernabe
PV2 Joshuamiguel Carrigan
CW3 Daniel Cruz
WO1 Henry Rossoaguillar
Jack H. Dibrell/Alamo Chapter
MAJ Rene Castellano
MG Daniel Dire
Jimmy Doolittle Chapter
CW2 Matthew Cammer
SFC Christopher Cawrse
Mr. JonElliot Cortez
SPC William P. Cracraft
SSG Christopher L. Grant
PVT Matthew Hart
SSG Noah E. Johnson
SPC Christian M. Jones
CW4 Eugene Marable
WO1 Destiny Marut
SGT William Justin Reavis
SSG David Rhodes
CW4 Justin Sadeghian
SSG Peter D. Savarese
SPC Andrew Thatcher
COL William B. Wilder
CPT Freddy Wojtkowski
Keystone Chapter
SGT Caleb Fennien Green
PFC Keelan Allen Kunselman
Land of Lincoln Chapter
PV2 Deleon Eontae Rice
Lindbergh Chapter
Mr. Paul A. Beuttenmuller
Lonestar Chapter
PV2 Andre Luis Grodzki
Mr. Todd Holder
MacArthur Chapter
MAJ David A. Haczyk
PFC Kenton Noel
PFC Jared Daniel Perez
Mr. Russ Presswood
PV2 Imron St Cyr
PFC Luciano Barbosa Viana
MSG Mary Walsh
Ms. Yu Yuan
Magnolia Chapter
Miss Chloe Lang
SGT Adrian Lawson
SSG Tiffany Pullum
MSG Eskria Rhodes
CW4 Mark Stevens
CPT Colin Sullivan
Mid-Atlantic Chapter
Mr. Bradley Bahruth
Mr. Ryan Dingess
Mr. Patrick Garrett
Ms. Jaclyn Heil
Minuteman Chapter
CDT Nicholas Corkery
Mr. Tomer Eshed
Morning Calm Chapter
CPT Patrick Kelly
Mount Rainier Chapter
SGT Justin A. Barnella
SPC Matthew A. Bechtol
WO1 Julius Brooks
SGT Joseph F. Klinesmith
SFC Travis Ross
Narragansett Bay Chapter
CPT Daniel Berkowitz
Mr. Ed Cheever
CW4 Gregory Jones
North Star Chapter
MAJ Jed Gadient
Mr. Logan Murphy
Mr. Alex Siebenaler
North Texas Chapter
Mr. Brandon A. Hassell
PFC Cameron Michael Jelly
SPC Peter John Lickwar
PFC Samuel luckowski

New AAAA Members
Continued on Page 69

AAAA **Family Forum** By Judy Konitzer

I have always admired and been humbled by the sacrifices our Night Stalker families make with the challenges of their chosen profession. I am excited and personally thankful to Colonel Andy and Shannon Graham for sharing their latest initiatives to provide their families with true G.R.I.T.

Teaching Spouses G.R.I.T.

By Mrs. Shannon Graham and COL Andy Graham

Our Night Stalker Creed says that "Service in the 160th is a calling only a few will answer, for the mission is constantly demanding and hard. And when the impossible has been accomplished the only reward is another mission that no one else will try."

GRAPHIC DESIGN BY KOETTINGER DESIGN

We invest heavily in our Night Stalkers to ensure that they have the training, equipment, resources, and support that they need. We believe that investing in our Night Stalker families is a critical component of ensuring that our families remain resilient as they enable our Night Stalkers to accomplish the most difficult missions.

The COVID-19 Pandemic has challenged the traditional support structures that we had for our families. In-person Family Member Orientation events were replaced by virtual meetings. We stopped holding in-person Graduation Ceremonies from our training courses and we stopped most social gatherings like unit Hail and Farewells. Though necessary to protect ourselves from COVID-19, these efforts reduced opportunities to bond, develop friendships, and enhance resilience for our families.

Our answer to this challenge is G.R.I.T. (Gaining Resilience Individually and Together). G.R.I.T. is a series of workshops, led by subject matter experts, that teach Night Stalker spouses the mental, spiritual, and physical skills necessary to thrive, not just as military spouses, but as moms and dads, friends, or co-workers. The intent is to encourage connection and empower our families to grow and flourish as a community. G.R.I.T. uses the workshop model as a vehicle to deliver valuable resources to our spouses. We host the workshops monthly in a combined in-person and virtual venue originating from the Regiment Headquarters at Fort Campbell, KY. We hold each G.R.I.T. workshop at the same time on the last Tuesday of every month. We believe this battle rhythm approach helps with attendance and planning purposes for our busy spouses. We are currently focusing on mental, spiritual, physical resilience for adults and building resilience in children.

We have three overarching goals for G.R.I.T. The first goal is to create connections between people. Next, we seek to offer opportunities to be a part of something bigger than oneself. Finally, we hope to enhance a sense of purpose through volunteer and leadership opportunities.

One of the primary challenges of the COVID-19 Pandemic has been the inability to make and sustain connections among people. This challenge is especially impactful for natural extroverts and can have an acute effect on military families during times of transition. We believe that spouses who are new to the Special Operations community benefit greatly from being connected to other spouses in the community. These connections are the pathway to resilience and the foundation of a strong family support system across the unit.

One of the most often cited benefits of military service is the sense of being part of a cause that extends beyond oneself. The Special Operations community has many mechanisms that enhance those feelings including assessment and selection, operations of strategic consequence, and the necessary veil of Operational Security (OPSEC) that we operate under. These mechanisms galvanize teams and ensure that unit members feel part of something bigger than themselves.

We seek to create opportunities to replicate that sense of belonging to something bigger than oneself for our spouses and families. Some of the G.R.I.T. workshops will focus on understanding what the unit members of the 160th SOAR do and the integral part that resilient families play in the unit's success. By taking a thoughtful approach to demonstrating the tangible effect that our families have on our unit member's success, we intend to give them a foundation of inclusion that will pay tremendous benefits.

Finally, we believe that by highlighting volunteer opportunities for our family members, we will enable them to enhance their resilience while helping others. Providing leadership opportunities and a space to impact other spouses in a positive way will add to their sense of purpose. We want our spouses to expect that their time in the Regiment family will be meaningful. They will have the right tools and skills and a community that supports them and honors their vital role within the organization. If we grow individually and support each other, then we will thrive as a Night Stalker family.

Mrs. Shannon Graham and COL Andy Graham are the spouse and commander of the 160th Special Operations Aviation Regiment (Airborne) headquartered at Ft. Campbell, KY;
Judy Konitzer is the family forum editor for ARMY AVIATION; questions and suggestions can be directed to her at judy@quad-a.org.

ARMYAVIATION ▶ Advertiser Spotlight

Rolls-Royce

COMPANY DESCRIPTION – Rolls-Royce is one of the world's pre-eminent manufacturers of highly-efficient integrated power and propulsion solutions and has supported the U.S. Army Aviation community for decades. Our power systems are used in aerospace, naval marine, energy and off-highway applications. Rolls-Royce is a proud member of Team Valor, and will design the propulsion system for the Bell V-280 Valor for the FLRAA program. In the United States, Rolls-Royce employs nearly 6,000 people with significant operations in 27 states.

SIZE OF COMPANY: Large 1,000 Employees and Up

CATEGORIES: Manufacturing Maintenance & Product Overhaul

https://www.rolls-royce.com/country-sites/northamerica.aspx

Each month, one 2021 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 2021 insertion order for print advertising (1 Ad Minimum).*** *Selected company will be randomly chosen by the 15th of the month prior.*

New AAAA Members

Continued from Page 67

Mr. Adam R. Meyer
PV2 Dawsen Kemp Morgan
PFC Kara N. Neel
PFC Nichole Raye
Mr. Markus Schmitz
Northern Lights Chapter
1LT Grant Ryan
SGT Frank Scott Schimpf Jr.
Old Tucson Chapter
Mr. Caden Truhan
Oregon Trail Chapter
SPC Allison A. Dreyer
SPC Lucian Isom
Phantom Corps Chapter
1SG Paul Kiil
SFC Milo Paradeza, Ret.
SSG Danny Ramirez
CW3 Matthew Salmon
CPT April Santos
SSG Van-Michael Thompson
CW3 Brandon Vance
Pikes Peak Chapter
Mr. Tom Aniello
MAJ Andrew Bartlett
SPC Thomas Matthew Blake
SGT Charles K. Chirchir
SFC Christopher E. Delaney
Mr. Jeffrey Dorsey
MAJ Aaron Thomas Doutt
CPT Christopher Fleig
CPT Madison Hager
PFC Benjamin R. Kenny
SPC Kimberly E. Osuna-Cortez
1SG Cory Weber
Prairie Soldier Chapter
LTC Mark Drabik
CPT Josh McClure, Ret.
PV2 Kobe Robert Wilkins
Rio Grande Chapter
SGT Daniel Kosinski
PFC Julian Marcos Marta
CW4 Joseph Maxsom, Ret.
CW3 Brandon Sutton
Savannah Chapter
PVT Yawovi Pascal Degbe
SFC Daniel Flinn
SGT Michael Kruppenbacher
CSM Marcus Pitts
SGT Walter Ray Prince
Mr. Davis Purdom
ShowMe Chapter
PV2 Justin M. Arnold
Southern California Chapter
PV2 Sergio Andrade
CW2 Ray Pollok, Ret.
SPC Jonathan Riestra
Mr. Eric Vernon
Stonewall Jackson Chapter
PFC Rodrigo Rodriguez
PV2 Justin Ryan Warner
Tarheel Chapter
PV2 Lillian M. Collins
PV2 Jaylin Marseille Corbett
SGT Jacob Thomas Denton
CW4 Sean Gold, Ret.
CW2 Nathan Henshey
Mr. Matthew Tzambazakis
Tennessee Valley Chapter
Ms. Karen Bandera
Mr. Christopher M. Boily
CW4 Steve E. Campbell, Ret.
Mr. Jared Clonts
TSgt William Cohen, Ret.
Mrs. Chelie Crumpton
COL Conway Ellers
CW2 Adam Fekula
Mr. Samuel Gillis
Mr. Brent Huntsman
LTC Jeffrey Jablonski
CW5 Mike Keenan, Ret.
Mr. Chase King
CW3 Brandon Langley
Ms. Heather Lazano
Mr. Wesley C. Low
Ms. Kristina Marshall
Mr. Mark McAnally
Mrs. Kalie Meadows
Mr. Collier C. Mingus
Mr. Joseph M. Pangburn
Mr. Adam Riley
Mr. Lee A. Ritenour
Ms. Molly See
Mr. Corbin Stillwell
Mr. Brad Walker
LTC Olin Walters
Ms. Marcia Walton
Mr. Jarrod Wright
Thunder Mountain Chapter
CW2 Craig Daugherty
PVT Angel S. Rivas
Thunderbird Chapter
PVT Alexey V. Chekhlan
PFC James Michael Ives
PFC Joshua Daniel Malagon
Utah Chapter
PFC Ernest C. Peterson
Volunteer Chapter
SPC Hannah Carnes
Ms. Brittany Easley
Mr. Jericho Hawkins
CW5 Daniel Lax
Miss Chandler Ross
SGT Charles Stroud
Voodoo Chapter
PV2 Kadin Gaubert
PFC Ryan Andrew Lasarge
SPC Ethan Joseph Nicosia
Washington-Potomac Chapter
PV2 Jawad Adamskamara
Mr. Craig Bond
Mr. Lucas Burkholder
Ms. Pamela S. Crook
1LT Charles Derrick
PV2 Jacob Aaron Detlef
MSG Eric Lustig
1LT Veronica A. Williams
Winged Warriors Chapter
SSG Joshua T. Caldwell
SFC Jeffrey J. Collazo
Ms. Amanda D. Eldridge
1LT Liam Fairbrass
SPC Ignacio Garcia
SPC Adolfo Gonzalez
SPC Enrique Gonzalez
CAPT Andrew W. Henderson
MAJ Brandon Johnson
SGT Hayden T. Jones
SPC Mason LaMontagne
SFC Jillian Puorro
SGT Gabriel Roman Toro
CW2 Marshall Tannehill
1LT Johnny Villagomez
WO1 Travis M. Wilson
Wright Brothers Chapter
PV2 Mitchell Thomas Sheets
PV2 Dylan Michael Simpson
Zia Chapter
PFC Khristian Michael King
No Chapter Affiliation
SGT Justin Ashaw
Mr. Jason Corrigan
CPT Dan Davis
Mr. Peter Jones
SPC Evan Mark
PV2 Yaretxy Riviera-Rodriguez
PV2 Francisco S. Vazques
WO Reto Schwarz
CPT Joyce Smith
PFC Paul Amos Southwick
Ms. Tami Vize
Mr. Adam Vysocky
Mr. Al Fulaiti Yasser

AAAA **Awards**

Order of St. Michael Inductees

Gold

Aviation Center Chapter
CW5 Jonathan Koziol
Lindbergh Chapter
David J. Weller
Washington-Potomac Chapter
COL Robert E. Godwin, Ret.

Silver

Air Assault Chapter
CSM Mark B. Baker
CW5 Raymond M. Smiley
Aloha Chapter
CW5 Shayne M. Atkinson
COL R.J. Garcia
CSM John R. Thompson
Arizona Chapter
COL Gregory B. Hartvigsen
Aviation Center Chapter
LTC Scott W. Dunkle
COL George G. Ferido
COL Whitney B. Gardner
LTC Jamie LaValley
Central Florida Chapter
COL Marcus Varnadore
Colonial Virginia Chapter
Frank P Keesee III
Frontier Army Chapter
COL Paul E. Berg
Gold Standard Chapter
COL Andrew D. Cecil
Griffin Chapter
COL Phillip H. Lamb
Jimmy Doolittle Chapter
CW5 James L. Ayers
COL James R. Fidler
Morning Calm Chapter
CW4 Daniel J. Layman
Pikes Peak Chapter
COL Scott A. Myers
Tennessee Valley Chapter
Michael E. Bulkley
James Richard Tyler
Winged Warriors Chapter
LTC Adam R. Bock
CSM William Ryan Wisecup
No Chapter Affiliation
CW5 Cathy E. Jarrell

Bronze

Air Assault Chapter
SFC Kevin Adams
MSG Bernard R. Cole
LTC Issac W. Ellison, Ret.
SFC Jonathan Elrod
Aviation Center Chapter
CPT Austin T. Moore
CPT Glenn W. Ryman
LTC Sean J.R. Stapler
Black Knights Chapter
MAJ Kathleen Alfin
MAJ Steven Hoak
MAJ Alex Humes
COL Raymond A Kimball
CPT Jonathan Lunde
Colonial Virginia Chapter
LTC James R. Chapman, Ret.
1SG Nicholas Edmondson
CPT Wayne D. Pak
CW4 David M. Rose
MSG Marvin N. Singer
MSG Brian Speerstra
1SG Daniel E. Stallings
CW3 Yogeshwar Sugrim
MSG Stephen T. Weyrauch
Desert Oasis Chapter
CW3 Benjamin R. Dowell
LTC Tyler Q. Hemmerich
Flying Gator Chapter
CW4 Adam P. Denny
Follow Me Chapter
CW3 Kreig Jean
CW2 Nikolas Keramidas
Grizzly Chapter
LTC J. Alan Nydegger
CSM John Edwin Ousley
Iron Mike Chapter
CW5 Jason Rayburn
CW5 Carlos I. Rosado
SGM Marcell T. Scott
1SG Christopher R. Stevens
CW4 Ryan Trant
Jimmy Doolittle Chapter
CSM Bruce Langenhuizen
Magnolia Chapter
1SG Richard P. Allen
CW4 Robert S. Herrington
Minuteman Chapter
CW4 Michæl Madigan
Morning Calm Chapter
1SG Ryan Caudill
SFC Joshua Montgomery
SFC Nathaniel Morgan
Mount Rainier Chapter
SSG Joseph W. Miller
CW4 Ryan R. Orr
CW3 Zachariah J. Workman
Northern Lights Chapter
CW3 Hugh Eberhart
MAJ William J. Keller
MAJ Jason M. Kowrach
Phantom Corps Chapter
CPT Bryan Honeycutt
CPT Ian O'Neill

Award Nominations Are Open NOW!

Recognize Our Soldiers !!!

Recognize your outstanding Soldiers through our AAAA Awards program! ***Check out the Awards section on quad-a.org***

AAAA Functional Awards

Suspense: August 1

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

Suspense: September 1

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

Send in Your Nominations Today! Nomination forms for all of the AAAA Awards are available on our website: **quad-a.org.** Any questions? Call (203) 268-2450.

AAAA Salutes the Following Departed...

MG Edwin M. Aguanno, Ret. – Deceased 1/1/2020
MG Edward M. Browne, Ret. – Deceased 4/28/2021
SSG Chris Daly, Ret. – Deceased 4/13/2020
Mr. Dave Seavey – Deceased 4/4/2021
GEN William G.T. Tuttle Jr. Ret. – Deceased 11/9/2020

Pikes Peak Chapter
CSM John R. Bonilla
MAJ Nerea Cal
1SG Matthew J. Clubb
SFC James P. Hankins
CW4 Jordan B. Hardin
MAJ Lucas G. Harris
MAJ James Hart
1SG Andrew M. Hennessy
MAJ Robert Hollingsworth
SFC Dallas Jones
1SG Desiree L. Kaminski
MAJ Timothy Light
1SG Noel RestoLopez
Rio Grande Chapter
CPT Benjamin Andrews
Rising Sun Chapter
CW3 Adam Burchfield
Savannah Chapter
CW4 Jason A. Aldins
CW3 Christopher Rucker
CW4 Nathan R. Whitman
Thunder Mountain Chapter
William R. Beecher
CW4 Kevin L. Harris
Washington-Potomac Chapter
LTC R. Alexander Balaram
CW3 Anthony Gadson
LTC Gill T. Tatman-Tyree
CPT Daniel Albert Vorsky
Winged Warriors Chapter
CW4 Seth Botts
CPT Jefferey Crook
CPT Benjamin Ferrell
SFC Gaston Garcia
CW4 Wesley Holt
CPT Morgan Jackson
CW4 Phillip Lopez
CPT Jordan Sims

Knight of the Order of St. Michael Inductees

Air Assault Chapter
CW3 Monteiz Dash
James Rau
Frontier Army Chapter
MAJ James Bean
Washington-Potomac Chapter
Dale M. Walters
Winged Warriors Chapter
LtCol Charles E. Ingold
COL John D. Litchfield
LTC Raul Medrano
CSM David S. Moore

Our Lady of Loreto Inductees

Griffin Chapter
Elizabeth A. Cole
Cheric J. Vigeant
High Desert Chapter
Jenny Lynn Santos
Iron Mike Chapter
Meagan B. Consedine
Cassandra A. Majauskas
Karen Tussing
Mount Rainier Chapter
Jessica M. Bowlen
Chandra Oliver
Cassandra Poling
Northern Lights Chapter
Katrina Kowrach
Angela Rosario
Savannah Chapter
Pamela Burris
Kelly Kowalski
Washington-Potomac Chapter
Lorraine Chase
Nicole Ford
Sarah S. Jordan
Winged Warriors Chapter
Dorothea White

Network • Recognition
Voice • Support

OSMs *Continued*

Tennessee Valley Chapter

CHAPTER PHOTO BY MRS. YONGSUK NIELSON

CW5 (Ret.) Randy L. Nielson is inducted into the Silver Honorable Order of St. Michael during a ceremony at the PM Apache offices on Redstone Arsenal, AL on March 18th by chapter president, Gary Nenninger. Nielson was recognized for 49 years of Service to the Army, the last 23 years of which working in the Operator Training Device Section of PM Apache – he has been the face of the organization the entire time. His wife **Yongsuk (Suki)** was also inducted into the Honorable Order of Our Lady of Loreto for her 45 years of marriage and support of her spouse.


CHAPTER PHOTO BY TRACI BOUTWELL

SGM (Ret.) Sammy Burns Jr. is inducted into the Silver Honorable Order of St. Michael by chapter VP Veterans Affairs, CSM (Ret.) Tod Glidewell, during a ceremony on April 5, 2021 at Redstone Arsenal, AL. Burns was recognized for his achievements as the director of the Aviation and Missile Command Field Maintenance Directorate especially the successful Reset by AFMD of over 2,700 aircraft from all mission/design/series from the inception of Reset until present day.


CHAPTER PHOTO BY GLORIA P. BELL

CW4 Adrian N. Rushton, assistant product manager, Air-To-Ground Missile Systems Product Office, is inducted into the Bronze Honorable Order of St. Michael by chapter VP for Veterans Affairs, CSM (Ret.) Tod Glidewell, at an April 16, 2021 ceremony on Redstone Arsenal, AL. Rushton was recognized for excelling in all duties, exhibiting innovative leadership, management, technical, and programmatic proficiency.

CHAPTER PHOTO BY JUDI MCCRARY

LTC Christopher P. Hill is inducted as a Knight of the Honorable Order of St. Michael by Mr. Kevin Connell, deputy director of operations, Tactical Aviation and Ground Munitions Project Office, on April 28, 2021 at Redstone Arsenal, AL. Hill was recognized for his outstanding support to Army Aviation as the product manager, Air-To-Ground Missile Systems Product Office.

AAAA **Legislative** Report

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

FY22 DoD Budget Update

We are excited to offer an extensive update on the FY22 DoD Budget request. After all, by process, the budget normally moves from the White House to Congress in February of each year. Ok here it goes – the White House is going to ask Congress for $715B for the Pentagon. That's it, that's all there is to report considering at the time of this writing, the budget request has still not been delivered to Congress. As you can imagine, this causes a lot of concern with Congressional staffers who need to mark up the budget on a tight timeline with the end of the FY21 fiscal year concluding at the end of September. Staffers are not the only ones concerned; delays in the budget process also have negative impacts on the Pentagon because a delay this long will most certainly result in late budget legislation by the end of September, thus resulting in continuing resolution again. Then there is industry who definitely does not like delays in the budget process because they stand to be hit financially due to the uncertainty in the contracting and material acquisition space. There is a lot of finger pointing on why this budget request is so late to Congress and it boils down to the less than cooperative smooth handover of power in January. So, we wait and see what comes. Some signals coming out of the Administration point to divestiture of legacy systems to make room for other priorities including countering China and focus on INDOPACOM. That would signal good news for ship building and cyber security, but what about Army Aviation? What about Future Long-range Assault Aircraft (FLRAA) and Future Attack Reconnaissance Aircraft (FARA) and sustainment of our current platforms? Needless to say, we all are waiting for the FY22 budget to arrive so various agendas can be influenced.

Asymmetric Political Warfare

Since this edition of *ARMY AVIATION* magazine focuses on Special Operations, we might talk about asymmetric tactics that happen daily within the Capital beltway. Back to those various agendas… we've reported in past articles that DoD, Congress and industry, all have their own agendas. These three make up the perpetual iron triangle where policy, people, and money are traded like commodities on Wall Street. DoD's agenda is simply the budget request that goes to Capitol Hill. Congress's agenda is to oversight what those DoD folks are asking for, and, industry, well their agenda is selling and making profits. So, how does everyone get what they want? The short answer is that they don't and there is a lot of political gamesmanship through relationships, political contributions, and horse trading of political capital. Chronic presence on Capitol Hill by legislative affairs professionals and long-standing relationships by our senior leadership pave the way for Army Aviation success. The Army Chief of Staff and our highest-ranking Army Aviator, General McConville served as the Army's Chief of Legislative affairs in 2010 so you can imagine the trust built over that 10+ years. Relationships between our senior leaders, industry leaders and lobbyists, and political staffers and Members establish the foundation for productive outcomes for all stakeholders. So, where does asymmetric political warfare come into the equation? Simply, it's woven into the fabric of influence in politics. The asymmetric political war brings the press into the mix, trade organizations, and a plethora of other tactics to further agendas. Whether it's a powerful staffer, high paid lobbyist, or an unassuming retired lieutenant colonel in a business suit, the asymmetric warfare is present and part of the process.

Special Operations on Capitol Hill

Who do you go to for Special Operations Forces (SOF) influence on the Hill? There are many parochial tribes that operate within the Capitol Hill ecosystem and while most agendas attempt influence through like-minded tribes, it is no surprise there is a strong SOF fraternity on Capitol Hill. Maybe this is why Special Operations Legislative Affairs is quietly tucked away in an office building right off Capitol Hill. From long tenured staffers like Senator Rounds' national security advisor and former Green Beret, Dan Adelstein to former Night Stalker Congressman Mark Green, there are many snake eaters ready to carry out and support the interests of Special Operations Command.

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.

Sikorsky First Raider Flight Demo for Army

SIKORSKY COURTESY PHOTO

Sikorsky, a Lockheed Martin company, flew its Future Attack Reconnaissance Aircraft (FARA) prototype in two demonstrations in April 2021 for service leaders and Soldiers at Redstone Arsenal in Huntsville, Alabama. In demonstrations on April 13 and 15, the S-97 Raider, which is based on the company's X2 coaxial-rotor technology, flew high-speed passes, hovered and showed off its maneuverability, according to a Lockheed Martin news release.

CIRCM Cleared for FRP

U.S. ARMY COURTESY PHOTO

The U.S. Army's Northrop Grumman-manufactured next-generation protection system for its fleet of helicopters has been cleared for full-rate production, according to an April 30 Pentagon announcement. The Army awarded Northrop a nearly $1 billion contract to produce the Common Infrared Countermeasures program, known as CIRCM, with an estimated completion date of April 29, 2026. The service will start equipping its aviation fleet with the system beginning with the UH-60M Black Hawk utility helicopter. Northrop has already delivered 100 units to the Army.

Remote-Controlled Black Hawk to Fly in Project Convergence

U.S. ARMY PHOTO SSG CHRISTOPHER STEWART

Later this year during Project Convergence 21, the Army plans on letting Soldiers control a UH-60 Black Hawk helicopter on an emergency supply run according to MG Wally Rugen, director of the Army's Future Vertical Lift Cross-Functional Team. The remote-controlled chopper – a Defense Advanced Research Project Agency (DARPA)-Sikorsky project called ALIAS – will have a safety pilot aboard but will be controlled entirely from the ground. Made possible by using a prototype Modular Open Systems Architecture (MOSA)-enabled connection known as the Scalable Control Interface which turns the standard Android/Windows Tactical Assault Kit software on infantry leaders' handheld devices into a universal drone controller.

CAE USA Awarded USSOCOM Mission Command System Contract

CAE COURTESY PHOTO

CAE announced on May 17, 2021 that CAE USA has been awarded a contract valued at more than $135 million, including options, by the United States Special Operations Command (USSOCOM) to lead integration efforts for the Special Operations Forces (SOF) Global Situational Awareness initiative. Under a program called Mission Command System/Common Operational Picture (MCS/COP), the scalable next-generation Mission Command System will unify the SOF enterprise through the creation of an integrated common operational picture, which will deliver enhanced and improved global situational awareness. USSOCOM has exercised the first option of the contract valued at more than US$19 million.

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

Cleveland Construction Inc., Mentor, OH, was awarded a $55,307,155 firm-fixed-price contract for construction of an aircraft maintenance hangar; work will be performed at Hunter Army Airfield, GA, with an estimated completion date of March 20, 2023.

Lockheed Martin Corp., Orlando, FL, was awarded a $10,382,596 modification (P00056) to contract W31P4Q-19-C-0071 for Hellfire and Joint-Air-to-Ground Missile engineering services; work will be performed in Orlando, with an estimated completion date of Feb. 5, 2023.

Strata-G Solutions, LLC, Huntsville, AL was awarded a $37.4M contract for Airframe Modification Kits (A-Kits) for the Product Manager Air Warrior (PdM AW); funded A-Kit production began in April 2021.

Advertisers Index

People On The Move

Aviation General Officer Promotions/Assignments

The Senate confirmed the FY20 Brigadier General, Army Competitive Category, Promotion Selection List on 29 April 2021. The following aviation officers have been confirmed for promotion to the rank of brigadier general:

U.S. ARMY PHOTO

COL Lance K. Calvert currently serving as Deputy Commander (Support), 2d Infantry Division (Combined), Eighth Army, Republic of Korea;

U.S. ARMY PHOTO

COL Lori L. Robinson currently serving as Deputy Commander (Support), 10th Mountain Division (Light Infantry), Fort Drum, NY.

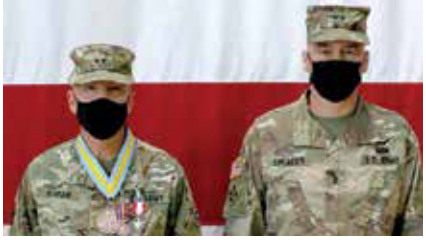
The chief of staff of the Army announced the following general officer assignments:

U.S. ARMY PHOTO

MG (Promotable) Erik C. Peterson, director, force development, Office of the Deputy Chief of Staff, G-8, U.S. Army, Washington, D.C., to deputy chief of staff, G-8, U.S. Army, Washington, D.C.

U.S. ARMY PHOTO

BG Eric D. Little from deputy commander (Operations), U.S. Army Space and Missile Command, Peterson Air Force Base, CO, to commanding general, White Sands Missile Range; and deputy commanding general for developmental testing, U.S. Army Test and Evaluation Command, White Sands, NM.



U.S. ARMY PHOTO BY SGT TREVOR CULLEN

MG Thomas Spencer (right) the new commanding general of the New York Army National Guard's 42nd Infantry Division stands next to the outgoing division commander, MG Steven Ferrari, during division change-of-command ceremonies at New York National Guard Headquarters in Latham, New York on April 16, 2021.

Changes of Command/ Responsibility

Handy Takes Over 38th ECAB

U.S. ARMY PHOTO BY SGT TACKORA HAND

COL Matthew Handy (right), Director of Indiana Army Aviation and Safety, returned to the 38th Expeditionary Combat Aviation Brigade and assumed command during a ceremony hosted by MG Timothy Thombleson, 38 Infantry Division commanding general, May 1, 2021. Outgoing commander COL Larry Muennich's next assignment will be as the Indiana State Army Aviation Officer. During the same ceremony, CSM Derrick Kuhns assumed his position as senior enlisted adviser to the commander, taking over for CSM Ken Mobley.

FY 2022 Colonel Army Competitive Category Command Selection List Slate

The fiscal year 2022 colonel army competitive category centralized selection list slate was released April 8, 2021. AAAA congratulates the following 20 Aviation/Acquisition Corps lieutenant colonels on their selection.

Aviation - Operations
LTC(P) Boardman, Benjamin S. * USARPAC 2 CAB(H)(CP Humphreys)
LTC(P) Chung, Christopher M. Unslated principal
LTC(P) Clyde, Christopher H. FORSCOM 10 CAB(M) (FTDNY)
LTC(P) Cody, Clinton R.+ FORSCOM 101 CAB (FTCKY)
COL Jaeger, Timothy R.*FORSCOM 1 CD CAB (FTHTX)
COL James, Jeremy W. INSCOM 116 MIB (AI)(FTGGA)
LTC(P) Schwinn, Khirsten T. Unslated principal
LTC(P) Smith, Derek A. * FORSCOM 6 CAB (JBLM)
COL Waleski, Roger P. * USASOC 160 SOAR (FTCKY)
Aviation – Strategic Support
LTC(P) Cullinan, Brendan J. * MDW US ARMY AVN BDE (FTMDC)
LTC(P) Morgan, David W. AFC ACM FVL (FTRAL)
COL Rowland, Matthew L. * FORSCOM ATSCOM/164 TAOG (FTRAL)
LTC(P) Woody, Bryan T. * AFC ACM RA (FTRAL)
Aviation – Training
COL Von Hagel, Daryl S. * FORSOM 166 AV BDE (FTHTX)
Aviation Maintenance – Strategic Support
COL Hogan, Kyle M. * AMC CCAD (CCTX)
LTC(P) Morris, John A. * AMC ACLC (FTRAL)
Aviation – Alternates
COL Hogan, Kyle Martin *
COL Verenna, Tony Koplin
COL West, Jason Lewis *
LTC(P) Woody, Bryan T. *

FY 2022 Lieutenant Colonel Army Competitive Category Command Selection List Slate

The fiscal year 2022 lieutenant colonel army competitive category centralized selection list slate was released April 8, 2021. AAAA congratulates the following 39 Aviation lieutenant colonels on their selection.

Aviation - Operations
LTC Benson Ian H.+USARPAC 5-17 ACS (Cp Humphreys)
LTC Braswell Erin E.* FORSCOM 3-227 AHB (Ft Hood)
MAJ(P) Clapp Frederick Leray III FORSCOM 4-3 AHB (Hunter AAF)
MAJ(P) Collins Logan Potter * FORSCOM 3-10 GSAB (Ft Drum)
LTC Deloach John B.* FORSCOM 2-227 GSAB (Ft Hood)
LTC Espinoza Tyler J. + FORSCOM 6-101 GSAB (Ft Campbell)
LTC Fischer James R. * FORSCOM 2-158 AHB (JBLM)
LTC Gale Scott D.* USARPAC 2-2 AV RGT (AHB) (Seoul AB)
LTC Hall Charles W.+Other Commands 1-228 GSAB (Honduras)
MAJ(P) Hayward Joshua C * FORSCOM 277 ASB (Ft Drum)
MAJ(P) Kazmarek Robert A. + FORSCOM 2-10 AHB (Ft Drum)
MAJ(P) Kennedy Lucas J. FORSCOM 1-501 ARB (Ft Bliss)
MAJ(P) Kittlesen Jason S.+FORSCOM 1-229 ARB (JBLM)
MAJ(P) Mclean John Michael II +FORSCOM 1-6 CAV (ARS) (Ft Riley)
LTC Monroe Chad Alan * FORSCOM 3-6 CAV (Ft Bliss)
MAJ(P) Nickel Joy Florence FORSCOM 1-82 ARB (Ft Bragg)
MAJ(P) Pafford Brent Joel + INSCOM 15 MI BN (AEB) (Ft Hood)
LTC Pearce Michael A.+FORSCOM 1-227 ARB (Ft Hood)
MAJ(P) Perkins Lori Lynn FORSCOM 4-6 CAV (JBLM)
MAJ(P) Powell David Thomas + FORSCOM 2-501 GSAB (Ft Bliss)
LTC Robles Gema FORSCOM 5-101 AHB (Ft Campbell)
LTC Rodriguez Elpidio USARPAC 4-2 AV RGT (ARB) (Cp Humphreys)
LTC Ryan Kevin Edward FORSCOM 3-17 CAV (Ars) (H) (Hunter AAF)
LTC Sevigny Steven P. FORSCOM 404 ASB (Ft Carson)
LTC Sickler Robert Irving + FORSCOM 7-17 CAV (ACS) (Ft Hood)
LTC Stapler Sean R * USARPAC US Army Aviation Bn - Japan (Cp Zama)
MAJ(P) Stilwell Jacqueline K.*FORSCOM 615 ASB (Ft Hood)
LTC Sulpizio Donald J. + FORSCOM 3-501 AHB (Ft Bliss)
LTC Zotter Christopher D. FORSCOM 1-10 ARB (Ft Drum)
Aviation – Strategic Support
LTC Attaway James A. + FORSCOM 5th Aviation Bn (GSAB) (Ft Polk)
LTC Kearney April D. * TRADOC 1-11 ATC BN (Ft Rucker)
LTC Taylor Patrick J. FORSCOM 2-916 GSAB (Ft Irwin)
Aviation – Training
LTC Dominguez Gerardo F. FORSCOM 3-351 Av Bn (Ft Hood)
LTC Katzenberger Keith C. TRADOC 1-222 AVN (JBLE)
LTC Norland Jeramy R.* TRADOC 1-13 AV BN (Ft Rucker)
LTC White Kevin C. FORSCOM 2-291 AV RGT (Ft Hood)
Aviation Special Operations - Operations
LTC Dadisman Zachary L * USASOC 2-160 AVN BN (Ft Campbell)
LTC Neal Paul Boyd USASOC 4-160 AVN BN (JBLM)
Branch Immaterial – Training
LTC Dargavell Michael J.*TRADOC Jacksonville Recruiting Bn
* = AAAA Member + = Life Member

People On The Move

FY 2021 Colonel Army Competitive Category Selection Board Results

The fiscal year 2021 colonel army competitive category selection board results were released April 27, 2021. Officers with the highest order of merit scores, denoted with MB or MB/BZ in place of a sequence number, will be promoted at the very beginning of list execution. AAAA congratulates the following 22 Aviation/Acquisition Corps lieutenant colonels on their selection.

Seq #
MB Artino, Daniel S
0051 Barber, James A
MB Cook, Christopher J
0130 Corrigan, Chad P
0067 Fair, Frank J
0157 Lavalley, Jamie R
0078 Lewis, Nathan L
0138 Miller, John P III
0145 Moreshead, Paul W
MB Nesrsta, Ryan C
0116 Parker, Matthew L
0115 Parrish, Brandon W
0171 Ploetz, Nicholas J
MB Poquette, Jeffrey A
0131 Sandoval, Keith P
0128 Scher, Matthew J
0122 Scullion, James H
0069 Smith, Ronald C
MB Smith, Stephen T
MB Sullivan, Ryan P
0072 Thompson, Mason D
0139 Wolfe, Matthew S

Merit Based – MB
Below the zone - BZ
* = AAAA Member
\+ = Life Member

Seq #
0158 Anthony, Christopher +
0282 Axtell, Mark A. *
MB Bailiff, Andrew J. +
0295 Bales, Michael D
0285 Berg, Lukas B. *
0132 Bess, Jeffrey C.
MB Bolton, John Q. *
0417 Brana, Mark *
0217 Brooks, James D.
0127 Buckhalt, Russell A. *
0172 Chen, Deborah L.
0166 Clemmons, Joshua W. +
0171 Coe, Jonathan A.
0298 Colbert, Christopher *
MB Conklin, Mark E.

FY 2021 Lieutenant Colonel Army Competitive Category Selection Board Results

The fiscal year 2021 colonel army competitive category selection board results were released June 27, 2021. Officers with the highest order of merit scores, denoted with MB or MB/BZ in place of a sequence number, will be promoted at the very beginning of list execution. AAAA congratulates the following 82 Aviation majors on their selection.

0384 Conners, William F. *
0374 Corsentino, Joseph +
MB/BZ Currie, Nicholas C. *
0092 Cusack, Steven R. *
0115 DeStefano, Michael *
0177 DiGrezio, Micah J.
0162 Flanigen, Paul R. *
MB Fryar, Laura Pangal
0169 Glassman, Eric M.
0397 Goode, Delvin M. *
0181 Gray, Marshall L. *
0212 Greer, Nathan L. *
0182 Haas, Brian L. +
MB Hanson, Paul W.
0421 Haralson, Todd J.
0239 Hickey, James B.
0244 Horton, Jeremy N.
MB Huffman, Ty
0333 Huntington, Lisa M.
0130 Huston, Erica +
0129 Jackson, Benjamin R.
0149 Keefer, Zachary J. *
MB Keller, Adam C. *
0166 Keogh, Cameron M.
MB King, Charles W. *
0296 Kivioja, Kyle A.
0143 Lewis, Zachary M.
0116 Lindsay, Douglas T.
0201 Longworth, Nathan P. *
0219 Lossing, Christopher +
0148 Macklin, Lionel Jr. *
0203 Mattingly, Scott K.
0142 McBride, Robert C. *
0305 McDaniel, Benjamen
MB McNeal, Matthew D. *
MB Meinders, Jeffrey B. *
0288 Menn, Thomas J. *
0170 Merritt, Sean A. *
0280 Meyer, Joshua A. +
0402 Middleton, Brian M.
MB Monas, Kent B. +
0164 Moore, Jeffrey P. +
0196 Naigle, Shawn C.
0269 Natter, Joseph M. *
0088 Nixon, Brandon E. *
0388 Overmyer, Alan R. +
MB Owen, Travis H.
0336 Pasquantonio, Greg +
0160 Plitsch, John A.
0165 Puzzo, David J.
0318 Pyant, William C.
0243 Ridge, Ross M. +
0369 Romaneski, Jonathan *
0228 Rumfelt, Casey A.
0312 Ryan, Lindsay A.
0133 Silva, Brian J.
0457 Snipes, Anthony J. *
0207 Sullivan, Lynn W.
0420 Swiney, Mark A. *
0145 Thomas, Peter A. *
0135 Timmons, Jeffrey L. *
0299 Travis, Ryan T. *
0154 Vaughn, Phillip T. +
0268 Wardlaw, Christopher +
0159 Welch, Ryan Patrick *
0155 Wilson, Linus D. *
0383 York, Amoreena L. +

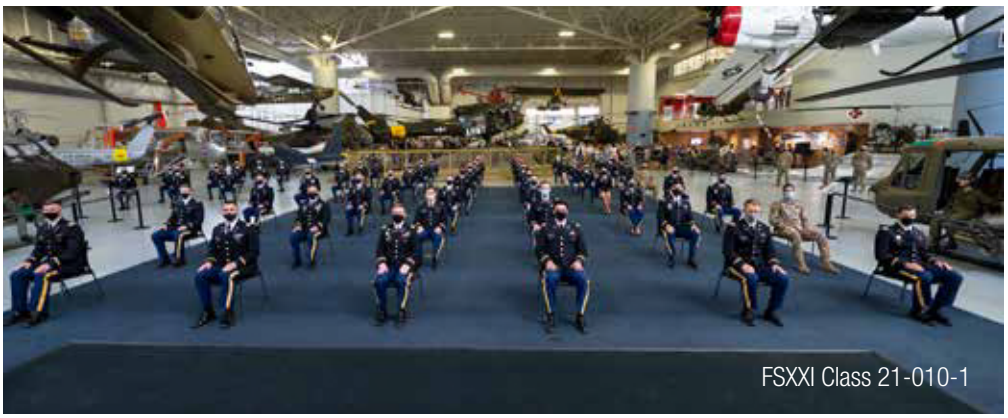
Merit Based – MB
Below the zone - BZ
* = AAAA Member
\+ = Life Member

Flight School Graduates

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

AAAA congratulates the following officers graduating from Flight School XXI at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class.

58 Officers, March 25, 2021
Commissioned Officers
2LT Karsteter, Robert L. - DG
1LT Banga, Christopher W. * - HG
1LT Merrill, William T. -HG
1LT Smythe, Connor V. * - HG
1LT Winslow, Ashton E. -HG
1LT Alviso, Edwardo S. *
2LT Aoun, Joe
1LT Derrick, William C.
1LT Donnellon, Timothy P. *
1LT Duhaime, Benjamin J. *
1LT Elliott, Joshua R. *
1LT Ferido, Randi S.
1LT Gephart, John P. *
1LT Hagens, Brendan M.
2LT Hartman, Brady T.
2LT Hawkins, Zaking J.
1LT Jeon, Sarah H.
1LT Knafel, Sarah M.
1LT Lampert, Aron B.
1LT Levison, Matthew L.
1LT Mathias, Chance S. *
1LT Moore, Benson T.
1LT Quirk, Douglass K.
1LT Richter, Devon J. *
2LT Sarraf, Jacques
1LT Smadi, Hatem *
1LT Williams, Grant C. *
Warrant Officers
WO1 Tehee, Jimmy R. - DG



FSXXI Class 21-010-1

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

WO1 Brandes, Zane J. - HG
WO1 Chastain, Matthew B. - HG
WO1 Rideout, Kenneth G. - HG
WO1 Schomburg, Ryan W. - HG
WO1 Afaisen, Dusten P.
WO1 Beckham, Scott J.
WO1 Bergeson, Dallas J.
WO1 Bewlay, Harry C.
WO1 Brathwaite, Bilal M.
WO1 Carden, Jeffrey B. *
WO1 Cary, Andrew M.
WO1 Collier, Amanda K. *
WO1 Creel, Kahlin D. *
WO1 Davison, Tyler J.
WO1 Elder, Kyler V.
WO1 Heskett, Ryan L.
WO1 Howard, Wesley R.
WO1 Kramb, Austin D.
WO1 Noyes, Richard E.
WO1 Phifer, Nathan D.
CW2 Prins, Erik J. *
WO1 Quinn, Zachary R.
WO1 Smedile, Ryan M. *
WO1 Wheeler, Lucas M.
WO1 Wilson, Travis M. *

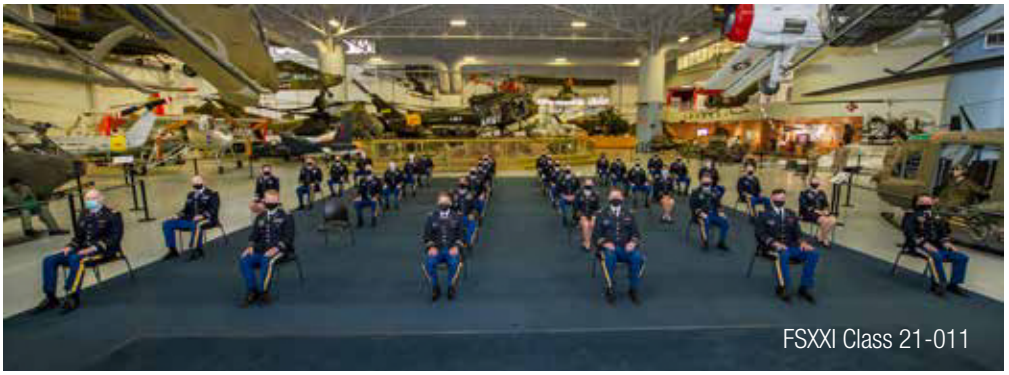
36 Officers, April 8, 2021
Commissioned Officers
2LT Nichols, Grant M. - DG
2LT Condly, Johnathan T. - HG
1LT Graves, Kevin L. - HG
1LT Gibson, Dontae R.
1LT Logue, Kylie E.
1LT MacDonald, Craig A. +
1LT McHugh, Erin K.
1LT Menser, Chelsea M.
2LT Nikkel, Craig J. *
2LT Rieske, John L. *
1LT Robinson, Adam A. *
2LT Tailor, Aditi R.
1LT Weiland, Jacob M.
Warrant Officers
WO1 Phelps, Sean M. - DG
WO1 Duchala, Patrick S. - HG
WO1 Nygaard, Michael A. - HG
WO1 Reeves, Mason K. - HG
WO1 Warren, Hannah M. - HG
WO1 Brod, Chase M.
WO1 Brooks, Jonathan B.
WO1 Clifford, Bryan A. *
WO1 DeMars, Corey C.
WO1 Engle, Matthew D.
WO1 Fonda, Zachary C.
WO1 Hamilton, Weston S.
WO1 Hay, Charles M.
WO1 Jennings, Coleman O.
WO1 Langhorst, Devon E.
WO1 Lester, Jedidiah L. *

People On The Move

Flight School Graduates *Continued*

WO1 McDowell, Dustin M. *
WO1 Pardew, Joshua D.
WO1 Rodriguez, Seth S.
WO1 Smith, Jennifer I. +
WO1 Spillers, Justin M. *
WO1 Sund, Kira C. *
WO1 Zubia, Anthony R.

-DG: Distinguished Graduate
-HG: Honor Graduate
* = AAAA Member
+ = Life Member


FSXXI Class 21-011

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

AH-64 Attack Helicopter Repairer (15R)

Class 008-21
PV2 Brett Austin Alvarado * - DG
SPC Joshua Lyman Allred
PFC Alejandro Luna Anaya
SPC Andrei Cebotari
PV2 Wesley Dale Graves
PFC Joseph Micheal Lapera
PFC Alfredo Lopez
PV2 Jorden M Syre
PFC Lance Cameron Tanner
SPC Jessica Christine Thomas

Class 009-21
PV1 Camron Austin Mulkey * - DG
PV1 Nicholas Matthew Leonard
PFC Benjamin Michael Levesque
PV1 Trever Jeffrey Lindberg
PV1 Kenneth Stillman Lucas
PV1 Joseph Anthony Musulman
PV2 Matthias Eric Pattison
PV2 Ryan James Phelps
PV2 Kyler M Pleasant
PV2 Khafee Omar Walkerlewis
PV1 Morco Antoine Wildman

Class 010-21
PFC Benjamin Robert Kenny * - DG
PV2 Brice Kerene Becker
PV1 Brandon Allan Cassity
SPC Daisy Chikwanha
PFC Adrian David Christian
PFC James Joseph Garner
PFC Caleb Keith Green
SGT Joe Blaine Guyer, III
SPC Matthew Ryan Haney
PV1 Nicolas Lee Hatley
PV2 Melody Crystal Martinez
SPC Adan Reyesapantipan

Class 011-21
PV2 Sergio Andrade * - DG
PFC Kevin Ulises Amadorcruz
PV1 Montana Arias
PV1 Miguelantonio Are Balindo
PFC Michael Thomas Baugh
PV1 Kobe Nicholas Bombita
PV2 Joseph Ray Bowen
PV1 Lucas Wayne Calhoun
PV1 Timothy Isaiah Candelario
PV2 Justin Canteen
SPC Alex Jr Caraballo
SPC Garrett Wayneclark Claunch

Class 012-21
PV1 Yawovi Pascal Degbe * - DG
SPC Dallas Hale Bailey
PV1 Edward Lee Crafton
PV1 Hunter Chase Douglas
PFC Jordan Taylor Frederick
SPC Ethan William Ginsberg
PFC Adam Michael Hornsby
PV1 Jowayne Jerome Johnson
PFC Kyle Thomas Meyer
SPC Kota Kclee Mueller
PFC Nicholas Obrien Patterson
SPC Samuel Zamora

Class 013-21
PFC Nichole Raye * - DG
PV1 William Adepoju Adegbite
PV2 Caleb Kristian Becker
PV2 Christopher Robert Bennett
PV1 Michael Ryan Case
PV1 Cayley Ann Cripe
PFC Emily Hannah Ernst
PV2 Destinee Victoria Juarez
PFC Antonio Jose Perez
PV1 Andrewanthony Peter Sanchez
PFC Alexis Mcrae Singletary
PV1 Elijah Gabriel Turner

Class 014-21
PV2 Daniel S Escamilla * - DG
SPC Moore Ekeledirichu Eberechi
PV2 Christian Micheal Elizondo
PV1 Paul David Flores-Rosario
PV1 Nathaniel Sagenapu Iglesias
SPC Andres Pando

CH-47 Medium Helicopter Repairer (15U)

Class 005-21
PV2 Nicolas C.Shoars * - DG
PV2 Tyler Josephtaft Bebber
SPC Edward Eugene Bittinger III
PVT Malik O Clarke
SPC Joseph Darryl Hafer
PVT Landon Dwayne Ivester
PV2 Kyle Lee Lafave
SGT Carl Badgley Murray
PVT Aaron William Pribac
PVT Jesus Rodriguez Aguilar
PFC Jason Bertram Sweeney
PVT Christopher Anton Vegaperez

Class 006-21
PFC James Michael Ives * - DG
SPC Alex Wayne Batson
PV2 Shawn Tyler Calder
PV2 Jacob Garrett Deschler
PFC Adrian David Garcia
PV2 Edward Charles Kalukiewicz
PFC Katelyn Grace Mulligan
PV2 Kyrzten Alexa Phillips
SPC Toby Allen Thompson
PV2 Jordan N Tisdale
PV2 Matthew Scott Watson Jr

Class 007-21
PV2 Kobe Robert Wilkins * - DG
PFC Eduardo Salmeron Aguilar
SPC Matthew Francis Bliss
PFC Jacob Dale Lane
PV2 Andres F Martinezjamaica
PV2 Joseph Matusick
PV2 Niall Maw
PV2 Duncan Mckenzie Mcarthur
SPC Anhduong Nguyen
PV2 Xzayvier Donyasir Parson
PFC Dylan Jacob Sasso
PV2 Kalani Gabriel Witherington

Class 008-21
PV2 Zadiel Neville Diaz * - DG
PV2 Brian Keith Best, Jr
PV2 Garrett Lee Clevenger
PFC Jacob Andrew Graft
PFC Jordan Lee Jackson
PV2 Loc Congphuoc Pham
SPC Justin Cory Pollard
PV2 Seth Michael Tucker
PFC Nathan Ryan Vance

Class 009-21
PFC Lemmar Lamouy Wilson * - DG
PFC Godogaatsu Komis Amegan
PFC Omar Aviles
SPC Kevin Allen English
PFC Adam Weston Oliver
PV2 Nemesio Mina Pablo, III
PV2 Jorge Luis Rentas, Jr
SPC William Casey Selby
PFC Johndavid Haiden Shelby
PFC Thomas Chase Smithwick
PFC Tyler Aaron Tupper
PFC Jakob Taylor Wilson

UH-60 Helicopter Repairer (15T)

Class 011-21
AB Erik Thomas Barrett
AB Sean Paul Gonzalez
AMN Mason Scott Kent Hubbard
AB Ryland Peter Hughley
AB Shamar Eugene Hunt
AB Chandler Harrison Long
AB Samuel E Moen
AB Joshua Samuel Morse
AMN Joshua Kyle Lee Roteman

Class 013-21
PFC Jared Daniel Perez * - DG
PV2 Kaitlyn Grace Arland
PV2 Conner Robert Milbrath
PFC Kyle Mccoy Miller
PV2 Shailyn Mariam Millis
PFC Isaia Munoz
PFC Jonathan Raul Noguefigueroa
PFC Jesus Osvald Ramirezalvarez
PVT Bridget Alaine Russell

Class 014-21
PFC Brendan Alexander Cook * - DG
SPC Tristan Francis Billesbach
SPC Marvin Junior Brown
PVT Jacob Michael Cargill
SSG Hector Nicholas Deleon Jr
SPC Jeffrey Paul Dembowski Jr
PFC Kyle D Domanski
PFC Ramces Eliassaint
SPC Ricky Johndanny Haas
PFC David Joseph Hinkle
PV2 Collin Gregory Inosencio
SPC Jacob James Vaquera

Class 015-21
PV2 Jesus Antonio Bernabe * - DG
PFC Nikola Ancic
SPC Matt Ali Arici
PV2 Samuel Jordan Beach
PFC Nicholas Steven Carrano
PV2 Henry Saul Castro
PV2 Servando Jr Cordova
PFC Devan Hayworth Cummings
PV2 Nicholas William Ford
PFC Christopher Frank Scheerer
SPC Jaida Marie Vroman

Class 016-21
SPC Jonathan Riestra * - DG
PV2 Daniel Leroy Johnston
SPC Christopher Stephen King
PFC Ethan Keith Mcnabb
PV2 Timothy James Peeke, Jr
PFC Rachel Kay Raymond
PV2 Daniel Lee Reibsane
PV2 Bryan Rodriguezherrera
PFC Brenden Scot Rohland
PV2 Ethan Thomasarcher Safly
PV2 Steven Michael Smith
PFC Benjamin Christophe Stevens
PFC Jake Logan Stiffler

Class 017-21
PFC Emily Gale Wallace * - DG
PV2 Corbin Joseph Aalderts
SPC Stephane Claude Agoma
PV2 Brandon Thomas Athey
PFC Christopher Alan Barrett, Jr
PV2 Amanda Ysabella Caballero
PFC Gregory Clifford Campo
PV2 Catelynn Jae Creiglow
PFC Belen Hideroacruz
PV2 Megan Elizabeth Smith
PFC Makaeson Abigayle Snyder

Class 018-21
PFC Alexander Michael Zoerner * - DG
SPC C Jerry Arendall
PFC Tristin Michael Granish
SGT Fred Michael Harrison
PFC Eric Robertsigurd Larsen
PV2 Jeremiah Jordan Lucero
SPC Emanuel Roman Olvera
PFC Logan Ray Robertson
SPC Lucas Payton Smith
PFC Cameron Scott Tolman
PFC Edgar Torresquiroz
PFC Jason Armstrong Worley

Class 019-21
PFC Cameron Michael Jelly * - DG
SFC Marian Bereznak
PV2 Logan Spencer Finley
PV2 Jose Luis Flores
PV2 Jonah Isaiah Guedea
PV2 John Timothy Halgat
PFC Andrew Ronald Hopkins
PFC Tariq Khaleel Hussain
PFC Connor Scott Keeney

Class 020-21
PFC Ryan Andrew Lasarge * - DG
PFC Noah Riley Blanchard
PFC Saemin Lee
PV2 Jaylin Lee Linden
SPC Bryant Martinez Galindo
PV2 Ethan Christopher Mason
PV2 Joshua Edward Mastrostefano
PFC Austin Allen Pedercini
PV2 Josiah Leelewis Perryman
SGT Brady Matthew Phillips
PV2 Conner Jacob Vogel
SPC Benjamin Cash Wilson II

Class 021-21
PFC Chris Jiovanni Loredo-Delao * - DG
PFC Nathanael Joseph Lee
PFC Sabrina A Lobel
PFC Parker James Marshal Mcdonald
SSG Mario Pastuhovic
PFC Bishant Paudel
PFC Ricardo Lemuel Perezmontalbano
PV2 Trent Avery Pink
PV2 Brittney Jakel Pryor
PFC Abibou Seck
SPC Heather Marie Walkerleahy
SPC Jan Wever

Class 022-21
PV2 Austin Wayne Smith * - DG
SPC Jerry Branton King
SPC Forrest Michael Martin
SPC William Kurtis Matthews
SGT Adam James Scheutzow
PV2 Malachi Matthew Tyler
PFC Prentice Anterrio Urban
SPC Zachary Phillip Voelkel
PV2 Koby Greyson Walker
PFC William Oliver White
SPC Tyler Demetrius Woodland

Aircraft Powerplant Repairer (15B)

Class 01-21
PFC Riley Cade Harris * - DG
PV2 Logan Delwyn Barrs
PFC Evan Anthony Bell
PFC Justin Ethen Bollinger
PV2 Edward Ryanmadi Clutterbuck
PFC Christopher Crispinmiranda
PFC Sida Germano
1LT Beka Gigilashvili
PV2 Donaldo Gutierrezflores
PV2 Layla Bianca Hansen
PV2 Brandon Lee Hollar

Class 02-21
PV2 Stephen James Sims * - DG
PV2 Evan James Kyle
PV2 Christopher Labrant Limer
PFC Taylor Scott Purvis
PV2 Ralphcromwell Ana Santillan
PV2 Rowdy Glenn Thomas
PV2 Tyler Michael Waters
PV2 Elliot Lewis Wilson

Class 03-21
PFC Luciano Barbosa Viana * - DG
PFC Thomas Conner Bickett
SPC Johnraffy Chavez Bulaong
PFC Robert Dean Cole II
SPC Nestor Arquimides Contreras
PFC Samuel Paul Emery
PFC Gavin Wade Franklin
PFC Colin Ryan Guenther
PFC Mina Magedfawzy Kamel
PFC James Michael Koch
PV2 Liam Cecil Mcdonald
PV2 Dalton Alexander Myers
PV2 Alberto Mattew Pauda
PV2 Corey James Pollington
PV2 Wyatt Cary Redfield
PV2 Ethan Lee Reschke

Class 04-21
PV2 Francisco O. S. Vazquez * - DG
SPC Levi Conrad Cox
SGT Drew Shane Lopeznishikuni
PV2 Jeremiah Ray Reyna
PFC Noah James Sadler
PFC William Jonah Sanders
SPC William Mills Turner, IV

Aircraft Powertrain Repairer (15D)

Class 01-21
PV2 Justin M Arnold * - DG
SGT Fahad Abdullah A. Almalki
PV2 Joseph Gabriel Andrade
PV2 Angelalexander Nune Arquero
PV2 Josephus Santiago Benitez
PFC John David Bloodworth
PV2 Luigi Martin Chinyari
PFC Payton Lane Davis

People On The Move

SPC Angel Capri Erickson
PV2 Erick Michael Hoeffner
SPC Marion Dakotah Holcombe
PV2 Patrick M Koegler
PFC Kingson Sironno Mckenzie
2LT Mairis Valdmanis
Class 02-21
PV2 Damon M.Nakatani * - DG
PV2 Joel Thomas Gibson
SPC Zachariah Adam Mele
PV2 Austin Joseph Russell
PFC Hector Jesu Sandovalmelchor
PV2 Aiden Ross Walker
PFC Shomarie Antonio Wellington

Aircraft Electrician (15F)
Class 02-21
PV2 Alexander E Lopez * - DG
PV2 Cody Noah Blais
PFC Cyrus Max Crain
PFC Cavin Hunter Jones
PFC Jay Carter Krisell
PV2 Tertius Alonza Mills, Jr
PV2 Juliana Elizabeth Porter
Class 03-21
PFC Joshua Daniel Malagon * - DG
PV2 Josiah Morley Christensen
PFC Nathalia Gabbay
PV2 Efrain Jr Montemayor
PV2 York Robert Robeson
PV2 Jason Robert Rogers
PFC Nikita Anatolyevich Troshin
PFC Jaylon Deshaun Turner
SPC Gregory Arthur Vetch

AircraftPnedraulicsRepairer(15H)
Class 04-21
PFC Taylor Cole Harris * - DG
SPC Mumin Yasir Akin
PFC Ilies Benaiche
PV2 Nathan Mccarron Farrell
PFC Michael Daquan Galat
PV2 Jonathan Michael Hutchins
PV2 Marvin Jabrail Jenkins
PV2 Jacob Ryan Shurtliff
PVT Diweit Tesfay
Class 05-21
SPC Ethan Joseph Nicosia * - DG
PVT Rachel Lee Arvizu
PV2 Bryan Michael Conrado
PV2 Finnian James Deveau
PV2 Thaddeus Ashton Huskisson
PVT Jonah Kiplimo
PV2 Kent Lopchang Kuang
PV2 Zachary Leon Morales
SSG Adan Ali Orejuela
PV2 Anna Cecilia Pinales
PVT Christian Matthew Reichert
PV2 Thomas James Turck
Class 06-21
PVT Dawsen Kemp Morgan * - DG
PVT Bryan Dejesuscamacho
PFC Sylvester Nicholas Ellis
PV2 Tyler Richardfranci Fontana
PVT Hayden Joseph Weissert

Aircraft Structural Repairer (15G)
Class 04-21
PFC Josiah David Carr * - DG
SPC Sean Michael Brennan
PV2 Travion Marquislawa Gardner
SPC Timothy James Gillis
CPL Alexander Joseph Johnson
PV2 Dustin Christopher Mullins
PV2 Jeremy Michaelmoni Saragosa
PFC Larry Darnell Sellers, Jr
SGT Zachary Michael Vehrs
Class 03-21
PFC Keelan Allen Kunselman * - DG
SGM Mohamed M.Moha Alameri
PV2 John Elwood Ball, Jr
PV2 Julio Cesar Campos, Jr
PV2 Chrisanthos Jacks Gritzalis
PFC Anup Gurung
PV2 Deagan Reid James
PFC John Michael Bonomo Johnson
PV2 Joseph Richard Kent
PFC Ashton Renee Koons
PFC Alexis Grace Mccarthy
SPC Kellie Lynnganan Restrepo
PV2 Juan Adres Villegasortiz

Avionic Repairer (15N)
Class 31-20
PV2 Yaretxy N Riverarodriguez * - DG
PV2 Jason Robin Bineham
PFC Gabrielle Nicoleren Burbank
PFC Trinitee Kaylenalice Clark
SPC Justice Cole Downing
1LT Nika Girgvliani
PFC Josiah Renea Morales
PV2 Oriel Larenzo Antiego Skeel
Class 32-20
PFC Julian Marcos Marta * - DG
PV2 Riley Benjaminaustin Ball
CPL Joshua Scott Collins
PFC Peter John Gould
PV2 Jaquell Demaris Holt
PV2 Luis Javier Matosdiaz
PFC Derek Wayne Mclaughlin
SSG Ted Hale Stoops

Aviation Operations Specialist (15P)
Class 21-201
PFC Anisha Harilal - DG
PVT Matthew Padilla - HG
SPC Nathalie Rodriguez
PFC Tyler Bell
PFC Tarius Grubbs
PV2 Zachary Galusha
PV2 Malik Hales
PV2 Aldric Johnson
PV2 Treavon Myers
PV2 Jade Revada
PV2 Devon Santos-Rivera
PV2 Christian Shabazz
PV2 Paige Wimberly
PVT Frank Alvarez
PVT Demetrius Dixon
PVT Nya Sylvester
Class 21-008
PFC Sierra Barna - DG
PFC Kourtney Shoap - HG
SPC Andrae Glasper-McCarter
PFC Maverick Gomez
PFC Teri Henry
PFC Olilandros O'Neal
PFC Marcos Quesada
PFC Roger Ramirez
PFC Mary Ruiz
PV2 Jesse Austin
PV2 Raiden Baker
PV2 Samuel Davidson
PV2 Christian Fowler
PV2 Kendill Molette
PV2 Isabelle Seleznoff
PV2 Devon Thompson-Smith
Class 21-009
PFC Adam Jacobson - DG
PV2 Ashlynn Patterson - HG
PFC Aurora Cano
PFC Mia Fryer
PFC Shayne Godinez
PFC Zorielis Nieves Colon
PFC Gosia Wronska
PV2 Vanessa Almanza
PV2 Carlos Betances
PV2 Alexander Carreras-Soto
PV2 Amber Johnston
PV2 Jonathan Steedley
PV2 Roxanne White
PVT Ka-ron FFrench
PVT Kaylin Jullette
Class 21-010
PFC Isaac Kennedy - DG
PVT Caitlyn Livingston - HG
SPC Malique Abdullah
SPC Arturo Munoz
PFC Young Kyu Lee
PFC Alexiz Marin
PFC Eveline Quintanilla
PFC Jocelyn Saucedo
PFC Beau Woolsey
PV2 Amarion Jenkins
PVT Alexander Farmer
Class 21-011
PFC Isaac Jenson - DG
PVT Travazea Hemingway - HG
PFC Marianyelis Aviles-Diaz
PFC Tariq Bevel
PFC Lauren Carson
PFC Isaiah Henderson
PV2 Michael Alvord
PV2 Nathan Kearnes
PV2 Jasper Stanley
PV2 Tyrese Washington
PVT Dakota Howard
PVT Raven Parker
PVT Matthew Sikkenga
PVT Troy Stephen

Air Traffic Control Operator Course (15Q)
Class 21-002
PFC Blake Aster
PFC Kalani Gracia
PFC Vance Hoeksema
PFC Alexus Ingram
PFC Christopher Lizarraga
PFC Zhane Mcclain
PFC Karley Parr
PFC Brian Rodriguez-Robles
PFC Trey Stevens
PV2 Braxton Hutchins
PV2 Lakaiya Ware
PV2 Tyler Wittich
PVT Jesyah Browning
PVT Dharyian Christian
PVT Antonio Coats
PVT Nisher Marks
Class 21-003
SPC Lakita Joseph - DG
PVT Kaleb Norton - HG
PFC Bryce Clute
PV2 Darius Sorbin
PVT Jeffrey Aldridge
PVT Kevin Barnes
PVT Moises Espindola
PVT Ridge Flanders
PVT Clay Ruffin
PVT River Runyon
PVT Natalya Scott
PVT Almonte Smith
PVT Neiyelis Vasquez-Segarra
Class 21-004
PFC Ronald Larry - DG
PVT Matthew Mccall - HG
SGT Marquis Ramos
SPC Ashley Santos-Vasquez
PFC Lauryn Dippold
PV2 Justin Demorales
PV2 Treijion Jackson
PVT Makana Kaina
PVT Nehmiah Luna
PVT Madrell Wright
Class 21-005
PV2 Stephen Baez - DG
PVT Brandon Vazquez-Hernandez - HG
SPC Caleb Benefield
PFC Jakai Garret
PFC Eric Kinnan
PV2 Ami Hough
PV2 Daniel Miller
PVT George Guzman
PVT Daila Leeper
PVT Larisca Lemus
PVT Avian Mejia-Rodriguez
Class 21-006
PV2 Emauyni Hairston - DG
SPC Giovanni Quiles
SPC George Scott
PFC Lismeylin Feliz Medrano
PFC Kessandra Sherbon
PFC Chandler Solite
PFC Destiny Williams
PV2 Megan Brown
PV2 Wyonna Cline
PV2 Tytiana Franklin
PV2 Labainya Hollingsworth
PV2 Anaysia Kimbro
PV2 Kade Whitmore
PVT Savion Brown
PVT Shaun Segura
Class 21-007
PFC Jhliyah Dennard - DG
PFC Taylor Smalley - HG
PFC Jack Hardy
PFC Shauntavia Owens
PFC Gene Eleazar Ramos
PFC Yessenia Vazquez
PFC Mariela Vega Ruelas
PV2 Peyton James
PV2 Haylen Montrone
PV2 Eligio Morales
PV2 Micheal Rodriguez
PV2 Andrik Sanchez
PV2 Asharia Solomon
PV2 K'nai Streeter
PVT Destin Everett
PVT Alexis Girten

AH-64 Armament/Electrical/ Avionic Systems Repairer (15Y)
Class 029-20
PV2 Lillian Collins * - DG
PFC Kaleb Barney
PV2 Zackery Belfield
PV1 Joseph Garcia
PFC Kaemyn Halbert
PV1 Cody Kissell
PFC Juan Martinezcardona
Class 030-20
PFC Ernest Peterson * - DG
PFC Christopher Allen
SPC Kainnon Booker
PV1 Quintino Merritt
PV2 Gabriel Padilla, Jr
PV2 Matthew Ramirez
PFC Jakob Ross
PV2 Devin Suhr
PV2 Wyatt Wantland

- DG: Distinguished Graduate
- HG: Honor Graduate
* = AAAA Member
+ = Life Member

UNMANNED AIRCRAFT SYSTEMS (UAS) GRADUATIONS

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

Shadow UAS Repairer Course
7 Graduates, 25 March 2021
PVT Taylor Almanza - HG
SPC Elvis Cordova
SPC Timothy Piatt
SPC Luis Quiroz
PFC Khalil Lary
PVT Alijahj Maddox
PVT Nicholas Otocka
6 Graduates, 5 April 2021
PVT Javier Valez - HG
PFC August M. Jennings
PV2 Ian Regalado
PVT Jared Nolan
PVT Nicolas P. Porter
PVT Tyler Rossman

Gray Eagle UAS Repairer Course
AAAA congratulates the following Army graduates of the Gray Eagle Unmanned Aircraft Systems Repairer Course, MOS 15M, at Fort Huachuca, AZ.
9 Graduates, 21 March 2021
PFC Zakir Akber
PFC Michael Russell
PFC Julian Valdez
PFC Rebekka Zuhn
PV2 Noah Burton
PVT Jonah Boles
PVT Angelica Cole
PVT Tykedrick Edwards
PVT Alexander Trott

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
20 Graduates, 26 March 2021
SPC Lauren Goldoni - DHG
PV2 Lindsey Lopez - HG
SGT Daniel Hernandez
SGT Justin Sosa
PFC Maria R. Graybeal
PFC Megan R. Ingram
PFC Michael R. Loney
PFC Nolan Money
PFC Cole Turner
PV2 Georgios Boulieris
PV2 Colby R. Buzzelli
PV2 Dustin K. Carrikerhildreth
PV2 Kaleb S. Johns
PV2 Montanna Lam
PV2 Raven J. Merry
PVT Joseph Analda
PVT Brandon Bumpous
PVT Zachary Chouinard
PVT Shawn P. Gray
PVT Bryan Reyes
24 Graduates, 12 April 2021
SGT Michael Smith * - DHG
SGT Lucas Owens - HG
SGT Anwaar Allen
SGT Anthony Wallington
SPC Nicholes Davenport
SPC Carl Joshua Elaydo
SPC Daniel Gonzalez
SPC Quentin Jordan
SPC Jesse Leger
SPC Enrico Pacheco
SPC Adam Stewart
PFC Connor Burton
PFC Rashad Thomas
PV2 Hunter Bass
PV2 James Hans
PV2 Kurt Meaux
PV2 Degan Ramsey
PV2 Tristin Waters
PV2 Eric Zachek
PVT Katurah Grant
PVT Hayden Keizer
PVT Hope Suddeth
PVT Chad Williams
PVT Trevor Wiseman

DHG = Distinguished Honor Graduate
HG = Honor Graduate
* = AAAA Member
+ = Life Member

UPCOMING EVENTS

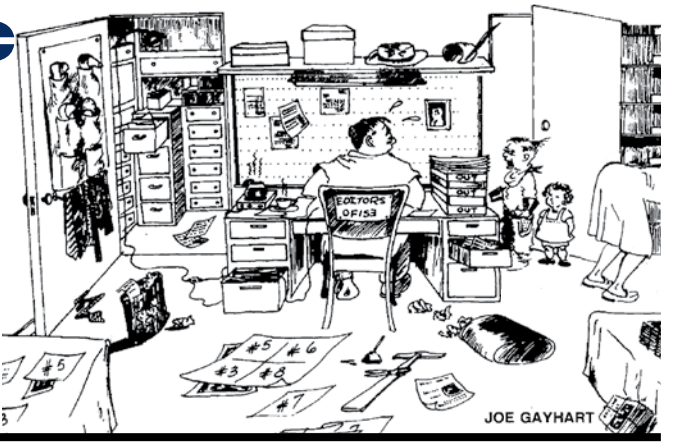
JULY 2021
26-1 Aug EAA AirVenture, Oshkosh, WI

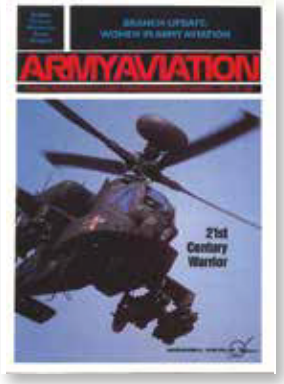
AUGUST/SEPTEMBER 2021
1 Award Submission Deadline – Logistics Support Technician & Unit of the Year; Materiel Readiness Awards; Fixed Wing Unit of the Year; UAS Soldier, Technician & Unit of the Year
3-6 VHPA annual reunion, Charlotte, NC
16-19 AUVSI XPONENTIAL 2021, Atlanta, GA

Art's Attic

By Mark Albertson

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





25 Years Ago

June 30, 1996

Branch Update . . . By Major General Ronald E. Adams

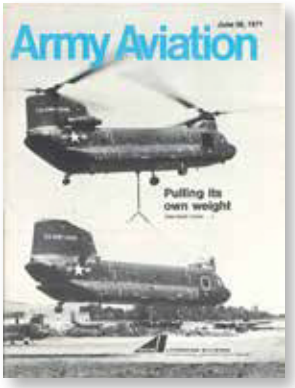
"Women have now served in Army Aviation for more than 21 years. "The first female pilot, Second Lieutenant Sally D. Woolfolk (now Colonel Sally Murphy), graduated from the rotary wing aviator course in June 1974. "Females were serving as enlisted maintainers with the graduation of Private Linda L. Plock in February 1974 and were integrated into the Aviation warrant officer corps in June 1975 with the graduation of WO1 Jennie Vallance. "As women began to attend and graduate from these aviation schools, they began serving in all capacities within the branch, except for attack, cavalry and special operations."

Aviation Record

The National Aeronautical Association (NAA) has announced that Lieutenant Colonel Thomas M. Lee set a new aviation record: "Speed Over a Recognized Course from Los Angeles to Washington, D.C." Lieutenant Colonel Lee, together with Mr. Douglas Scott, flew a World War II U.S. Army Cub, an L-4H, to establish this record in August 1995. This effort was sponsored by the AAAA Greater Atlanta Chapter.

Combined Federal Campaign

The AAAA Scholarship Foundation, Inc, (AAAASFI) is now part of the Combined Federal Campaign (CFC). The CFC is a workplace charitable fund drive conducted by the U.S. Government for all federal employees. It is the single largest workplace fund drive in the country, raising approximately $195,000,000 in pledges per annum. Please consider making a CFC-sponsored contribution to the AAAA Scholarship Foundation this year. AAAA's code number for the fall 1996 CFC campaign is, 2121.

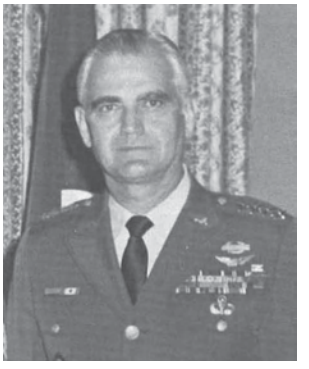


50 Years Ago

June 30, 1971

Statement by General William C. Westmoreland, Chief of Staff, U.S. Army, June 14, 1971:

"The key to airmobility is in performing all five functions of land combat with highly integrated teamwork. And teamwork is best when the reconnaissance, command and control, logistics, and that inseparable combination, firepower and maneuver, are self-contained and function constantly in the same environment. The Army also has learned that technology can provide marked improvement in our capability to deliver airmobile firepower. This improvement will be essential as the Army prepares to exploit airmobility in Europe. Because the airmobile concept promises to be a decisive factor in our ability to defeat the tank-heavy, numerically superior Warsaw Pact forces, an advanced attack helicopter could wrest the tracked mobility advantage from those forces."



"Progress Report on Cheyenne Procurement," by Brigadier General William J. Maddox, Jr., Director of Army Aviation, OACSFOR, DA.

General Maddox, in relation to the Cheyenne program, refers to Terminal Homing: "This gives the Army capability it has never had before . . . first round hit capability. Until now, the most practical way to defeat moving, hard point targets, such as tanks and armored personnel carriers, has been with line of sight surface launched weapons; thus, necessarily short-range weapons. "Faced with the large armored threat in Western Europe, it would be preferable to employ indirect fire, surface launch, with the attendant advantage of reduced vulnerability and longer range, and to use attack helicopters, armed with 'fire and forget' missiles to reduce the aircraft exposure time to a minimum."

Army Aviation Hall of Fame

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

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

The deadline for nominations for the 2023 induction is June 1, 2022

Contact the AAAA National Office for details and nomination forms at (203) 268-2450 or visit www.quad-a.org

Chief Warrant Officer Five Stephen L. Davidson, Retired

Army Aviation Hall of Fame 2014 Induction – Nashville, TN

CW5 (Ret.) Stephen L. Davidson has made an outstanding contribution to Army Aviation over more than three decades of selfless service to the Nation. His heroic actions in Vietnam and later while rescuing climbers atop Mt. McKinley earned him three Distinguished Flying Crosses, two Bronze Stars, 56 Air Medals, the prestigious American Legion Aviator Valor Award, the Daedalian Alaska Rescue Award and many others for courageous and outstanding achievement.

His over 14,500 accident-free flight hours spanning the globe include 1,991 in combat. His technical competence as a standardization instructor pilot in many Army aircraft and ratings in a long list of commercial and foreign military aircraft is unparalleled. His superb leadership and innovation led to the early adoption of night vision goggles by CH-47 crews in Europe during the Cold War changing the Army's doctrinal approach for land warfare.

As the subject matter expert in the exploitation of foreign aviation technology, his aggressive devotion to duty, unwavering competence, and his flawless execution contributed to the development of more effective tactics, techniques and procedures for American aviation forces.

His final active duty assignment was with the Joint Special Operations Command where he served with singular distinction for nearly a decade. His quiet competence was highly effective in the many covert operations that led to a safer and more secure nation.

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