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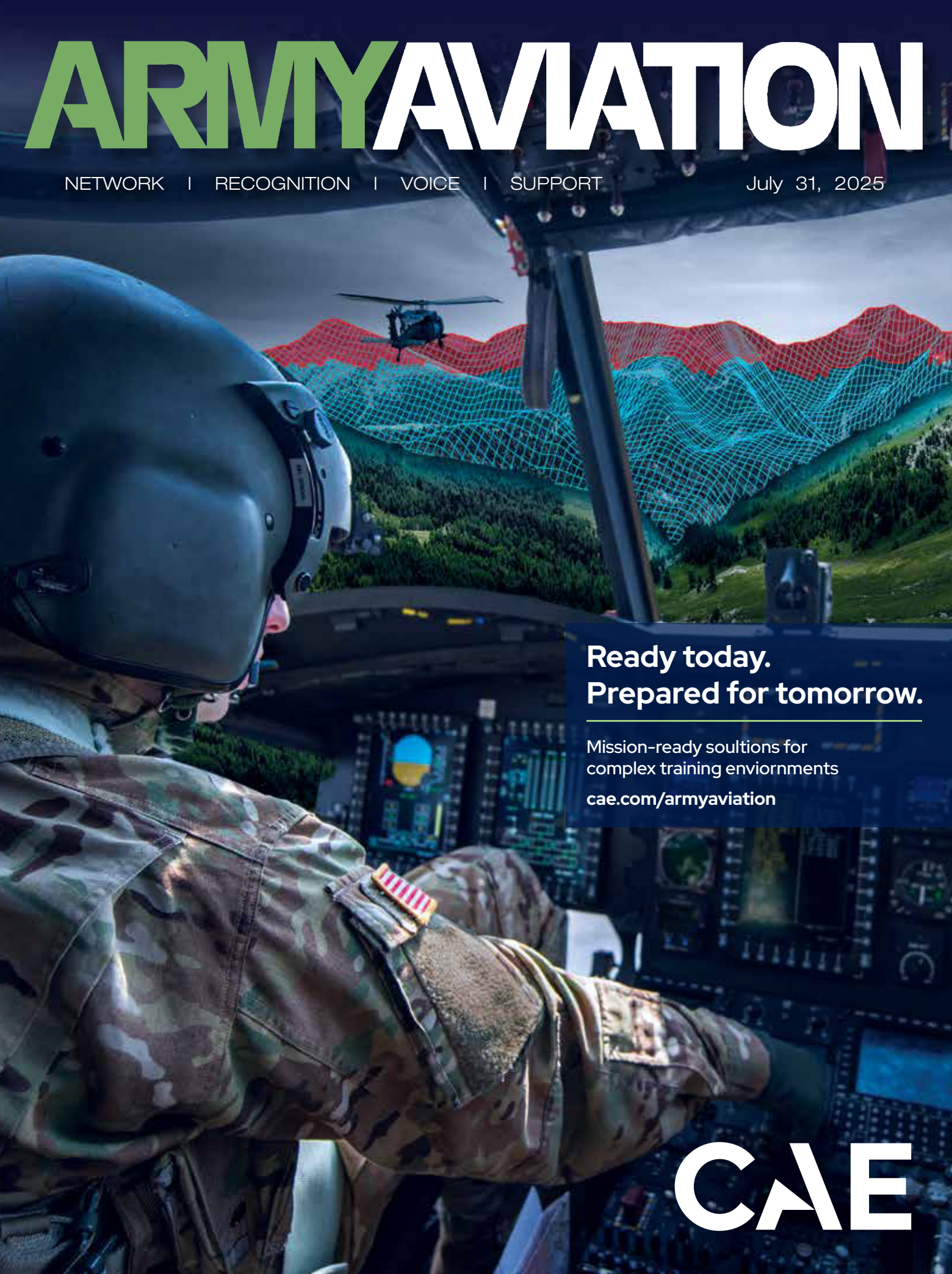

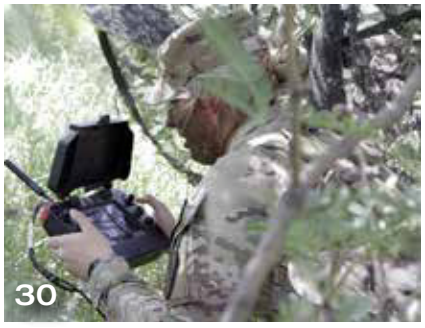

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On The Cover

Briefings

Grynkewich Nominated for SACEUR


U.S. AIR FORCE PHOTO

The Senate has confirmed Air Force Lt. Gen. Alexus G. Grynkewich for appointment to the grade of general while serving as Supreme Allied Commander, Europe. NATO has also agreed to appoint Lt. Gen. Grynkewich as Supreme Allied Commander, Europe. Lt. Gen. Grynkewich is currently serving as director of Operations, J-3, Joint Staff, Pentagon, Washington, D.C. In addition to the NATO position, Lt. Gen. Grynkewich will be assigned as commander, U.S. European Command.

Cooper Nominated for CENTCOM


U.S. NAVY PHOTO

The Senate has confirmed President Trump's nomination of Navy Vice Adm. Charles B. Cooper II for appointment to the grade of admiral, with assignment as commander, U.S. Central Command, MacDill Air Force Base, Florida. Cooper is currently serving as deputy commander, U.S. CENCOM. The current commander, Army GEN Michael "Erik" Kurilla, is slated to retire after more than three years in the post.

Isom Assumes SEAC Responsibilities


U.S. NAVY PHOTO

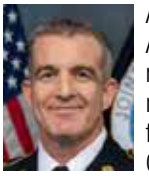
Navy Master Chief David Isom assumed the responsibilities of Senior Enlisted Advisor to the Chairman of the Joint Chiefs of Staff on June 20, 2025. He previously served as command senior enlisted leader for U.S. Indo-Pacific Command and replaced Marine Corps Sgt. Maj. Troy Black.

Slider Takes Over as CWOB


U.S. ARMY PHOTO BY KELLY MORRIS

CW5 Robert "Scott" Slider, incoming Chief Warrant Officer of the Aviation Branch at the Aviation Center of Excellence, receives the saber from USAACE Commanding General, MG Clair Gill, as he assumes responsibility from CW5 Mike Corsaro (back to camera) during a ceremony at Ft. Rucker, AL, June 27, 2025.

USSOCOM SEL Welcomes Krogman


U.S. ARMY PHOTO

Army Command Sgt. Maj. Andrew J. Krogman, currently assigned as the Command Senior Enlisted Leader for Joint Special Operations Command, Fort Bragg, North Carolina, has been selected to replace Army Command Sgt. Maj. Shane Shorter, as the command senior enlisted leader, U.S. Special Operations Command, MacDill Air Force Base, Florida.

Seven Army Posts Reverting to Original Names

U.S. ARMY PHOTO

President Donald Trump announced on June 20, 2025 that seven Army bases will revert to names that once honored Confederate leaders but will now take the names of seven highly decorated U.S. Army soldiers of the same name. The posts are Fort Rucker, Fort A.P. Hill, Fort Bragg, Fort Hood, Fort Gordon, Fort Lee, and Fort Pickett.

VHPA Monument Installed at Fort Rucker

VHPA COURTESY PHOTO

On June 12, 2025 eighteen months of effort by the Vietnam Helicopter Pilots Association came to fruition with the installation of a monument to fallen brothers where they trained for Vietnam over 50 years ago. The monument was installed in the Memorial Park just outside of the Army Aviation Museum & Foundation at Fort Rucker, AL and a dedication ceremony is planned for September 10, 2025 in commemoration of the 50th anniversary of the end of the Vietnam War.

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Cleared for Takeoff on Our Continuing Mission

I am excited and honored to have been elected as your new AAAA National President at our annual Mission Solutions Summit in Nashville back in May.

CHAPTER COURTESY PHOTO

AAAA National President, MG (Ret.) Wally Golden receives a memento from Grizzly Chapter President, COL Shiloh Briggs, for being the guest speaker at the chapter-sponsored California Army National Guard Army Aviation Banquet on June 1, 2025 in Clovis, CA.

I'm also excited to share some insights with you in this, my first installment of "The Cockpit."

First, let me thank our outgoing President, and my friend, MG (Ret.) Walt Davis, who led AAAA so well during the last two years, establishing a cohesive team of your National Executive Group (NEG), including BG (Ret.) Tim Edens, now our Senior VP, and MG Todd Royar, our new Treasurer. It has been an honor to serve with and for Walt. I pledge to build on his many successes and work every day to represent you all, as we work through these times of change and challenge.

Congratulations to our new NEG Secretary, BG (Ret.) Ray Davis, along with our new VP Chapters, COL (Ret.) John Broam and new VP Membership, COL (Ret.) Liz Martin. My heartfelt thanks to Jan Drabczuk and Becki Chambers for their long and distinguished service to AAAA as the previous VPs for Chapters and Membership. I'm also proud to announce that MG (Ret.) Laura Yeager, former 40th Infantry Division Commanding General, has accepted a National Executive Board (NEB) Member-at-Large Position and will replace Ray Davis as Chairperson of our AAAA Army National Guard and US Army Reserve Committee.

Your AAAA NEG has been busy since the Summit in May. I was honored to attend the Grizzly Chapter Ball in June at Clovis, CA. What a great event! My thanks go out to Chapter President, Shiloh Briggs, and his entire team for their warm welcome and hospitality. Their event epitomized the AAAA pillars of networking and recognition as they provided a venue for camaraderie and fellowship while awarding many outstanding individual members and units during their event. I thoroughly enjoyed the evening and look forward to visiting many other chapters during my tenure as president.

A couple of weeks after the AAAA Summit our new National Executive Group (NEG) met for three days at the AAAA National Headquarters in Connecticut to coordinate our efforts to best serve you. We reviewed everything from our almost finalized Strategic Plan, to sponsoring UAS drone centric events, and reshaping our major events, all to make sure that AAAA is future-focused and relevant to you, the Branch, and the Army for decades to come.

If my years in uniform taught me anything, it is that change is inevitable, and that Army Aviation and our Nation always come out better, stronger and more capable in the process. All of us at AAAA are moving out smartly to better serve you in all of our four pillars of Networking, Recognition, Voice and Support as we embrace unmanned systems, autonomy, counter drone and all the realities of the emerging battlefield as we prepare for future conflict.

I guarantee that the AAAA will be there for you to provide the venues, platforms and opportunities for the entire community to come together to achieve these objectives.

The future of the U.S. Army and Army Aviation looks exciting for sure! Your AAAA leadership team looks forward to being a supporting change agent as we all continue to Support the U.S. Army Soldier and Family!

Above the Best!

MG Wally Golden, U.S. Army Retired
37th President, AAAA
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The Army Transformation Initiative and Army Aviation

By MG Clair A. Gill

U.S. ARMY PHOTO BY SFC JOSHUA JOYNER

BG Travis McIntosh, Deputy Commanding General (Support) of the 101st Airborne Division (Air Assault), and Doug Englen, Chief Warrant Officer 5 (retired) and Bell Senior Military Sales and Strategy Manager, pose with Army Aviators after the official unveiling of the Future Long Range Assault Aircraft (FLRAA) at the 101st Division Headquarters at Fort Campbell, KY on June 6, 2025. The FLRAA represents the future of vertical envelopment and is projected to be the next key piece in Army Aviation and the Long Range, Large Scale Air Assault (L2A2) when it is fielded to the 101st in 2028.

It was great to see the thousands of current and former aviators (and industry leaders, spouses, and supporters) at Opryland in May for the 2025 Mission Solutions Summit.

I am proud of every one of our Aviation teammates and what you do day and night for our Army.

On 30 April, the Secretary of Defense issued a memorandum entitled Army Transformation and Acquisition Reform. Our Secretary and Chief released a subsequent memorandum we now refer to as the Army Transformation Initiative (ATI). They directed critical efforts and adjustments to ensure our Army is positioned to be ready if, and when, our nation calls. Naturally, everyone from industry to media to our own Soldiers want to understand the plan and what the future of our Army and branch holds. Know this: your enterprise leadership is working this collaboratively across our Army.

You should also know that before ATI, Army Aviation was already in the process of transformation, because we have been studying the changing character of warfare in 2025 and beyond, and we want to ensure we deliver the 3-dimensional advantage our Army requires. But change is not coming; it is – and already was – happening. Change is a constant in today's pace of near-constant iteration and technological development, thus the aforementioned mandate for acquisition reform. To be sure, Army Aviation remains decisive on today's battlefield (we remain ready to fight tonight), but we must ensure we are thinking forward and are not comfortable with the status quo. As our senior leaders have stated, "yesterday's weapons won't win tomorrow's wars." Bottom line, ATI has accelerat-

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ed the existing change efforts of Army Aviation, and we are ready to welcome an even brighter future in which we will continue to build on that decisive advantage for our Army and Joint Force.

Transformation and Opportunity

So, why is the Army changing? Because we must! We must "transform to a leaner, more lethal force by adapting how we train, organize, and buy equipment." Transformation is a continuous process; and admittedly, change can be hard. We are comfortable with what we know, and skeptical of what we don't. So, my challenge to you is this – is there another way, or even a better way? What can best deliver the war-winning advantage our Army requires? How do we best leverage our incredibly skilled Aviation Soldiers, equipment, and expertise? Further, change in aviation isn't cheap, and transformation in the aerospace industry is really expensive. We have substantive investments in the hardware we fly. If we are going to invest in next generation capability, we have to deliver a commensurate outsized return on the investment. Army Aviation acknowledges these challenges; however, there is opportunity in transformation.

Transformation and opportunity in aerospace is best exemplified in the Space Shuttle. Photos of the Shuttle still create a sense of awe. If you are old enough, do you remember the first time it took flight? Even more amazing was how it returned to earth, gliding to a precise landing in Florida or California…and then repositioning atop a 747 across the country. It was a source of American pride – ingenuity, daring, power, and accomplishment. There are many who probably still recall the cascade of emotions upon news of the Shuttle's termination. "What?!" Let's face it, the Shuttle captured our hearts and minds, and its cancellation caused anxiety regarding the nation's apparent receding role in space exploration. Why cancel the Shuttle in 2011? Well, because the Shuttle was designed in the early 1970s and had been flying for over three decades. "The bottom-line answer is that it was too expensive. Way too expensive." Many posited that space flight could be cheaper and more effective, but no one would know, so long as the nation continued investing in legacy, dated programs. Staying the course was easy, safe, and familiar.

Today, we all know that spaceflight has changed for the better and was born of the struggle experienced during its transformation. At its height, a single Shuttle flight cost ~$450 million; frankly, unsustainable (Adler, 2020). After the decision to cancel, the world waited to see if commercial industry could meet proposed expectations of less cost and increased capability. Out of the ashes of American spaceflight arose the private company, SpaceX. We now watch SpaceX return Falcon9 rockets to originating launch pads, even gently catching the largest booster (Super Heavy) upon return with the tower gantry arms known as mechazilla ("chopsticks"). If that is not impressive enough, they occasionally fly rocket bodies back to awaiting ships in the middle of the ocean. The point is, when we think creatively, when we leverage the ingenuity and talent of our nation, we find opportunity and adaptation. In spaceflight, our national resources were invested into new technology and opportunities and U.S. industry rose to the occasion. Our Army, and specifically Army Aviation, is doing so at a similar inflection point. To industry, meet us in the future!

Active Transformation and Army Aviation

Future success for Army Aviation, on par with my SpaceX analogy, requires rapid and continuous transformation today. There are many challenges that we will address and overcome as a branch, but to attain our desired future state, we need to responsibly divest our legacy systems and ideas and invest smartly. The workhorses of our latest generation were decisive in the Cold War and GWOT, but we need to move onward. As adjustments to the Aviation Branch portfolio are made, freed resources will better align with desired capabilities and be strategically applied to next generation, war-winning programs.

The aim of Army (Aviation) transformation is to continue to deliver survivable, sustainable, decisive capabilities on the modern battlefield; and frankly, outdated weapons and acquisition hierarchy fall short of that ideal. Army Aviation in the future will continue to provide See/Sense, Strike, Extend, and Move capabilities to ground force commanders, and the Future Long Range Assault Aircraft, recently designated the MV-75 (1775!) will do just that. It doubles the speed and range of its predecessors, while reshaping how we integrate future capabilities (open architecture/approach). And it's coming

to the 101st Airborne Division sooner than you think! Divesting remaining AH-64D aircraft (increased cost of maintenance, digital obsolescence) seemed reasonable to create maneuver space to ultimately allow for investment into new, advanced capabilities.

The Longbow Apache was not the only weapon system identified for divestment. The Gray Eagle (and previously the Shadow) redefined how we fought for the past two (plus) decades. But we all see the uncrewed space changing by the month – increased vulnerability, lethality, autonomy. Per the Army EXORD, we will cease procurement of the MQ-1C to develop new methods and systems for the future fight. These were difficult decisions made in the context of operational relevance, affordability, and growth. The U.S. has lost several UAS in various competitive regions around the globe, ranging from Russian fighter incursions in the Black Sea region to Yemeni Air Defense systems. Our Army cannot expect its reconnaissance and surveillance mission of the future to survive on the back of 2000-era, 30-year-old technology. If a state or even non-state actor (not even considered a near-peer) can eliminate larger group UAS with ease today, what chance would these same craft have against a peer threat in the future? ATI looks beyond just equipment modernization. It also directs unit transformation. As an Army, "we are trading weight for speed, and mass for decisive force." The divestment of the 11 Air Cavalry Squadrons (ACS) is a substantial undertaking; however – and this part is critical – we believe the character of the conduct of the reconnaissance and cavalry mission is changing. First contact in future warfare will most likely, and should, be conducted by unmanned robotic systems. Manned aviation will be employed where humans are most critical – in direct support of ground forces, where curiosity is important, where ethical decisions need to be made close to the fight. Machines should do the "dirty, dull, dangerous" work. The divestment of the manned ACS will serve as an inflection point in our Army's history as the moment the character of future warfighting was fully embraced.

Closing

I/we do not take transformation lightly, and ATI will present some real challenges as we work through embracing the opportunities of this generational change. It's worth noting that we understand the decisions, the EXORD, and the intent to ensure our Army emerges better ready to address the needs of the future. Like every professional Soldier in our formation, we are moving forward to execute the plan, while making our Army more lethal, survivable. These are tough, gutsy calls that affect our troops, our units, and our industry partners – there's both risk and opportunity as we move forward. We are working to ensure we address our cavalrymen, Compo 3 aviators, commanders and senior NCOs, UAS operators/maintainers and more. Our ability to successfully transform through ATI will be critical to future warfighting. As a branch, we will continually assess and modernize our capabilities in the upper tier of the land domain to enable the Army to dominate in ground combat. After all, our purpose remains – winning the combined arms fight. We remain ready to meet tomorrow's challenges, today.

Above the Best!

Fly Army!

MG Clair A. Gill is the commanding general of the U.S. Army Aviation Center of Excellence and the Army Aviation Branch Chief located at Fort Rucker, AL.

U.S. Army Training and Doctrine Command

Army Transformation Efforts: Preparing For the Next Fight

By GEN Gary M. Brito

U.S. ARMY PHOTO

3/10 TiC BCT Soldier setting up an Anduril Ghost X for flight operations at the Joint Multinational Readiness Center (JMRC), Hohenfels, Germany.

Today, the battlefield is evolving at a pace unprecedented in history. We've seen this demonstrated during numerous conflicts in recent years.

The convergence of technological advancements – artificial intelligence, autonomous systems, hypersonic weapons, and sophisticated cyber capabilities – is fundamentally altering the character of warfare. The capabilities and more, coupled with inexpensive yet lethal systems such as small UAS, change the way in which we fight, train and acquire. We must ensure the Army, and critically, our Army Aviation Enterprise, is not just prepared for this future, but leading it for aviation systems. TRADOC, as part of the institutional force, is responsible for training and developing our army, not just for today's fight but for future conflicts as well. We must ensure that our training and doctrine reflects the demands of the next fight, not the last one. How we organize and train must evolve in concert with battlefield realities. We're not just teaching Soldiers how to fight; we're determining what they will fight with and who they will be as Warfighters. This is a holistic, integrated approach – and it's essential for maintaining our competitive advantage.

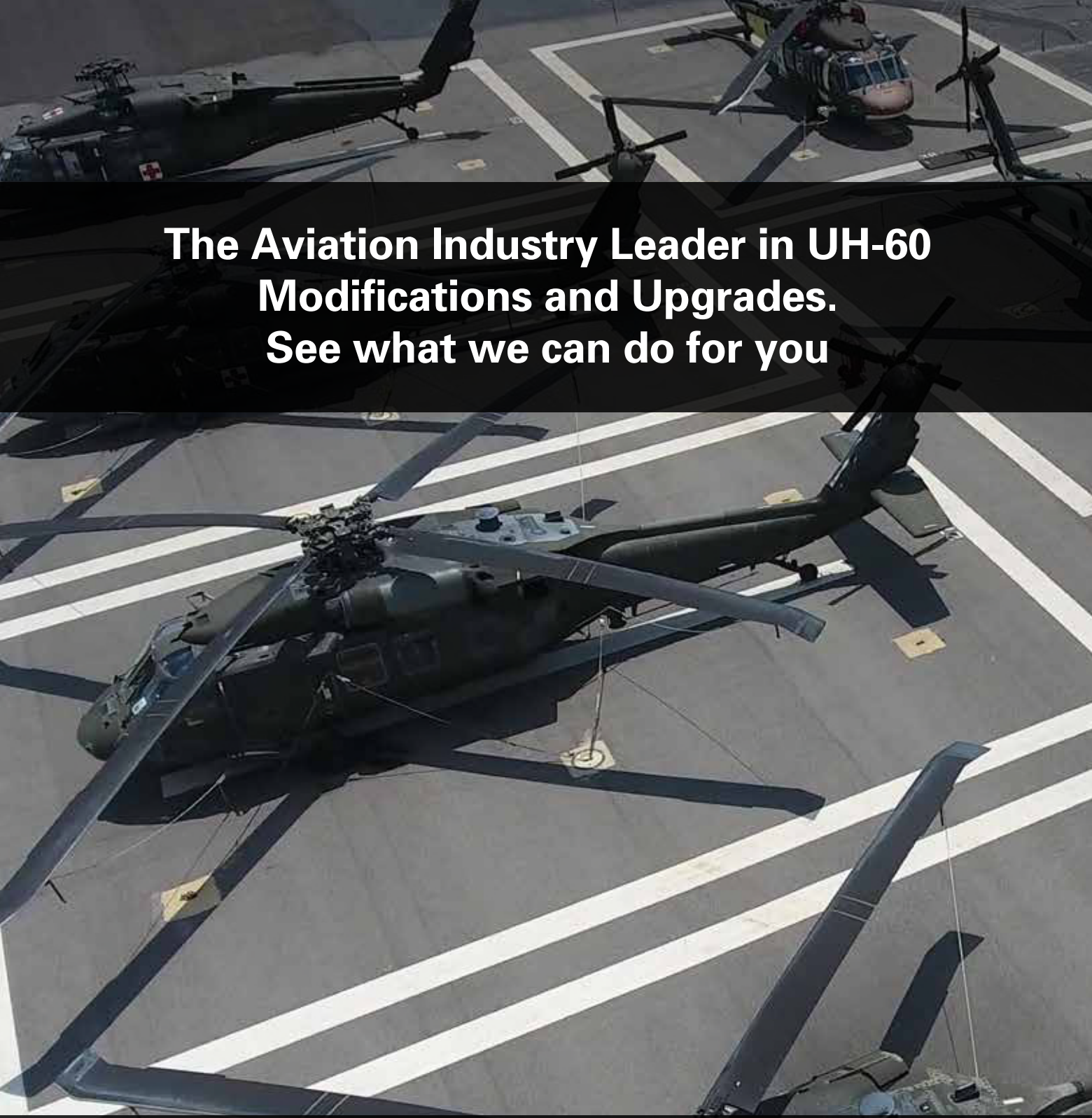
An Army in Transformation

Army Senior Leaders, as part of the Army Transformation Initiative (ATI), recently announced the merger of TRADOC with Army Futures Command, an initiative that will better align force design, force development and training and education execution into a singular organization. While there may be a degree of short-term turbulence with this transition, we anticipate the synergy and efficiencies gained will enable significant long-term benefits to our Army.

This transformation extends to institutional training. The US Army Aviation Center of Excellence (AVCOE) and other Centers of Excellence (COEs) will adapt to emerging technologies, leveraging lessons learned from initiatives like Transformation in Contact (TiC). The Army will scrutinize our training models, maximize efficiencies, and embrace new instructional methods, including an expanded distance learning program developed in collaboration with Arizona State University. ATI will drive comprehensive change across the Army.

Transformation in Aviation Training

The Aviation Branch has already taken on a leading role in transforming our legacy training and development processes for training aviators. The Flight School Next (FSN), an AVCOE initiative, will produce more proficient initial entry rotary-wing (IERW) aviators by increasing flight hours and



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U.S. ARMY PHOTO

The Future Long Range Assault Aircraft (FLRAA) or MV-75 will provide twice the range and speed of current helicopters.

leveraging commercial expertise – all while reducing costs. FSN will build a stronger foundation of "stick and rudder" skills, enhancing proficiency in all conditions. A pilot program is underway, with a contract award anticipated by the end of FY26.

The Aviation Branch is also transforming unmanned aircraft systems (UAS) training to ensure Soldiers can adapt to the rapidly evolving field of drone technology, focusing on system-agnostic skills for Groups 1-3 UAS. This expanded curriculum will prepare graduates to operate and maintain future tactical unmanned aircraft systems (TUAS), master small, unmanned aircraft systems (SUAS) operations, utilize 3D printing for customization, and develop First Person View (FPV) drone piloting skills.

This training will develop versatile UAS professionals equipped to operate a wide range of systems and adapt to future technological challenges. Furthermore, AVCOE is spearheading the development of an Army Drone Team to compete in national and inter-service competitions by the end of CY25. AVCOE will leverage the Army's top UAS operators from various MOSs for the Army Drone Team not only to compete but also to innovate and disseminate cutting-edge UAV tactics, techniques, and procedures in the Army.

Additionally, the Synthetic Training Environment (STE) Cross-Functional Team (CFT) has worked with the Combined Arms Center-Training (CAC-T) and AVCOE to develop modernized and effective aircraft simulators to assist with the development and sustained proficiency of our aviators. These efforts will contribute to savings in training resources while enhancing emergency procedure training for our aircrews. The reduction in total cost and risk without sacrificing the quality of training are aspects unavailable to previous generations of aviators. UAS training is not the sole responsibility of AVCOE. The integration across other COEs has been and will continue to be paramount.

Challenges Ahead

Frankly, change is never easy, and this is especially true given the current landscape. An old mentor of mine once said, "with challenges come opportunity." Given the threats we face in the world today, that could not be truer than today and the Army Aviation Enterprise must continue to evolve to meet current and future adversaries. The ATI announced several substantial changes to our Aviation Branch. We must strike the right balance between our manned and unmanned aircraft, particularly regarding attack platforms. These changes within the broader Army Aviation Enterprise will clearly have effects within the training pipeline resourced by TRADOC.

Our potential adversaries are rapidly developing their own advanced aviation capabilities and transitioning towards small unmanned systems. Recent conflicts have demonstrated that quantity can be a quality in and of itself. For this reason, among others, the Army has decided to divest or cease procurement of older, more resource-intensive platforms such as Shadow and Gray Eagle, respectively. We must keep pace to maintain overmatch through technological innovation, superior training, manning and assessing and innovative operational concepts. The accelerated fielding of the Future Long Range Assault Aircraft (FLRAA) is critical to maintain overmatch against our pacing threat in the INDOPACOM theater.

Among the challenges we face going forward will be the talent management pipeline. Attracting, training, and retaining highly skilled aviation professionals is paramount. We need to adapt our talent management system to meet the demands of a rapidly evolving aviation enterprise. Our aviators and crewmembers must be able to operate autonomously in a dynamic environment.

Looking Ahead: Adaptability is Key

The future of warfare is uncertain, but one thing is clear: adaptability will be the key to success. TRADOC, along with other stakeholders, is committed to supporting the Army Aviation Enterprise with the people, concepts, and capabilities it needs to thrive in this dynamic environment. This requires a continuous process of learning, experimentation, and refinement. We must be willing to challenge conventional wisdom, embrace new technologies, and adapt our training and doctrine to meet the evolving threat. At the same time, leaders must recognize the risk assumed with transforming our training models and take active measures to mitigate.

The Army Aviation Enterprise has a proud history of innovation and excellence. By working together – TRADOC, CAC, AVCOE, the Aviation Branch, and our industry partners – we can ensure that Army Aviation remains a dominant force on the battlefield for generations to come. The challenges are significant, but the opportunities are even greater. We are shaping the future of flight, and we are doing so with the unwavering commitment to our Soldiers and the defense of our nation.

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GEN Gary M. Brito is the commanding general of U.S. Army Training and Doctrine Command headquartered at Fort Eustis, VA.

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I Have the Controls

By CW5 Robert S. Slider

They say that everyone who comes to Alabama loves it and comes back.
I am no different and have returned.

U.S. ARMY PHOTO BY SGT OMAR JOSEPH, SR.

A U.S. Army AH-64E Apache Guardian helicopter, attached to the 12th Combat Aviation Brigade, hovers low in between trees searching for a concealed firing team during a training exercise at Grafenwoehr Training Area, Germany, Aug. 14, 2024.

It is the honor of my career to assume the duties and responsibilities of the Army Aviation Chief Warrant Officer of the Branch, CWOB. Sadly, my arrival also means that we must bid farewell to my predecessor, CW5 Mike Corsaro. I have known CW5 Corsaro for some time, and it is difficult to see him go. To say that I have big shoes to fill is an understatement. To say that Army Aviation will not feel the weight of his departure would be a lie. Mike, you will be missed; however, I will strive to uphold the high standards you brought every day to the office of the CWOB.

Change of Scenery, Same Mission

Leaving the offices of the Directorate of Army Aviation at the Headquarters, Department of the Army, or DAMO-AV, to come back to Alabama is a welcome change of scenery. However, I also know the change of scenery does not mean anything really slows down. After all, the U.S. Army, and Army Aviation especially, are in the midst of tremendous change and transformation. Still and no matter the scenery or situation, there is nowhere I would rather be than right alongside my fellow Aviation Warfighters as we transform toward a more agile and lethal force. During this period of transformation and uncertainty, my mission as a Warrant Officer remains the same as always, to bring my expertise and passion of Army Aviation in support of the U.S. Army, the Aviation Branch, its Soldiers, and their families.

Moving Forward

I am certain that many are asking themselves, "what can we expect from the new CWOB?" Well, with respect to many things, it will take me time to acclimate to my new position. However, I can tell you something I immediately bring to the fight, a passion for aviation standards, operations, and enhancing lethality. I am committed to assisting in shaping the branch forward direction as recently provided by our senior Army leadership on the Army Transformation Initiative, or ATI. The challenges that our aviators will face on the modern battlefield are significant. Furthermore, the act of transforming our formations and the Aviation Branch to meet the threats of today and tomorrow is no easy undertaking. However, there are initiatives already in motion that really get me pumped up for the future of Army Aviation. Remember, transformation is not a bad thing, and it is filled with opportunity.

The Right Way Forward

In my career, I have seen transformation before, but one key element that has benefited me throughout my time in Army Aviation has been the importance of a foundational aviation skillset. Yes, most of my career has been in standardization; however, my foundational aviation skillset was imparted to me well before my time as an instructor pilot. The knowledge of flight, an emphasis on stick and rudder skills, and a focus on Army Aviation doctrine that I received in flight school paved a way for my survival across a career that has spanned multiple decades and deployments. The knowledge and skills I acquired in the beginning of my aviation career not only helped me, but I am certain it helped others as well. As a branch, we are getting back to basics and emphasizing critical foundational aviation skillsets. I could not be more excited about the possibilities surrounding the Flight School Next (FSN) initiative.

As many of you already know, the Aviation Center of Excellence (AVCOE) always examines methods for training our Aviation Warfighters to meet current and future demands. FSN is consistently discussed for sustainability advantages and estimated cost saving, but I am really excited about the coming proficiency of our future aviators! One of the major changes being experienced in the FSN pilot program is the return of solo flights. This is true solo flight, and these students are picking up aircraft, making calls, and flying helicopters as single pilots. I must admit, I am excited to see the confidence, air-sense, and stick and rudder skills these students will bring to their eventual advanced aircraft. As I mentioned earlier, I am passionate about foundational aviation skills and FSN is the right way forward for our future aviators that are bound to be challenged in a variety of contested environments. Just as these foundational skills helped me on countless occasions, they are certain to influence and guide our future aviators in times of need.

Closing

The change to flight school is just one of many initiatives that I am excited to explore and help shape as I grow in my new role at AVCOE. I have plenty of homework ahead of me as I wrap my arms around the full AVCOE scope and mission. I want to leave you with a few closing thoughts. Everything that is in transformation, including Warrant Officer PME, the Aviation Tactics Instructor Course, and even areas influenced by ATI are all being pursued for the betterment of the U.S. Army and the Aviation Branch. While this change takes place, I commit myself to being the advocate all of you deserve. No matter your rank, specialty, or experience, know that the entire Command Team is working tirelessly on your behalf, and I am honored to be the new Chief Warrant Officer of the Branch.

Fly Army! Above the Best!

CW5 Robert S. "Scott" Slider, the eleventh chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

Transformation: Aviation Maintenance and Training

By CSM Kirk R. Coley

The Army's strategic shift from counter-insurgency operations to a focus on Large-Scale Combat Operations (LSCO) necessitates a fundamental transformation in how it prepares for conflict.

U.S. ARMY PHOTO BY SPC CHARLES CLARK

SPC Hannah Waggoner, an AH-64 Apache maintainer with C Troop, 2nd Squadron, 6th Cavalry Regiment, 25th Combat Aviation Brigade, 25th Infantry Division, conducts maintenance during the Joint Pacific Multinational Readiness Center 25-01.

This transformation is driven by an evolving threat – peer and near-peer adversaries possessing increasingly lethal and technologically advanced capabilities. These adversaries can detect, target, and engage forces across all domains, making battlefield transparency a critical vulnerability. For Army Aviation maintenance, traditionally reliant on relatively secure operating locations, this presents a significant challenge. Unlike the permissive environment of COIN, aviation maintenance activities in LSCO will be prime targets and must adapt accordingly.

The core principle guiding this adaptation is simple: Army Aviation must train for the maintenance realities of LSCO. This requires a holistic approach, beginning with institutional training at the U.S. Army Aviation Center of Excellence (AVCOE) and continuing with rigorous unit-level training adhering to the Aviation Maintenance Training Program (AMTP). Crucially, this transformation isn't just about tactics; it's about leveraging technological advancements to enhance both maintenance training proficiency and operational effectiveness.

The Drivers

The Army Transformation Initiative (ATI), launched in May 2025, serves as the overarching framework for this change. ATI aims to deliver enhanced warfighting capabilities, streamline force structure, and eliminate wasteful spending. As a result, it can reinvest resources into critical areas like the accelerated fielding of the Future Long Range Assault Aircraft (FLRAA). From a maintenance perspective, ATI recognizes the high cost of aviation assets and the imperative to protect them through improved training and operational practices. Traditional maintenance approaches, reliant on centralized facilities and contractors, are unsustainable and unsurvivable in a dispersed, high-threat LSCO environment.

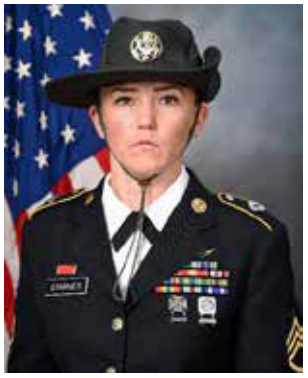
The demands of LSCO also necessitate a shift towards decentralized, austere maintenance operations conducted by smaller, highly-trained teams. These teams must possess the skills, specialized parts, and tools to sustain aircraft readiness independently. This requires a fundamental change in how maintainers are prepared. Simply put, maintainers need more "sets and reps" on critical tasks to build proficiency in training for LSCO, particularly those that may only arise during infrequent scenarios. This is where transformation, through the integration of advanced technologies, becomes critical.

The Way Ahead

AVCOE is actively pursuing several initiatives to address these challenges. A key effort involves streamlining training for the 15F (Electrician) and 15N (Avionics) Military Occupational Specialties (MOSs). Through a pilot program integrating Individual Critical Task Lists, AVCOE aims to reduce redundant training and potentially recom-

Enlisted Aviation Soldier Spotlight

Each month we will feature a past AAAA National or Functional Enlisted or NCO Award winner as part of our ongoing recognition of the Best of the Best in our Aviation Branch.The CY 2024 National winners were featured in the May/June AAAA Army Aviation Mission Solutions Summit issue.



AAPI FILE PHOTO

Army Aviation Trainer of the Year, 2022

Sponsored by CAE, Inc.

SSG Amber L. Starnes

Company D, 1st Battalion, 222nd Aviation Regiment
Joint Base Langley-Eustis, Virginia

Staff Sergeant Amber Starnes who is assigned to Delta Company 1-222nd Aviation Regiment encompasses and embraces the rigors of training while motivating Soldiers. She is the epitome of an aviation professional who continually strives to better herself, the Soldiers throughout the unit, and the organization. She uses her experience as a Master Fitness Trainer to author and implement a rigorous physical training program to prepare Soldiers for their future assignments. As a steward of the profession, she worked to inspire Soldiers to promote the Army throughout the local community, resulting in over 4,500 volunteer hours. Her mentorship extends beyond the Soldiers demonstrating that she is a highly reliable leader who can handle any mission and was highly sought after for various taskings throughout the Brigade. An exceptionally adaptable leader, she can adjust to the needs of the organization through her talents as a capable Master Resilience Trainer, Sexual Harassment/Assault Response Coordinator, and Motorcycle Mentor. She knows when to "take the hat off" and have candid conversations with Soldiers giving them the necessary care and confidence to succeed. SSG Starnes' achievements set an outstanding example for all Aviation professionals and identify her as the 2022 Army Aviation Association of America Army Aviation Trainer of the Year.

mend the Army merge these MOSs by FY26, aligning with ATI's objective of optimizing force structure. This consolidation will create more versatile maintainers capable of addressing a wider range of maintenance requirements.

The introduction of the FLRAA (MV-75) further necessitates innovative training approaches. AVCOE is leveraging lessons learned from the V-22 tilt-rotor aircraft maintenance training programs of other services, adapting best practices to the unique requirements of the MV-75. While specific training models are still under development, the focus will be on building upon existing UH-60 training with specialized instruction for the new aircraft's unique systems.

Beyond specific platform training, AVCOE is actively integrating emerging technologies to revolutionize maintenance proficiency. The 128th Aviation Brigade, in collaboration with PEO Aviation and the USAF, is currently piloting a promising mixed reality (XR) program for UH-60 maintenance training. This initiative aims to deliver a scalable virtual solution for advanced individual training, with operational rollout anticipated by September 2025 and a potential application for unit-level maintenance operations. Simultaneously, AVCOE is investigating the potential of 3D printing to enable rapid prototyping and on-demand production of spare parts in the field, reducing logistical burdens and accelerating repair times. Tele-maintenance, leveraging remote diagnostics and expert guidance, offers another avenue for extending support to maintenance teams in training and operationally. While these technologies are still evolving, AVCOE is proactively pursuing them and collaborating to accelerate their development and seamless integration.

Underpinning these technological advancements is a renewed emphasis on the AMTP. AVCOE is working to formally mandate its use through revisions to AR 95-1 (Flight Regulations) and reinforcing the guidance provided in TC 3-04.71 (Commander's Aviation Maintenance Training Program), solidifying the AMTP as the cornerstone of effective aviation maintenance training. This program is important because it assures unit leadership of maintainer's proficiency by structuring aviation maintenance requirements into achievable skill levels by task competence. Furthermore, beginning in FY26, rigorous MOS-specific competency assessments will be integrated into Advanced and Senior Leader Professional Military Education (PME) courses. Directed by TRADOC, these assessments will ensure that senior noncommissioned officers possess the requisite technical expertise for positions of increasing responsibility and leadership within Army Aviation.

Conclusion

The transformation of Army Aviation maintenance and training is not merely a response to evolving threats; it's a proactive investment in future readiness. By embracing the principles of ATI, leveraging emerging technologies, and prioritizing realistic, demanding training, Army Aviation is preparing to operate and sustain its vital capabilities in the complex and challenging environment of LSCO. The ability to maintain and rapidly repair aircraft in dispersed, austere conditions will be a decisive factor in future conflicts, and Army Aviation is committed to ensuring its maintainers are prepared to meet that challenge.

Above the Best, Fly Army!

CSM Kirk R. Coley is the command sergeant major of the Aviation Branch at the United States Army Aviation Center of Excellence, Fort Rucker, AL.

Past to Present – The Battle Staff Ride

By COL Aaron Schilleci

In April 1902, the first class, after a previous study of the Gettysburg campaign, spent two days in practical study on that battlefield, with much resulting good.... The practice of supplementing the theoretical and historical study of the art of war by a practical study of its principles on one of our famous battlefields is of such incalculable importance in the training of our young officers that I trust it is permanently incorporated in the Military Academy's curriculum.

West Point Superintendent's report to the Secretary of War

COL Aaron Schilleci re-issues the Oath of Office to members of the ARNG Aviation and Safety Division atop Cemetery Ridge, April 25, 2025.

U.S. ARMY NATIONAL GUARD PHOTO BY KEVIN SCHERRER

The Battle Staff Ride has long been a component of leader development programs across the Army, but as OPTEMPO funds diminish, their cost-benefit value increases.

When the on-site study of military history is combined with team building, culture-enhancing, and other events, the experience can be profound.

Not all Aviation units are blessed to be geographically close to historical battle sites, but the Aviation and Safety Division is. Arlington, Virginia is centrally located relative to many of our Civil War battlefields, and we've built a five-year, chronological plan to assess several of the key fights.

Antietam – September 1862

In September of 2023, the Division leadership ventured to Antietam, to study the deadliest single day of the war, and visit the Cornfield, the Bloody Lane, and Burnside's Bridge. Takeaways included:

Commanders must be decisive and rapidly exploit enemy OPSEC failures (three cigars that could have changed the battle's outcome).

Medical evacuation and treatment must be meticulously planned.

Fredericksburg – December 1862

One year later, we drove to Fredericksburg, to learn from Burnside's attack against Lee's stout defense south of town. Fortunately, that battlefield is compressed enough that we could walk from the Chatham House, across the Rappahannock River, through the city itself, up to and along the infamous Sunken Road, finishing at the National Cemetery. What did we learn?

Don't reinforce failure. (Burnside ordered 7 Brigade-sized charges against the Sunken Road in front of Marye's Heights, all unsuccessful).

Deliberate River Crossings are hard. (Especially when surprise is lost and enemy direct fire is still prevalent).

Gettysburg – July 1863

In April 2025, we visited Gettysburg to study the turning point of the Civil War. Although many of us had been there before, we always learn something new, and stops at Oak Hill, Little Round Top, and Cemetery Ridge were very informative. Our key takeaways:

No intelligence = no success (J.E.B. Stuart, Lee's eyes and ears, was off, chasing glory, rather than feeding Lee tactical intelligence and protecting his flanks).

Leaders must stay fit. Although Lee could (likely) outsmart Meade, he was sick, and did not conduct his normal War Councils and battlefield circulation.

Wilderness Campaign – May-June 1864

Sometime in the next 12 months, we'll travel to southern Virginia, to analyze Grant's campaign of attrition. Can the US fight this way in the future? Will we have a lopsided logistical advantage in the next war?

Appomattox Courthouse – April 1865

In 2027, we'll culminate our Civil War program at the site of the Confederate surrender, looking back on the rebellion from a strategic perspective and answering some critical questions: Was there any combination of circumstances that would have allowed the South to succeed? What faulty political and military assumptions did they make? And naturally, we'll again finish with the Constitution, and what it means to defend it.

The bottom-line recommendation for BSRs – just do them. Harness the creativity of your subordinates, make it fun, bring the past to life, and project the transcendent lessons onto our next battlefields. Empower our younger leaders with the scripts of these battles and the thoughtful exchanges will matter to our organizations.

COL Aaron Schilleci is the Aviation & Safety Division Chief, Army National Guard.

TASS-V NLOS VALIDATION MISSION COMPLETE

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SITUATION: Aircraft Survivability Equipment (ASE) hardware has been removed from conventional US Army aircraft that are not deployed or part of the Global Response Force (GRF). This leaves US Army Aviation units with limited aircraft survivability training options at Homestation. To counter this deficiency, US Army approved an Air Worthiness Release (AWR) 2024E-A23 TTS 263883A dated 28 April 2025, authorizing a software update to TASS hardware supporting the T-IADS CDD dated 28 July 2021.

MISSION

An AH-64Ev6 evaluates the upgraded Training Aircraft Survivability Equipment Stimulation Suite Virtual (TASS-V) NLOS software at Home Station.

KEY ATTRIBUTES EMULATED

- APR-39 (Radar) AVR-2 (Laser)
- CMWS (IR) Countermeasures
- Effective Terrain Masking, credit for proper TTPs
- Hostile Fire Indicator
- Multi-ship collaboration

KEY TASKS

- Validate NLOS operation-DTED
- Validate Training Area Viability
- Validate Software Ease of Use
- Download Player/Event List for AAR Playback

OVERVIEW: The purpose of the mission was to install and validate new TASS-V software uploaded into the current TASS-V LRU (ASMODIM) authorized by the recently released AH-64 AWR dated 28 April 2025. This software update allows crews to train against peer/near peer IADS threats ANYTIME ANYWHERE without requiring a Line of Sight (LOS) networked environment (outside a CTC), and allows Integrated Air Defense System (IADS) Threats to be positioned anywhere in the world. Ground testing concluded the aircraft could receive ASE indications with only the TASS-V LRU (ASMODIM) and no actual ASE B-Kit hardware installed. During both test flights, all ASE Audio and Visual indications were received while operating Beyond LOS from the base station. The LRU takes into account terrain and the configuration of ASE capabilities by the crews, allowing for masking and credit for executing proper TTPs. The crews were able to train against InfraRed (IR), Radar, and Laser-guided threats, and revived by the auto-revive feature for continued training. Onboard recording enables crews to conduct thorough After Action Reviews.

END STATE: Testing confirmed that the TASS-V Software update to the ASMODIM operates as intended outside of a networked environment (CTC). New ASE scenarios developed will support AAR and training of crews and teams on critical tasks necessary to build muscle memory and survivable instincts.

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Remembering the 4th-Quarter Spike

In March 2020, the U.S. Army Combat Readiness Center (USACRC) launched an Army wide campaign titled the "4th-Quarter Spike." It was a broadly focused effort to inform the aviation community about an identified trend of mishaps during the fourth quarters of FY15-19.

U.S. ARMY IMAGE

In all, there were 23 Class A mishaps during this quarter of the year, accounting for approximately 40 percent of the Class A mishaps over the five years. A massive communications effort from FY20-23 focused the force on driving down the spike.

Fourth-Quarter Trends (FY15-19)

Several factors were identified that contributed to the increase in mishaps during this quarter:

Leader transitions: The transition of leaders during the summer permanent change of station (PCS) season tends to increase the risk within a unit, especially with commanders changing. Those whose positions come with the responsibility for risk acceptance may not initially have a holistic or accurate picture of the hazards within their organization. Input from seasoned warrant officers can help with appropriate risk decisions.
Senior warrant officer turnover: By the time warrant officers move into key positions in a battalion, they have generally settled into a summer rotation pattern. The loss of a battalion standardization pilot or multiple instructor pilots within a unit creates turmoil as leaders hurry to have replacements gain currency in the local area and the unit. This turnover is sometimes coupled with a desire to complete the fiscal year flying hour program in the last two months, leading to an unwarranted sense of urgency.
Environment: Another factor that contributed to the fourth-quarter spike was environmental risk, to include power management in high-hot-heavy operations, as well as degraded visual environments, such as brownout conditions. Units having a higher operational tempo can expect to assume a higher risk level, so it becomes imperative that they develop environmental training programs focused on building aircrew proficiency and experience to help reduce mishaps.
Crew mix: Commanders must be mindful of how they manage their crew mix, regardless of time on station and experience levels. Conducting thorough assessments to ensure the proper mix of personnel is critical to mishap prevention. Not every crew will be effective together, and leaders must closely analyze how they build their crews during the periods of turnover.

Fourth-Quarter Trends (FY20-24)

As a result of the 4th-Quarter Spike campaign, the Army began to see improvements in aviation safety and a dramatic decrease in mishap trends during the fourth quarter. From FY20-24, the number of aviation Class A mishaps occurring in the fourth quarter declined to eight, a 65 percent decrease from the 23 mishaps reported during the previous five-year period. Some may attribute the decrease in mishaps to COVID-19; however, during this time period, Army aviation continued to fly almost 90 percent of its projected hours annually. Instead, it is a testament to the aviation community recognizing and collectively focusing efforts to reduce the mishaps occurring during this quarter.

While we have seen a dramatic decrease in the number of aviation Class A mishaps during the fourth quarter over the last five years, there is still more we must do as a branch as other trends have begun to emerge. In FY24, there were 61 aviation Class C ground mishaps reported. Of those, 34 percent were attributed to ground handling and servicing operations. In each of those cases, human error was the identified causal factor. Also, through the first three quarters of FY25, there have been 42 aviation Class C flight mishaps reported, with 23 having occurred during day training missions. These are the mishaps that are inches and seconds from catastrophe.

The experience of the gains against the 4th-Quarter Spike shows that when we as an enterprise focus, we can make a difference.

This article was created by the Aviation Division, Directorate of Assessments and Prevention, U.S. Army Combat Readiness Center, Fort Rucker, AL.

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The Legacy and Transformation of Patterson Hall at Fort Eustis, Virginia

By SSG Jesse Day

Fort Eustis, Virginia, has the distinct honor of being home to the 128th Aviation Brigade. This brigade has championed a legacy of maintenance training excellence by educating all Active-duty, National Guard, and Army Reserve Soldiers, along with Air Force personnel and international partners involved in Aviation operations.

U.S. ARMY PHOTO

Painted mural on wall in Patterson Hall depicting Guns-A-Go-Go ACH-47.

Today, the 128th trains more than 5,500 Soldiers annually in every Army Aviation helicopter specialty.

This past year, the brigade's graduation hall, known as Patterson Hall, underwent significant renovations to celebrate the future of Army Aviation while honoring its past and present. Patterson Hall was named after Warrant Officer One Seale H. Patterson. WO1 Patterson was heavily involved with the CH-47 Chinook helicopter and served as a helicopter repairman, flight engineer, technical inspector, and service school instructor. He was awarded the Bronze Star during a tour in Vietnam. Patterson Hall was originally a hangar dedicated to training CH-47 maintainers and is now home to the graduation hall for all new Aviation Maintainers, the Advanced Leaders Course, and the 151A Warrant Officer Basic Course.

Previously, the hall featured a mural paying homage to the ACH-47 (Attack Cargo Helicopter) "Guns-A-Go-Go." During the Vietnam War, only four of these helicopters were manufactured, but none remained operational for long. Two were lost in Aviation mishaps during testing, and another was lost in combat due to a faulty rocket launcher pin. After this mishap, the military discontinued the project, and the remaining helicopter was returned home, where it now rests as a relic in a museum at Fort Rucker. To preserve its legacy, the mural was captured in high-definition photographs, which are now framed in the CH-47 training hangar and A/1-222 barracks.

The new mural features a stunning compilation of Army Aviation imagery, showcasing aircraft capabilities alongside the maintainers who keep them operational. Among the aircraft depicted are CH-47 Chinooks, UH-60 Black Hawks, AH-64 Apaches, and an AH-6 Little Bird from the 160th Special Operations Aviation Regiment.

If you attend a graduation ceremony at Patterson Hall, you might notice a special logo on one of the Chinooks. This logo belongs to the 180th Assault Support Helicopter Company, known as "Big Windy." This fierce unit supported heavy-lift operations throughout much of the Vietnam War before disbanding in 1969. However, its legacy lives on today, with the "Big Windy" logo proudly displayed on 12th CAB CH-47s based in Germany.

Adding striking imagery was only part of the transformation. It was equally important to honor Combat Aviation Brigades and other prestigious units where graduates of the 128th would go on to serve. Positioned next to the graduation stage are patches representing active-duty Aviation units, accompanied by their histories. These displays serve as a tribute to the past while inspiring future Army aviators.

Above the unit patches, three Aircrew Badges are showcased, signifying key milestones in a maintainer's career. Graduates receive the Basic Aircrew Badge upon completing their initial training, often pinned onto their chest by proud family members. Later in their careers, they may earn the Senior Aircrew Badge, followed by the prestigious Master Aircrew Badge—each requiring extensive dedication and expertise.

The transformation of Patterson Hall is still ongoing. Dedicated sections honoring the National Guard, Reserves, international military personnel, and the Noncommissioned Officer Academy will soon be completed.

The 128th Aviation Brigade will always be home to aviation maintainers, and Patterson Hall marks the end of their initial training and the beginning of an incredible career. While Army aircraft will continue to evolve, the legacy of those who came before us will remain a timeless source of inspiration!

Born Under Fire!

SSG Jesse Day is the senior training manager for Company C, 2-210th Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.

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Combat Climatology and Rotorcraft Design for Hover

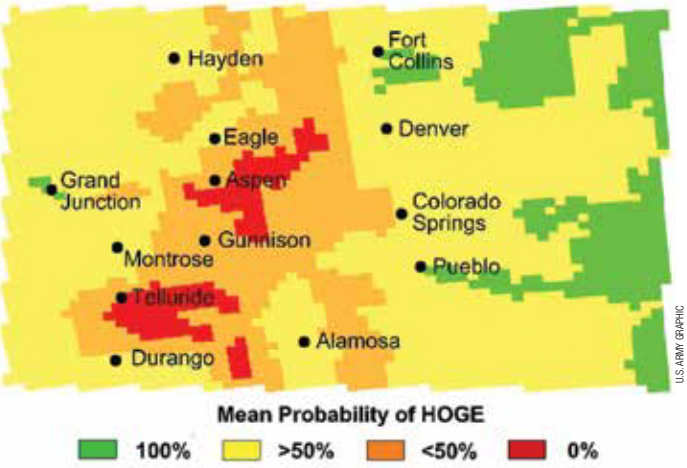
By Dr. Mark Calvert

A rotorcraft's vertical flight capability is the most important performance parameter for U.S. Army capability authorities, materiel development activities, and users.

Army Regulation 70-38, *Research, Development, Test and Evaluation of Materiel for Worldwide Use*, requires that materials, including aircraft, be designed to operate under a wide range of strenuous environmental conditions. However, designing aircraft to accommodate climatic extremes significantly increases vehicle design complexity, weight, and life-cycle costs. Atmospheric design-point conditions specified to enforce this performance requirement have been studied multiple times since the Army initially developed doctrine, strategies, and tactics for helicopter-borne air mobility under the leadership of General Hamilton H. Howze.

In the mid-1950s, the Director of Army Aviation promulgated a requirement that Army helicopters must be capable of Hovering Out of Ground effect (HOGE) at 6,000 feet Pressure Altitude (PA) and 95 degrees Fahrenheit Outdoor Ambient Temperature (OAT; 6K/95F HOGE). This exceeded contemporaneous Air Force, Marine, and Navy requirements at the cost of roughly doubled airframe weight. (It is noted that neither requirement specified reserve margins in drive system torque nor engine power available to allow the helicopter to maneuver out of HOGE flight at hover ceiling limits.)

In 1960, the U.S. Army Quartermaster Research and Engineering Command was tasked to study the worldwide implications of 6K/95F HOGE versus 6K/81F HOGE criteria with baseline assumptions for geopolitical areas of interest and concepts of employment relevant to Army Aviation. This study found a significant global distribution of climatically hot highlands with geophysical elevations between 1- and 2-kilometers between the latitudes of 45° N and 45° S that would exceed the Army's 6K/95F HOGE design point criterion over periods of time during an average year. This included significant geographic regions of the southern Asian, southern African, and North American continents, particularly within areas of the western contiguous United States and Mexico. Subsequent studies over the following decades by different organizations using alternate operational baseline assumptions produced alternate recommendations: HOGE capability at 4,000 feet PA and 95 degrees Fahrenheit OAT (4K/95F HOGE); a 500 feet per minute Vertical Rate of Climb (VROC) capability with 5 percent reserve margins on available power and torque at 6,000 feet PA and 95 degrees Fahrenheit OAT (6K/95F 500 fpm VROC) to address maneuverability; a 500 feet per minute Vertical Rate of Climb (VROC) capability with 5 percent reserve margins on available power and torque at 4,000 feet PA and 95 degrees Fahrenheit OAT (4K/95F 500 fpm VROC); as well as the original 6K/95F HOGE requirement. This led to a variety of vertical flight key performance parameters used in design studies and acquisitions of Army helicopters.



Cumulative probability of Hover Out of Ground Effect (HOGE) capability in Colorado during an average July for a representative 1970s-era attack helicopter design at primary design mission gross weight and ordnance loadout.

The development of high-performance computing technology, high-fidelity weather models, and remote sensing technologies, including earth-observing satellites, now allows for the calculation of high-resolution spatial and temporal statistical data for climatological analysis. The U.S. Air Force Combat Climatology Center (AFCCC) in Asheville, North Carolina, uses their Advanced Climate Modeling and Environmental Simulations (ACMES) numerical model to routinely generate refined climatological data for customers throughout the Department of Defense. Using this statistical data with flight performance engineering models of new rotorcraft designs, such as the Joint Heavy Lift and Joint Multi-Role Technology Demonstrator (JMR TD) projects, allows Aviation capability authorities and user representatives to evaluate flight performance for realistic operational scenarios. A new design's suitability for worldwide operational use can thus be directly estimated early in the design phase when changes are least costly in terms of budget and schedule.

Dr. Mark Calvert is an aerospace engineer in aeromechanics at the Systems Readiness Directorate, U.S. Army Combat Capabilities Development Command Aviation & Missile Center, Redstone Arsenal, AL.

Motion Sickness

By CPT Tiffany A. Carlson, DO, MPH

Q: As a new flight student, I am very motivated to continue training to become an Aviator. However, every time I get in flight, I vomit. What can I do to stay flying?

U.S. ARMY PHOTO BY CPT TYLER WILLIAMSON

The author seated in a Barany Chair at the Civil Aerospace Medical Institute in Oklahoma City. Participants in the Motion Sickness Desensitization Program perform a series of maneuvers in the Barany Chair over two weeks and then advance to the Spatial Disorientation Simulator. The program culminates with an in-flight evaluation.

FS: Your flight surgeon can help differentiate what may be causing you to vomit while in flight. After a thorough work up, you and your flight surgeon may determine that you have motion sickness. You are not alone; even seasoned aviators experience motion sickness. In fact, over 50% of astronauts experience some form of motion sickness as they adjust to microgravity. As a flight student, you are similarly learning to fly in a new, abnormal environment. Humans are terrestrial beings, and our physiological systems have adapted to this experience.

Motion sickness occurs when there are mixed signals between what the eye is seeing and what the inner ear is detecting. The vestibular system within the inner ear consists of the semi-circular canals and otoliths organs, which play an important role in balance, posture, and spatial orientation. The three semicircular canals detect angular acceleration, and the two otolith organs detect linear acceleration. When there is a mismatch between the vestibular system and the vision system, you may experience dizziness, sweating, facial pallor, nausea, and even vomiting. Added to your desire to fly, anxiety and fear may aggravate these symptoms.

When you notice the start of any symptoms, try to focus on a stable point like the horizon or your instruments. Use techniques like controlled breathing, double breathing, visualization, and muscle relaxation exercises to overcome the feeling. Some find relief by using essential oils, mints, ginger chews, or certain acupressure points. Medications, such as scopolamine, can be prescribed by your flight surgeon for up to three flights but are not a long-term solution. Antihistamines (e.g., diphenhydramine) used for motion sickness are also incompatible with safe flight due to medication side effects. Through continual training and mitigating self-imposed stressors (dehydration, exhaustion, alcohol, tobacco, hypoglycemia), you can work through motion sickness. However, if your motion sickness is not going away, the Motion Sickness Desensitization Program at Fort Rucker may be appropriate. Ask your flight surgeon for details.

Information Required for Initial Waiver

Work with your flight surgeon to gather information for the initial waiver. They will ask specific questions about every instance of your motion sickness: provocative maneuvers - climb, descent, right bank, left bank, autorotation, straight and level, or hover; types of flight - contact, navigation, or instruments; who had the aircraft controls - the IP, self, or other student; type of weather - clear, turbulent, hot, cold, overcast, broken clouds; mode of flight – day or night. For each instance, recall your symptoms (e.g., nausea, sweating) and if vomiting occurred. The flight surgeon will obtain a medical history to identify potential underlying neurological, vestibular or inner ear problems, or any contributory psychological stressors. Based on your interview and physical exam, your flight surgeon may refer you to specialists for additional evaluation and treatment. Additional lab testing may be obtained if the flight surgeon suspects other diagnoses that may also cause nausea and vomiting (e.g., pregnancy, extremely high or low blood sugar). Ultimately, the flight surgeon may refer you to the Fort Rucker Motion Sickness Desensitization Program, which has an 85% success rate in returning an aviator to flying duty.

The safest option is to work with your flight surgeon for evaluation and treatment so that you can keep flying!

Fly Safe!

Questions for the Flight Surgeon?

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

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A Soldier from the 2-13th conducts UAS operations from a hide site.

U.S. ARMY PHOTO

Lethality in the Skies: Transforming Army UAS Training

By COL Sean C. Keefe and CPT Phillip C. Fluke

U.S. ARMY PHOTO

Soldiers from the 2-13th conduct assembly and launch training of the Orqa FPV drone.

Today, the landscape of modern warfare is undeniably shifting. Conflicts from Ukraine to the Middle East demonstrate the increasing prevalence of autonomous systems, sophisticated sensors, and rapidly evolving technologies. To maintain battlefield superiority, the U.S. Army must embrace a transformation – becoming leaner, more lethal, and adaptable in how we fight, train, organize, and equip. This imperative is underscored by directives from the Secretary of Defense, the Secretary of the Army, and the Chief of Staff of the Army, and is now being formalized through the Army Transformation Initiative (ATI).

The ATI, announced April 30, 2025, prioritizes fighting formations and empowers leaders to make critical resource allocation decisions. It centers on three key lines of effort: delivering critical warfighting capabilities, optimizing force structure, and eliminating waste. Within this framework, U.S.

Army Aviation, spearheaded by the U.S. Army Aviation Center of Excellence (AVCOE) and the Directorate of Training and Doctrine, is aggressively adapting to meet the demands of this new era, particularly in the realm of Unmanned Aircraft Systems (UAS).

For too long, UAS training has been constrained by legacy systems and a reactive approach to technological advancements. We are now actively dismantling those constraints and forging a path toward generating truly lethal UAS operators and capabilities. This isn't simply about adopting new platforms; it's about fundamentally changing *how* we train our Soldiers.

Modernizing Training

A cornerstone of this transformation is the modernization of training for our 15W Tactical Unmanned Aircraft Systems (TUAS) Operators and 15E TUAS Repairers. Traditionally trained on the RQ-7 Shadow – a platform now fully divested from the Army – these Soldiers will continue to hone their foundational skills, but with a critical shift in focus. At 2nd Battalion, 13th Aviation Regiment at Fort Huachuca, Arizona, training is evolving to prepare them for the *next* generation of TUAS, while simultaneously expanding their expertise into the rapidly growing world of Small Unmanned Aircraft Systems (SUAS).

Currently, 15W and 15E Soldiers are receiving introductory hands-on training on the Skydio RQ-28, Red Cat Teal 2, PDW C-100, and Parrot Anafi SUAS platforms, and utilizing modified computers with SUAS simulation software for cost-effective flight training and mission rehearsal. They are also beginning to explore the potential of 3D printing for building and modifying UAS components and utilizing Orqa First-Person View (FPV) drone simulators to develop essential piloting skills. Furthermore, training is expected to expand to include a wider range of SUAS platforms soon, such as the Anduril Ghost-X and Neros Archer. Recognizing the need for a more comprehensive approach, an Initial Program of Instruction (IPOI) has been submitted to extend both the 15W and 15E courses by 13 weeks.

This expanded curriculum will equip graduates with proficiency in operating and maintaining future TUAS systems, mastering SUAS operations, utilizing 3D printing for rapid prototyping and customization, and honing skills in FPV drone operation. Crucially, this new POI is designed to be "future proofed." We understand that the UAS landscape is constantly in flux. Adversaries will undoubtedly develop countermeasures to our systems, initiating a continuous cycle of innovation and adaptation. Therefore, the curriculum is built on a system-agnostic foundation, emphasizing adaptable lesson plans that can be quickly modified to integrate new technologies, tactics, and capabilities as they emerge. We are not training Soldiers to operate a specific drone; we are training them to be adaptable UAS professionals.

To prepare for the demands of operating SUAS in realistic, austere environments, the 2-13th Aviation Regiment is emphasizing fundamental survivability skills like camouflage, cover, and concealment. Training includes practical exercises where Soldiers build and assess "hide sites"– observing their own visibility from an airborne SUAS perspective. This cultural shift is further reinforced during a culminating field training exercise, "Operation Watchdog's Revenge," where students utilize SUAS for reconnaissance, while simultaneously facing opposing forces also employing the technology, simulating the challenges of the modern battlefield.

Cultivating a Mindset

However, simply expanding existing training isn't enough. We need to cultivate a cadre of highly skilled, offensively minded UAS operators capable of exploiting the full potential of these platforms. To that end, AVCOE in conjunction with the Fires and Maneuver Centers of Excellence is developing a groundbreaking UAS Lethality Course.

This three-week course, designed for Soldiers already possessing a Basic Unmanned Aircraft Systems Qualification (BUQ), will identify and train the Army's most proficient UAS operators – regardless of their primary Military Occupational Specialty. The course will operationalize lessons learned by integrating best practices and tactical insights from the Transformation in Contact Brigades, 75th Ranger Regiment experimentation, and observations from the Ukraine-Russia conflict to refine UAS employment doctrine and operator proficiency. The curriculum will focus on advanced offensive techniques, including:

Precision Strikes: Employing UAS to deliver explosive munitions against enemy personnel and equipment.

Enhanced Reconnaissance: Utilizing UAS for real-time intelligence gathering, target identification, clear buildings, and call-for-fire mission support.

Purpose Built Attritable System (PBAS) Operations: Mastering the employment of FPV drones for direct engagement against critical enemy assets.

The inaugural iteration of the UAS Lethality Course is scheduled for August 2025 at Fort Rucker. This will be a living course, continuously refined and improved with each iteration. We envision a phased rollout, establishing UAS Lethality Courses regionally. This approach ensures accessibility without requiring units to deploy Soldiers across the country or globe for training.

Looking ahead, we are exploring two key avenues to further enhance accessibility. First, the potential creation of a Mobile Training Unit (MTU) would allow instructors to travel to units, delivering the course at their home station. Second, the development of a Training Support Package (TSP) – a proponency-approved document detailing the precise methodology for administering the course remotely. This will empower qualified individuals to conduct the training independently, expanding the reach of this critical capability.

The challenges ahead are significant. The speed of technological advancement demands constant vigilance and adaptation. But Army Aviation is committed to meeting this challenge head-on. By embracing innovation, prioritizing lethality, and investing in the training of our Soldiers, we will ensure Army Aviation remains at the forefront of modern warfare, delivering the decisive advantage our nation demands. This isn't just about fielding new technology; it's about forging a new generation of UAS professionals ready to dominate the skies and shape the future of conflict.

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U.S. ARMY PHOTO BY SGT BERNICE LOPEZ

Bridging the Experience Gap:

Sharpening Army Aviation for Large-Scale Combat Operations

By COL Joseph A. McCarthy and MAJ Mary Katherine Schuster

Army Aviation stands at an inflection point, transforming in contact to meet the challenges of a future dominated by Large-Scale Combat Operations (LSCO). This is a challenging feat compounded by a significant experience gap in Army Aviation. This gap is not a question of talent – the dedication and inherent capabilities of Army Aviation Soldiers remain strong. Rather, leaders must deliberately cultivate the specialized skills, technical and tactical acumen, and collective proficiency required for combined arms maneuver through rigorous, focused training to be prepared for the complexities and demands of a contested LSCO environment.

Recent assessments by the Directorate of Evaluation and Standardization (DES) pinpoint key areas for improvement across Army Aviation units. Observations from calendar year 2024 consistently reveal trends indicating where units must concentrate their efforts to prepare for LSCO effectively. These trends center on three core deficiencies: a foundational lack of aviation knowledge, shortcomings in maintenance practices, and an inconsistent application of Unit Training Management (UTM). Addressing these deficiencies through targeted training and proactive programs is paramount to bridging the experience gap.

U.S. Army Soldiers assigned to 1st Battalion, 187th Infantry Regiment "Leader Rakkasans", 3rd Brigade Combat Team, 101st Airborne Division (Air Assault), supporting 3rd Infantry Division, board a CH-47 Chinook helicopter from the 1st Combat Aviation Brigade, 1st Infantry Division, during the Sentry Sentinel exercise at Camp Taara, Estonia, Feb. 21, 2024.

DES Observations: Identifying Critical Improvement Areas

DES assessments provide valuable insights into the current state of Army Aviation readiness and the obstacles units face in shifting their focus to LSCO.

1. Foundational Aviation Knowledge: A concerning gap exists in fundamental aviation knowledge, particularly in aerodynamics and malfunction analysis. This deficiency extends across all mission design series (MDS) aircrew members and tracked warrant officers. Emergency Response Methodology (ERM) evaluations revealed that even Instructor Pilots (IPs) struggled with accurate malfunction analysis, articulating aerodynamic principles, and correlating aircraft systems to apply the ERM effectively.

2. Aviation Maintenance Practices: While sources note that Army Aviation maintenance is crucial for readiness, DES assessments highlight inconsistencies in adherence to Army Regulations and Standard Operating Procedures, and the effective implementation of maintenance programs. Maintenance efficiency is sensitive to factors like oversight, training prioritization, and operational demands. Personnel shortages and limited real-world mission experience contribute to a lack of seasoned supervisors and managers in key maintenance positions. Commanders must

place greater emphasis on leveraging the Aviation Maintenance Training Program (AMTP) for critical inspections to improve readiness and the training of maintenance Soldiers.

3. Unit Training Management (UTM): DES observed a lack of understanding of the art and science of Unit Training Management principles at the battalion and company levels. In many cases, units frequently deviate from the Army Aviation Training Strategy when progressing from individual to collective training. Reinvigorating UTM amongst junior leaders is crucial for planning, preparing, executing, and evaluating high-quality home station training focused on mastering fundamentals at all echelons. Shortcuts in the UTM process inevitably compromise the development and execution of realistic, impactful training.

These observations underscore the urgent need for deliberate and focused training initiatives to prepare Army Aviation Soldiers and units for the rigors of LSCO.

Strategies for Improvement: A Path Forward

To address these identified trends and bridge the experience gap, Army Aviation units must prioritize the following programs and training initiatives:

1. Rebuilding Aviation Knowledge Through Dedicated Training: The observed knowledge gap in aerodynamics and malfunction analysis poses a significant threat to safety and mission effectiveness. Units should implement dedicated, recurring academic training to address these shortfalls. Leveraging best practices available on the DES SharePoint page, units can structure academic training around weekly company and battalion-level pilot briefings and a comprehensive, no-notice evaluation program. DES recommends scenario-based academic evaluations that simulate realistic mission challenges to facilitate learning and assess comprehension. Furthermore, encouraging aviators to dedicate office hours to studying foundational and operational knowledge - as outlined in the Aircrew Training Manual (ATM) and the Army Crew Aviation Training (ACAT) program - will foster continuous learning. Leaders must champion deliberate training and a deep understanding of emergency procedures to build the skills necessary for mission success and safety. A structured program combining dedicated study time, scenario-based academic evaluations, and regular forums for discussing complex topics and lessons learned would directly target this knowledge gap.

2. Maximizing the Aviation Maintenance Training Program (AMTP): The Aviation Maintenance Training Program is a critical tool for addressing shortcomings in maintenance practices and bolstering personnel experience. Units must fully integrate the AMTP into their unit training plans for all maintenance operations to develop highly competent maintainers and leaders. This requires synchronizing the efforts of phase team leaders and unit AMTP managers to deliberately plan and execute training and evaluations during phase maintenance inspections. Phase maintenance provides a vital platform to train and progress personnel across all Military Occupational Specialties (MOS). The AMTP offers a methodical approach to building experience, which is particularly valuable in the absence of frequent real-world deployments. Investing in skill-enhancing opportunities like the Senior Maintainer Course or specialized immersive training at Corpus Christi Army Depot will significantly enhance technical expertise. Maintenance leaders and AMTP managers should leverage the program to create targeted tasks focused on critical inspections, such as AH-64 tail rotor maintenance. Effective AMTP implementation ensures maintainers are trained and progressed according to established standards, gaining practical experience through deliberate practice, and mastering the critical tasks necessary for aircraft readiness and safety in a demanding LSCO environment.

3. Reinvigorating Unit Training Management (UTM): Effective UTM is the bedrock of preparing units for LSCO. Junior leaders – officers, warrant officers, and NCOs – must take ardent ownership of individual and collective home station training. This requires a thorough understanding and application of the science and art of UTM, encompassing proper prioritization, planning, preparation, execution, and evaluation of training. Commanders must be fully engaged in this process, grounded in relevant doctrine like Army Doctrine Publication (ADP) 7-0 and Field Manual (FM) 7-0, the Army Aviation Training Strategy (AATS), and prioritize effective training and leader development. Units at the battalion and above should utilize the Military Decision-Making Process (MDMP) to conduct a METL crosswalk, producing unit training guidance and developing a robust unit training plan. Company/troop-level commanders should implement the 8-step training model. Avoiding shortcuts in these processes is paramount, as they directly impact the realism and effectiveness of training. Brigade- and battalion-level commanders should also conduct Leader Professional Development events focused on the updated AATS to ensure leaders understand its practical application within their roles. Reinvigorating UTM means leaders at all levels are proficient in training management, doctrine, and the AATS, ensuring training is deliberately planned, resourced, and executed to build collective task proficiency based on Mission Essential Tasks (METs) and preparing units for combined arms maneuver in LSCO.

Conclusion

Army Aviation possesses the inherent talent and technical capability to succeed. However, the demands of LSCO require a deliberate and sustained focus on bridging the current experience gap. This necessitates a return to mastering the fundamentals through rigorous, focused training. As highlighted by DES observations, enhancing aviation knowledge, refining maintenance practices through the AMTP, and revitalizing Unit Training Management are critical priorities.

Addressing these areas is not simply about meeting minimum standards; it's about building the proficiency, tactical acumen, and collective readiness necessary to fight, survive, and win in LSCO. Unit leaders at every echelon, from company to brigade, must be actively engaged in the planning, preparation, and execution of training. They must ensure that training is challenging, realistic, and laser-focused on building individual and collective proficiency. By leveraging programs like the AMTP, prioritizing effective UTM, and instituting robust academic and practical evaluation programs, Army Aviation can confidently prepare its aircrews and units to execute their missions in the most challenging operational environments.

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U.S. ARMY NTC PHOTO

Adapt to Win: The Imperative of Airspace Integration in Modern Warfare

By LTC Brandon Andreasen

History is a relentless, uncompromising teacher. From the collapse of the French defense behind the Maginot Line in 1940 to the tactical rigidity of the Austro-Hungarian Army during World War I, we are reminded that failure to adapt is fatal in war. The Russian Empire's defeat in the Russo-Japanese War, the decline of the Ottoman military machine, and the Qing Dynasty's missteps during the Opium Wars all echo this same truth: military forces that cling to outdated doctrine and refuse to evolve are destined to be outmaneuvered, outmatched, and ultimately defeated.

Today, the U.S. Army finds itself at a similar crossroads. The battlefield is evolving rapidly, and nowhere is this more evident than in airspace management. With the proliferation of unmanned aircraft systems (UAS), loitering munitions, and electronic warfare capabilities, our airspace has become more contested, congested, and complex. Our ability to dominate this space will define our success in the next fight. We must be ready.

The Airspace Challenge in Large-Scale Combat Operations

In Large-Scale Combat Operations (LSCO), airspace is no longer the exclusive domain of trained aviators and Fires. The rapid adoption of small UAS (sUAS) by battalion and company-level units, often operated by personnel with limited training in airspace deconfliction, has dramatically increased the risk of a mechanical strike on friendly rotary-wing aircraft. These sUAS systems usually fly at altitudes most advantageous to Army Aviation; without a coordinated plan, the result is a significant increase in risk.

We can't afford to wait for future technology or ideal conditions to solve this. The enemy will not wait, and the fight will not pause. We must train, plan, and execute with our current tools, systems, and people. And we must do so with discipline, foresight, and unity of effort.

A planning cell at the National Training Center.

Airspace planning begins in the targeting process. The commander's priorities, established during targeting, provide the framework for building airspace requirements. Targeting enables freedom of maneuver and exploiting positional advantage (FM 3-0). Advantages are realized if airspace is planned and managed to support them. Effective planning ensures simultaneous, layered, and safe use of the airspace by multiple users. It also provides the operational tenet of agility, enabling rapid aircraft launches, immediate attacks, indirect fires, and electronic warfare effects without delay or compromise.

The Gap in Practice

Despite this doctrinal clarity, many units fail to fully integrate sUAS into the Unit Airspace Plan (UAP). Over multiple rotations at the National Warfighting Training Center, the Eagle Team has observed Brigade Aviation Elements routinely fail to include UA Restricted Operating Zones (ROZs) for subordinate battalions. The result? Disjointed planning, fragmented execution, and increased risk to rotary-wing platforms. Insufficient airspace planning is not just a procedural oversight; it's a tactical liability.

Contrast this with units that excel. We have also observed outstanding examples of airspace integration, where Brigade Aviation Elements conduct synchronized planning immediately following the Targeting Working Group and verify it in dedicated airspace working groups. These sessions, attended by battalion and often platoon-level representatives, provide shared situational understanding. Deliberate airspace planning enables commanders to make informed, decisive decisions with confidence and precision, knowing exactly who is operating in the airspace, when, and where. Situational understanding is essential for prudent risk acceptance (FM 3-52).

Unfortunately, excellence is too often the exception rather than the norm. Many airspace planning cells are understaffed, stretched thin between 24-hour coverage at command posts and planning demands. When personnel are overloaded, airspace planning is at risk. To alleviate these risks, it's recommended that sections delineate duties and cross-train in other duties within the section. The friction we observe isn't just a lack of personnel but a failure to plan for someone in the organization to perform the duties and responsibilities of unassigned positions as defined in the unit's standard operating procedure. In modern conflict, airspace isn't a background consideration. It is a decisive operational function. Without dedicated, trained, and empowered airspace planners, the risk to mission and force increases exponentially.

Training for Dominance

We cannot build this proficiency on theory alone. Only through attendance at one of the Army's Combat Training Centers (CTCs) can units see themselves clearly in this domain. The crucible of a CTC rotation exposes weaknesses that home station training cannot. In this environment, units confront the realities of airspace deconfliction, friction between echelons, and the complexity of simultaneous operations in the vertical battlespace. At the CTCs, theory is tested against a thinking enemy, and success is earned through coordination, communication, and disciplined execution.

We must also invest in our people. Courses like the Joint Firepower Course, ADAM/BAE Course, and the Echelons Above Brigade Course equip leaders and staff with critical tools to plan and manage airspace effectively. These schools provide the foundation for integrating fires, aviation, and unmanned systems into a single operational picture that is flexible, survivable, and lethal.

In Conclusion

The Russian-Ukrainian War has highlighted what happens when airspace is left unintegrated. Aviation often avoids areas saturated with UAS due to deconfliction concerns; this is not a model we should emulate. Instead, we must fight to integrate. Manned and unmanned systems must operate side-by-side, in concert, across all echelons. That is not easy, but it is possible and necessary.

The lessons from history are clear. We cannot afford to conduct airspace operations as we always have. We must evolve. We must integrate. And above all, we must act with the urgency that war demands. The future battlefield will not reward those who wait for the solution. It will reward those who act with discipline, initiative, and adaptability. Victory belongs to the adaptable. Dominance belongs to the prepared. Let us prepare on the ground, in the air, and across every echelon. The time to adapt is not tomorrow. It is today.

The views expressed in this article are those of the authors and do not necessarily reflect the official policy or position of Department of the Army, DoD, or U.S. Government.

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Forging the Future of Army Aviation:

How JRTC is Shaping Training for the Realities of Large Scale Combat Operations

By LTC Amoreena "Ammo" York

U.S. ARMY JRTC PHOTO

The war in Ukraine is making one thing painfully clear: air superiority is no longer assured, and survival on the modern battlefield demands that units adapt—or die. Today's battlefield is saturated with lethal threats, from one-way attack drones and man-portable air defense systems (MANPADs) to persistent electromagnetic surveillance across a transparent, hyper-observed battlespace. Helicopters now require tightly coordinated, synchronized multi-domain effects coupled with disciplined tactics and techniques to mitigate threats and exploit fleeting enemy vulnerabilities.

As MG Mac McCurry, former Commanding General of the U.S. Army Aviation Center of Excellence, noted, "We're going to fight in a degraded environment against a near-peer or peer threat that has very capable integrated air defenses. Army Aviation must be prepared to operate in that environment - digitally degraded, physically threatened - and still accomplish the mission." The conflict in Ukraine is fueling a global debate about the survivability of rotary-wing platforms in peer warfare, with some prematurely declaring the end of vertical lift in high-intensity combat. At the Joint Readiness Training Center (JRTC) Army Aviation is challenging that narrative - rewriting the script and advancing the tactics, techniques, and procedures needed to help the Army fight and win in Large Scale Combat Operations (LSCO).

JRTC Innovations for LSCO

As Army Aviation undergoes a transformational shift in doctrine and operational concepts, the Combat Training Centers are evolving to replicate LSCO better. At JRTC, two significant developments reflect this shift.

First, to close the gap between the aviation battalion and the division, JRTC created the "wrap" 21st Combat Aviation Brigade (CAB), Task Force Dealer. Task Force Dealer includes a small staff capable of receiving orders from the 21st Airborne Division (ABD) and producing planning and ordering products for the rotational training unit (RTU). To support mission command and enable shared understanding, Task Force Dealer conducts continuous assessment through subordinate back briefs, conditions checks, and relevant updates. These activities replicate O-6-level command responsibilities and reinforce the Division's decision-making process in the LSCO environment. Dealer 6, a former brigade commander, provides the aviation RTU commander with commander-to-commander dialogue, enhancing realism and replicating CAB-level command interaction. Additionally, Dealer 6 participates in the 21st ABD commander update brief and meets with other wrap commanders and the brigade commander of the rotational training unit in order of priority and mission to provide realism to operations across the entirety of the division area of operations. While limited in scope, Task Force Dealer fills a critical role in bridging operational gaps and simulating how aviation integrates at the division echelon.

The second innovation is the introduction of time-sensitive operational phases aligned with the VII Corps concept of multi-domain operations (MDO). MDO provides training units with defined opportunities to conduct operations within corps-level massing effects of joint and Army capabilities in accordance with FM 3-0, Operations. For aviation units, operating within the operational timeline of MDO is essential, especially during deep attacks or air assaults. Previously, the aviation RTUs requested division and corps-level assets for missions well beyond their span of control. Now, Task Force Dealer assists RTUs in aligning aviation operations with the division's priorities and MDO timelines. This shift reinforces aviation's role as a division-level asset and emphasizes synchronization, tempo, and survivability in LSCO conditions.

Replicating the Threat

To bring further realism to training at JRTC, the opposing force (OPFOR) employs electronic emitters and visually modified equipment to replicate modern surface-to-air missile (SAM) threats as part of the enemy's anti-access / area denial and integrated

A CH-47F prepares for operations at the Joint Readiness Training Center.

air defense systems. This capability will continue to expand with the introduction of additional advanced MANPADs in September 2025 as well as additional IADS systems the following year. These threats require units to prioritize survivability across all phases of planning and execution, not only for rotary-wing operations but also for forward arming and refueling point (FARP) and downed aircraft recovery team (DART) missions.

This is not theoretical. A Ukrainian Mi-8 pilot captured the daily reality: "The Russians learned quickly: fly high and you die. We are forced to fly low, very low—10 to 20 meters—because any higher and their air defenses take us out. Every flight is a risk." To succeed in this contested environment, aviation operations must be planned and synchronized at the battalion level. Relegating planning to the company echelon increases the risk of desynchronization and degraded survivability.

Another area of emphasis at JRTC is the electromagnetic spectrum. Units face constant observation, detection, and targeting by enemy systems capable of sensing emissions across multiple bands. Whether through communications, aviation survivability equipment, or UAS datalinks, every signature emitted in the box has the potential to compromise friendly positions, intent, or timing. OPFOR aggressively exploits these signatures using realistic threat replication tools, forcing units to consider electromagnetic discipline as a critical aspect of survivability. For aviation units, this requires coordination across warfighting functions to manage emissions during mission planning, movement, and terminal phases of air assault and attack missions. Operating in "the JRTC box" teaches units that electromagnetic discipline is not optional; it is essential. The ability to plan, rehearse, and execute with emission controls in mind is just as critical as route selection and airspace deconfliction. As Army Aviation prepares for LSCO against technologically capable adversaries, they must account for electromagnetic warfare not as an enabler, but as a contested domain. JRTC ensures aviation units experience this firsthand.

Looking Forward

Preparing aviation units for LSCO requires a fundamental shift in how we plan, synchronize, and execute operations across echelons. JRTC is meeting this challenge by integrating Task Force Dealer as the 21st CAB to enhance mission command, stressing unit capitalization of the effects of MDO timelines, replicating realistic air defense threats, and exposing units to the realities of electromagnetic warfare. These efforts demonstrate how rotary-wing aviation is evolving in the LSCO fight, and underscore battalion-level planning and synchronization across warfighting functions. In support of our community's ongoing evolution, Alpha Team is excited to launch its quarterly newsletter, Thinking Outside of the Box, which shares emerging tactics, techniques, and procedures identified during recent JRTC rotations. This publication is designed to inform, connect, and challenge aviation professionals as we collectively shape the future of our warfighting capability. On behalf of the Alpha Team and JRTC, we look forward to seeing you in "the box!"

The views expressed in this article are those of the author and do not necessarily reflect the official policy or position of Department of the Army, DoD, or U.S. Government.

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Army Aviation: Directorate of Simulation Training and Simulation Advancements

By LTC Andrew Owens

Fort Rucker's Army Aviation Center of Excellence (AVCOE), Directorate of Simulation (DOS), is a leader in Army Aviation training, consistently improving its capabilities for delivering unmatched realism and quality.

Looking ahead throughout the remainder of 2025 and into the future, the DOS is strategically overseeing two key initiatives designed to continue providing Army Aviators with premier training opportunities. These initiatives focus on upgrading existing flight simulation technology, expanding training infrastructure, and enhancing the overall immersive learning experience. Recognizing the critical importance of staying ahead of the curve in a rapidly evolving technological landscape, the DOS's investments demonstrate a commitment to providing the best possible training environment for the US Army aviators.

eRCTD

One such initiative is ongoing with the upgrade of collective flight simulators used to support Army Aviation Primary Military Education (PME) initial and senior training courses. This involves transitioning from Reconfigurable Collective Training Devices (RCTDs) to more advanced Enhanced Reconfigurable Collective Training Devices (eRCTDs).

Additionally, DOS is working with industry partners to facilitate the construction of a new, cutting-edge simulator facility that will house state-of-the-art, high-fidelity AH-64 Apache Operational Flight Trainers (OFTs.

The DOS will also oversee the replacement of older model UH-60 and CH-47 OFTs with newer models in the existing Warrior Hall North Bay. Both eRCTD and OFT initiatives will significantly enhance Army Aviators' training, bolstering their tactical proficiency at a much-reduced cost compared to executing these training tasks in live aircraft.

The DOS currently maintains 18 RCTDs at Fort Rucker that are integral to the tactical training exercises undertaken by Army Aviation students within a virtual environment. Since 2005, the RCTDs have provided four PME courses with dependable and effective collective training capabilities. These devices are still utilized daily to execute complex tactical training scenarios for the Aviation Captains Career Course (AVC3), the Air Cavalry Leader Course (ACLC), the Advanced Leader Exercise (ALE) Course, and the Aviation Warrant Officer Advanced Course (AWOAC). When used to their full potential, the RCTDs offer Army Aviators invaluable opportunities to hone their skills in virtual environments that accurately replicate the complexities of operating alongside and against both friendly and enemy air and ground forces.

Left: Inside an eRCTD at Fort Rucker, AL.
RIght: eRCTDs at Fort Rucker, AL.

Key Initiatives

The first key initiative centers on the transition from RCTDs to eRCTDs. These eRCTDs represent a significant leap forward in training capability in terms of mission design series concurrency and computational capability. They will expand the range of aircraft configurations available for simulation to include the UH-60M, CH-47F, and AH-64E models. Beyond expanded compatibility, the eRCTDs will feature realistic aircraft instrument displays, significantly improved visuals, and an expanded field of view for aviators, creating a more immersive experience. Upgraded head-mounted display devices will further enhance situational awareness and realism.

One of the key features of the eRCTDs is their ability to reconfigure the cockpits to any aircraft to customize a fleet of 18 replicate aircraft to serve as a specialized task force. These specific aircraft configurations are necessary to best facilitate student learning objectives and tailor each simulation to the cohort's precise needs.

Ultimately, the eRCTDs will deliver superior training experiences by seamlessly integrating virtual elements with physical components, resulting in an unparalleled level of realism and preparing Army Aviators for the challenges of modern combat. This commitment to advanced simulation technology underscores the Army's dedication to ensuring its aviators are prepared for any contingency.

The second key initiative, begun in 2023, involves an expansion of Fort Rucker's high-fidelity aviation flight simulator complex located off post in Daleville, AL. From November 2023 to April 2025, DOS contractors successfully oversaw this construction project at the Warrior and Victory Hall facilities, which primarily support Initial Entry Rotary Wing (IERW) training. Both buildings house state-of-the-art virtual OFTs including the UH-72 Lakota, UH-60 Black Hawk, and CH-47 Chinook helicopters. The recent expansion added a second large open bay hangar to the Victory Hall facility. Within this new structure AVCOE is planning to install five new advanced AH-64E Apache OFTs. This expansion demonstrates a proactive approach to accommodating the evolving needs of the training program and ensuring sufficient space for cutting-edge equipment. The completion of this project represents a significant investment in the future of Army Aviation training and provides a dedicated space for aviators to master the full range of capabilities the Apache platform presents in a high-fidelity virtual environment. This ambitious project represents a 15-year effort to achieve this capability at Fort Rucker and complete the virtual representation of all US Army aircraft in our inventory stationed within the Warrior Hall Training Complex.

Over an 18-month period beginning in Fiscal Year 26 and ending in Fiscal Year 27, DOS contractor personnel will modernize existing OFTs with upgraded models, representing a substantial investment. This will include a total of 17 devices: Four upgraded CH-47 Chinook simulators, eight upgraded UH-60 Black Hawk simulators, and five entirely new AH-64 Apache simulators. These upgrades provide significantly higher levels of functionality, fidelity, and realistic aircraft performance. The cockpits will be mounted on full-motion platforms, providing aviators with essential cues for training critical tasks such as a more precise replication of in-ground (IGE) and out of ground (OGE) hover effects, power management with external loads and environmental factors, and initial qualification training. Aviators will experience more realistic sensation such as rotor vibration, aerodynamic effects, and other forces that replicate the physical demands of high energy maneuvers. Furthermore, new OFT devices will incorporate upgraded computer technology and advanced visual display systems, delivering unparalleled visual clarity and immersion. Finally, enhanced Instructor Operator Stations will enable instructor pilots to concentrate on providing targeted and constructive feedback to their flight students, enhancing competency evaluation and accelerating skill development.

The DOS will continue adapting technological advances and incorporating them into its virtual flight simulators. This ongoing commitment to innovation is vital for maintaining the Army's competitive edge and preparing its aviators for the challenges of the future battlefield.

LTC Andrew Owens is the Directorate of Simulation Operations Officer at Ft. Rucker, AL.

PM ASE GRAPHIC

Project Manager Aircraft Survivability Equipment Update

By MAJ Jared Joyce

The Improved Threat Detection System (ITDS) is Army Aviation's future threat warning system, offering superior aircraft protection against Air Defense (AD) threat systems. ITDS will detect, classify, declare, and cue on current and emerging Electro-Optical (EO), Infrared (IR), or Hostile Fire (HF) threats that target Army aircraft. The system will provide up to five times greater sensitivity and 15 times resolution improvement over current fielded systems. Greater sensitivity allows the Missile Warning System (MWS) earlier threat detection while improved resolution facilitates more accurate identification of the threat. This translates to the ability to identify threats at longer ranges, in increased clutter, and with novel characteristics, such as loitering munitions.

ITDS will mitigate AD threats by providing enhanced holistic, layered threat detection and handoff to the Common Infrared Countermeasure (CIRCM) system and the expendable Countermeasures Dispenser System (CMDS). The system incorporates advanced agnostic detection algorithms to recognize novel threats with limited prior knowledge of threat specific characteristics. The sensor suite and architecture are multi-functional in nature. ITDS data can be used by other aircraft systems to enhance or enable new platform capabilities. Use cases include enhanced performance in degraded visual environments; aircrew situational awareness; alternate position navigation and timing; and targeting functionality.

This capability is vital to face proliferated, deep, and novel threats in Large-Scale Combat Operations (LSCO) and Counterinsurgency (COIN) fights. The ITDS strategy supports the Army's Transformation In Contact (TIC) concept, leveraging a Modular Open Systems Approach (MOSA) to allow rapid upgrades in MWS technologies as threats evolve. ITDS is expected to be fielded to enduring rotary wing aircraft, the MV-75 - Future Long Range Assault Aircraft (FLRAA), and other future platforms.

ITDS is employing an adaptive, incremental acquisition approach using multiple acquisition pathways and flexible contracting vehicles. ITDS is capitalizing on early opportunities to accelerate the pace of the program and will continue to balance speed with rigor to field an overmatch system. The program planned to enter the Middle Tier Acquisition (MTA)-Rapid Prototyping (RP) pathway in FY24, but fact of life changes necessitated a pivot. On 01 July 2024 ASA(ALT) approved the ITDS effort to conduct technology demonstrations and maturation for potential materiel solutions prior to Adaptive Acquisition Framework (AAF) pathway compliant initiation.

Agile Competitive Prototyping

On 18 July 2024, ITDS Other Transaction Agreement (OTA) contracts were awarded to Lockheed Martin for Pilotage Distributed Aperture System (PDAS) and Northrop Grumman for Advanced Tactical Hostile Engagement Awareness (ATHENA) System. PMO ASE is executing an aggressive competitive development and demonstration effort as Phase I of a three phase development OTA. The intent of Phase I is to collect comprehensive data via testing, assessments, and design reviews, for the Army to make informed decisions leading into the Phase II contract award. Since awarding OTAs in late FY24, the program has completed:

- Sensor characterization to better understand the raw potential of candidate sensors

- Flight testing, running real time software loads to evaluate current system performance against air defense threats and collect petabytes of data to inform system improvement
- Manufacturing readiness assessments to validate capability and capacity to meet expected ITDS demand at sensor facilities
- Counter Unmanned Aircraft System (UAS) static fire events to generate novel threat models and evaluate current offerings' potential against these threats
- Free flight missile and hostile fire tower testing to validate system performance in an open-air environment and evaluate performance against novel threats, including various classes of drone swarms

Next Steps

In the near future, the program will execute:

- Delta flight testing, running updated real-time software loads to evaluate changes in performance and further stress candidate systems in more challenging environments (high IR clutter)
- Additional manufacturing readiness assessments at processor and prime contractor facilities
- Design reviews to establish the system baseline and understand the contractor's ability and plans to meet the full ITDS performance specification.

ITDS has taken an agile approach to testing and evaluation – modifying, rephasing, and restructuring events based on data and vendor progress. As a result, Phase I has allowed vendors to iterate on their hardware and software solution to maximize their capability offering in Phase I and readiness for Phase II.

Acquisition Strategy

The program has been able to leverage competition and capitalize on the readiness of our industry partners to compress the Phase I schedule from 24 to 15 months. PMO ASE anticipates a pathway decision in 4QFY25 for MTA-RP pathway and Phase II entry in 1QFY26.

In Phase II, ITDS will begin procuring prototype shipsets toward the MTA Residual Operational Capability (ROC), fully integrate on the UH-60 Black Hawk, qualify hardware and software, and validate system performance and readiness for production. Phase III, planned for FY29, focuses on additional airframe development, integration, and testing. At the conclusion of Phase III, the Army will have an improved, reliable, producible, and sustainable threat warning system that meets user requirements and is fieldable to all enduring and FLRAA helicopters.

The program intends to execute multiple acquisition pathways concurrently. The draft A-CDD, expected to be validated in July, was written to facilitate entry into both MTA-RP and MTA-Rapid Fielding (RF) pathways. To this end, in FY28, ITDS intends to achieve MTA-RF pathway entry prior to the MTA-RP concluding. This approach allows production to begin as soon as possible, equipping a company or more of aircraft in FY29, while development continues to incrementally deliver capability to additional Army airframes – equipping an entire combat aviation brigade by FY32.

MAJ Jared Joyce is the Assistant Project Manager for ITDS, in the ASE Program Management Office, located in Huntsville, AL, under the Program Executive Office Intelligence, Electronic Warfare & Sensors.

Survivability in MDO

By CW5 Lee Kokoszka, CW4 Jeffery Ewell, CW4 Michael Maquet, CW4 William Johnson, and MAJ Nathan Holdaway

Globalization, innovation, and the rate of technological development are reshaping the battlespace at a pace legacy systems struggle to maintain relevancy. Recognizing this, the Chief of Staff of the Army (CSA) has stressed the need for novel thinking, rapid action, and an emphasis on people skills – consolidating, merging, and upskilling current skill sets to enhance force efficiency. The Survivability Branch is at the forefront of these efforts, developing innovative solutions aligned with these directives.

Think Differently

In the context of multi-domain operations (MDO), Army Aviation's traditional mission planning paradigms require reimagining to incorporate Unmanned aircraft systems (UAS), fixed wing (FW), and rotary wing (RW) platforms synergistically. Integrating these diverse airspace assets demands a novel approach that emphasizes flexibility, real-time data sharing, and coordinated engagement strategies. This shift involves moving away from siloed planning to a holistic, collaborative model where information superiority enables dynamic task allocation and resource optimization across all domains.

To enhance survivability in MDO, the rapid deployment of doctrine and integration of ASE is crucial. This includes not only equipping traditional platforms with advanced ASE like APR-39Ev2 but also innovatively offloading these capabilities to other assets such as Launched Effects (LE). By integrating Launched Effects (LE) into aviation platforms, kinetic and non-kinetic effects can significantly augment aviation platforms self-protection and lethality.

The development of the Future Long Range Assault Aircraft (FLRAA) represents an opportunity to embed advanced survivability concepts from inception. This involves a comprehensive rethinking of how survivability is embedded within the airframe, systems, and operational doctrine. By integrating cutting-edge sensor fusion, signal suppression technologies, electronic warfare capabilities, and advanced materials directly into the FLRAA design, Army Aviation can leapfrog current vulnerabilities. Moreover, conceptualizing survivability as a shared responsibility across the multi-domain battlespace – wherein ground forces, UAS, and other platforms contribute to an overarching protective network – will ensure that future operations are robustly shielded against diverse multi-domain threats.

Do Things Rapidly

Timelines associated with traditional mechanisms linked to change in the Army no longer facilitates the ability to maintain pace with potential threats and battlespaces. Survivability Branch has taken several steps to try and reduce or eliminate these hurdles to enable timely action.

Adopting Microsoft Teams as a primary communication platform facilitates swift dissemination of critical information across diverse units and expertise levels. This tool enables real-time collaboration with subject matter experts from various Army Aviation sectors, ensuring timely feedback and fostering a responsive environment essential for countering rapid threat developments.

The branch actively tests artificial intelligence (AI) capabilities to augment information processing and accessibility. By leveraging AI's potential, the Survivability Branch aims to accelerate data analysis, pattern recognition, and development, thereby reducing response times and enhancing production of quality doctrine and products to support the force in a swiftly evolving dynamic environment.

Recognizing that flexibility is key in dynamic environments, the Survivability Branch focuses on equipping the force with resources and training that support rapid adaptation to change. This includes investing in continuous learning programs and fostering a culture that encourages development of innovative solutions, ensuring the force remains agile in the face of unpredictable threats and battlefield conditions.

Advance Our Thinking

To propel Army Aviation survivability forward, innovative training methodologies must be at the forefront. This entails leveraging advanced Training Aids, Devices, Simulators, and Simulations (TADSS) that provide immersive, realistic training environments. Implementing Computer-Based ASE Training (CBAT) will allow soldiers to

U.S. ARMY PHOTO BY CW4 JEFFREY EWELL

Army Aviation aircrews interacting with industry partners during PCC-5 on future mission planning solutions.

engage with complex survivability systems in an environment that adapts to the learning style of the individual, enhancing their proficiency, maximizing retention and reducing training times. By integrating adaptive learning technologies that adjust the complexity and pace of instruction based on each trainee's capabilities, Army Aviation can ensure that every soldier receives a personalized educational experience optimized for their learning style. Development of TADSS that leveraging communication networks and optimizing data-sharing capabilities across platforms will enable collaborative learning and real-time information exchange, mirroring the multi-domain operations battlefield environment where coordinated action is paramount for success.

E-ABE is an airframe embedded cutting-edge virtual threat simulation system designed to provide pilots with an immersive training experience at home station. By emulating various threat scenarios through native aircraft instruments and systems, E-ABE provides the aircrew members the opportunity to respond to a threat and record the engagements for comprehensive after-action reviews (AARs) without the need for ASE or threat emitters. This innovative tool bridges the gap between classroom theory and real-world application, significantly enhancing aircrew member preparedness.

People Skills

The Survivability Branch recognizes the pivotal role of people skills in enhancing the efficiency and effectiveness of the force, particularly in the context of aviation survivability. To address this, they are developing the Senior Aviation Mission Survivability Officer Course (SAMSOC) in conjunction with the Senior Tactics Instructor Course (STIC). SAMSOC aims to cultivate highly proficient senior Aviation Mission Survivability Officers (AMSOs) who can seamlessly transition from company-level responsibilities to contribute significantly at battalion and higher echelons as tactical staff members.

This integrated training approach focuses on equipping personnel with the necessary skill sets through comprehensive education and practical application. By aligning SAMSOC with STIC, the curriculum not only refines existing track capabilities but also imbues them with a broader tactical perspective essential for operational staff roles. This dual-track training ensures that graduates are adept at both operational and staff functions, maximizing their utility across various levels of Army aviation command.

SAMSOC emphasizes teaching AMSOs how to think critically rather than merely memorizing procedures. By challenging officers to analyze complex scenarios, anticipate threats, and devise adaptive solutions, the course instills a mindset of proactive problem-solving. Providing access to advanced professional military education (PME) opportunities, including joint exercises and symposiums, ensures AMSOs stay abreast of cutting-edge survivability strategies and technologies.

An integral aspect of people skills enhancement is the establishment of robust mentorship programs within the AMS community. Identifying future AMSOs early allows for targeted guidance and development, fostering a culture of continuous learning and innovation. This mentorship not only hones technical expertise but also cultivates leadership qualities, ensuring that emerging officers can inspire and lead their teams effectively.

CW5 Lee Kokoszka is the AVCOE AMSO; CW4 Jeffery Ewell, CW4 Michael Maquet and CW4 William Johnson are AMSO Training Developers within Survivability Branch of the Directorate of Training and Doctrine; and MAJ Nathan Holdaway is the Air Force Liaison to AVCOE at Ft. Rucker, AL.

Product Manager Air Warrior 2025: Update to the Field

By LTC Brandon Nixon, Mr. Robert Seybold, MAJ Caleb Hughes, and Mr. Chuck Myers

Product Manager Air Warrior (PdM AW) continues to support Army Air Crews, whether by providing Soldier-worn clothing articles for increased survivability and comfort or providing equipment for increased situational awareness and mission effectiveness; we put the Aviator first. This year, Air Warrior experienced many exciting achievements, from the first unit equipped (FUE) with the Aircrew Combat Equipment (ACE) Vest to supporting Transformation in Contact (TiC), AW continues to provide technology insertions at the speed of relevancy.

Aircrew Combat Equipment (ACE)

Assembly ACE combines the capabilities of the legacy Primary Survival Gear Carrier (PSGC) and Flexible Body Armor (FBA) in a single vest while reducing weight and bulk. The ACE provides aircrews with insertion, extraction, retention, and fall protection capabilities. The ACE components include the vest, Crew Restraint Assembly (CRA), which consists of the Quick Release Tether (QRT) and the Personal Restraint Tether (PRT), Life Preserver Unit (LPU-42/P), and FBA.

The ACE Assembly reduces bulk by 10% and weight by 19% over the legacy system. The built-in body armor carrier eliminates the need for a secondary or separate body armor system. ACE now accommodates soft ballistic inserts for the front, back, and side. The LPU-42/P replaces the legacy "Horse Collar" worn around the neck with a waist-worn device, increasing flotation buoyancy by 39% (90 lbs.). The freeboard

Aviation Information System's Tech Evolutions

ARMY PHOTO BY LTC BRANDON NIXON

25th Combat Aviation Brigade aviator with V2X SMEs conduct Maintenance Operational Checks of the ADK in support of JPMRC-X in the Philippines.

clearance (chin clearance) increased from 1 inch to 4.5 inches, ensuring that regardless of consciousness, aircrew members maintain proper positioning and a safe head clearance above the water. Lastly, the CRA provides advanced restraint and fall protection by integrating stitching at strategic points that break at intervals, slowing the fall and reducing exposure to a sudden stopping force.

In September 2024, the 25th Combat Aviation Brigade (CAB) became the First Unit Equipped (FUE) with the ACE vest. Since September 2024, Air Warrior has also equipped the 101st CAB at Fort Campbell, KY, and 2nd CAB in Korea. Air Warrior will continue to field three CABs annually until the entire aviation force receives the ACE vest.

Nett Warrior-Aviation (NW-A)

The Nett-Warrior Aviation End User Device (EUD) is a network-enabled tablet for use on and off aircraft. The device is a modified commercial off-the-shelf tablet tailored for use in Army cockpits as the planned enhancement to the current Electronic Flight Bag (EFB). NW-A enables aviators to perform tactical mission planning, increases situational awareness during mission execution, and is aligned with ground forces Nett Warrior EUD. NW-A will load and display converted

Aviation Mission Planning System (AMPS) products and the ground force tactical products in Android Tactical Awareness Kit (ATAK) for in-flight use. As the Aviation Enterprise develops optimal nodes for connectivity to the Integrated Tactical Network (ITN) and beyond, it brings a powerful yet evolving capability to the Army Aviator through a multi-use EUD.

Gateway Mission Router (GMR) 1000

Air Warrior developed the GMR 1000 to provide encrypted wireless communication solutions that improve air-to-ground operations. As a successor to Air Warrior's GMR 500, the GMR 1000 increases capability at the Sensitive but Unclassified – Encrypted (SBU-E) level by providing secure Wi-Fi to crew members and passengers, facilitating network connectivity infrastructure that allows for multi-network and Global Positioning System/Inertial Navigation System (GPS/INS) connectivity.

Transformation in Contact (TiC)

PdM Air Warrior developed and successfully demonstrated a significant update to Army Aviation's Command and Control and Air Ground Integration capabilities in support of Transformation in Contact called the Aviation Information Systems (AIS) Demonstration Kit (ADK). The ADK is a roll-on/roll-off, federated system that provides increased situational awareness and Command and Control to Army Aircrews today. The ADK design allows for significant reductions in both cost and schedule across development and production. Perhaps the biggest strength of the ADK is that it is highly adaptable and can easily integrate emerging technologies, ensuring Army Aviation is keeping pace with the Soldiers on the ground they support. The ADK includes a GMR-1000, the NW-A Tablet, an Army/Navy Portable Radio Communication (AN/PRC-158) that utilizes a Trellisware Scalable Mobile Ad Hoc Network (MANET) (TSM) waveform, and a Vehicle Broadband Kit (VBK) that provides Long Term Evolution (LTE) cellular communication.

The 101st and 25th CABs deployed with the first generation ADK (1.0) in late CY24. The ADK provides immediate connectivity to modern ITN architecture, which enables real-time tactical data to be displayed on the NW-A for the aircrew members and Nett Warrior EUD for the aircraft passengers. Benefits include greater network connectivity across the battlefield, leveraging existing Army ITN networks. Additionally, the ADK provides real-time civil traffic and weather awareness utilizing the ADS-B receiver internal to the GMR and an aircraft-mounted ADS-B antenna.

PdM Air Warrior has begun work on an ADK 2.0 rack to reduce size and weight characteristics while maintaining the same capabilities as the ADK 1.0. These design changes will allow the aircrews in both the UH-60 and CH-47 to regain valuable space for passengers and cargo while increasing the ruggedness of the design to protect vulnerable components and wiring. A subsequent ADK iteration will include integrating civil radio waveforms to support the Army National Guard missions.

Next Generation Command and Control (NGC2)

NGC2 is looking to modernize and inform Army Senior Leaders (ASLs) about emerging technologies. NGC2 will drive Air Warrior to develop a new version of the ADK (ADK 3.0) that focuses on Proliferated Low Earth Orbit (pLEO) communication and supports new MANET radio waveforms. The ADK 3.0 is set to support Project Convergence Capstone Six (PCC-6) in FY26. Through NGC2 and PCC-6, AW will explore software-defined communication activities and modular, line-replaceable radios that allow commanders the flexibility to move to the waveform best suited for their mission set.

Automatic Dependent Surveillance-Broadcast (ADS-B)

In collaboration with PEO Aviation, PdM Air Warrior will provide a rapid solution to Army Aviators for increased situational awareness, obstacle avoidance, and weather updates by procuring a Commercial Off the Shelf ADS-B receiver and connecting it to the NW-A tablet. This ADS-B capability will be issued to all Army aircrews operating in and in close proximity to our nation's busiest airspaces near commercial airports. The ADS-B receiver will provide the NW-A tablet with Traffic, Weather, Meteorological Aerodrome Report (METAR), Terminal Aerodrome Forecast (TAF), Winds, Temperatures, Pilot Reports (PIREPs), and Notices to Airman (NOTAMS).

Conclusion

From Aviation Life Support Equipment to the Next Generation Command and Control, Air Warrior is focused on providing capabilities to Soldiers quickly and affordably. Air Warrior's federated solution approach and use of Commercial-Off-The-Shelf technologies has resulted in the ability to keep pace with the Army's rapid advancements in Command and Control demonstrated in Transformation in Contact and Next Generation Command and Control.

LTC Brandon Nixon is the Product Manager, Mr. Robert Seybold the Deputy Product Manager, MAJ Caleb Hughes the Assistant Product Manager (APM) for Air Soldier System, and Mr. Charles (Chuck) Myers the APM, Mobile Handheld Device for the Air Warrior Product Office located in Huntsville, AL.

ASDAT in LSCO: Combat-Proven Survivability for the Joint Force

By CW5 Cesar D. Urquiza

U.S. ARMY PHOTO BY SPC DELIAH COTTLE

Soldiers with the 1st Battalion, 501st Aviation Regiment, 1st Armored Division ignite a smoke grenade to alert a Downed Aircraft Recovery Team (DART) during simulated training at Combined Resolve 25-2 at the Hohnefels Training Area, Joint Multinational Readiness Center (JMRC), Germany, May 21, 2025.

The need to understand and mitigate aircraft battle damage is not new. As early as 1966, the U.S. Air Force initiated a team in Vietnam to analyze aircraft losses and inform countermeasures. This legacy continues today with the Joint Combat Assessment Team (JCAT), established in 2003 under the Joint Aircraft Survivability Program Office (JASPO) during Operations Enduring Freedom and Iraqi Freedom. JCAT's work, generating over 1000 assessments, noticeably improved rotary-wing survivability, reducing hits by 90% and identifying emerging threats and adversary Tactics, Techniques, and Procedures (TTPs). Today, JCAT is a mandated mission, codified in Joint Publication 3-30, requiring all theater Joint Force Air Component Commanders (JFACC) to report surface-based fire engagements, combat damage to air assets, and resulting casualties.

However, the future battlefield presents a significant challenge to traditional combat assessment methods. As we prepare for Large Scale Combat Operations (LSCO) against peer and near-peer adversaries, the rapidly evolving threat environment and particularly the proliferation of Anti-Access/Area Denial (A2AD) systems will limit access to damaged aircraft after engagements. This restricted access will hinder operational commanders' ability to quickly develop effective countermeasures and adapt TTPs to ensure the survivability of airborne missions. Simply put, future conflicts will deny JCAT the physical evidence traditionally used for comprehensive battle damage assessments.

U.S. ARMY PHOTO BY CPT ANDREW LIGHTSEY IV

TF Sandpiper, 101st Combat Aviation Brigade conducts a Downed Aircraft Recovery Team (DART) exercise and recovery operations on a simulated downed UH-60 Black Hawk on April 2, 2025.

A New CONOPS

The Aviation Survivability Development and Tactics (ASDAT) Team, working in conjunction with JCAT, is addressing this critical gap. JCAT Forensic Operations and Remote Collection Evaluation (J-FORCE) represents

a modernization of JCAT's TTPs, leveraging National Technical Means and data to establish a new concept of operations (CONOPS).

Recently, ASDAT members traveled to Townsville, Queensland, Australia, to conduct the final planning to test the new CONOPS during Talisman Saber 25 (TS25). This effort strengthens the U.S.-Australian alliance and fosters collaboration with our key partners. During the visit, the team engaged with the Advance Warfighting & Evaluation Section (AWES) team, as well as the Joint Electronic Warfare Operational Support Unit (JEWOSU), to validate the J-FORCE CONOP, initially focusing on AH-64E and other rotary-wing asset survivability TTPs, although insights are applicable across all airframes.

ASDAT further demonstrated its capabilities during Exercise FALCON SPRING 25, a NATO exercise within the EUCOM area of responsibility, simulating near-peer conflict aircraft battle damage. Operating with minimal forward support, ASDAT validated its role as a vital enabler of survivability, rapid assessment, and operational adaptation in LSCO.

From a Tactical Assembly Area (TAA) in the Netherlands, the team collected battle damage indicators, conducted interviews with aircrews and maintainers, and rapidly established a forward Tactical Operations Center (TOC) utilizing tactical Line-of-Sight (LOS) and Beyond-Line-of-Sight (BLOS) communications as outlined in our current communication plan (COMPLAN). Despite challenges, ASDAT delivered actionable information to unit commanders. Over-the-Horizon (OTH) communications provided a critical reach-back capability when primary channels were unavailable.

Strategic engagements with Colonel Kendall and CW5 Willson, the 12th Combat Aviation Brigade (CAB) Commander and Aviation Mission Survivability Officer (AMSO) respectively, and Major Head and Lieutenant Ellwine from the 2nd Multi-Domain Task Force (2MDTF), highlighted the value of ASDAT's forensic capability in both operational and doctrinal contexts. Colonel Kendall requested expanded ASDAT training for AMSOs and S2s, while CW5 Willson endorsed a Fiscal Year 2026 (FY26) Mobile Training Team (MTT) iteration to train 20 Brigade AMSOs. These requests underscore the need for fielded modular ASDAT deployment kits and formalized training pipelines. This effort is further supported by the expansion of JCAT Phase 1 academic content within the AMSO Course, creating approximately 120 combat forensic collectors annually. This expansion ensures a wider pool of trained personnel capable of conducting initial assessments at the point of aircraft damage.

Looking Ahead

ASDAT must continue to integrate with JCAT under JASPO, ensuring timely data flow to doctrine developers, acquisition stakeholders, and combatant commanders. Achieving this requires a concerted effort across multiple DOTMLPF domains, establishing ASDAT billets within Joint Operations Centers (JOCs) at each Combatant Command (COCOM), leveraging the National Guard (COMPO 2) to provide a scalable ASDAT manning solution, updating DODIs and Joint Manning Documents to reflect LSCO survivability requirements, integrating ASDAT into Combat Training Center (CTC) rotations and large-scale aviation exercises, to mention a few key efforts.

ASDAT is a deployable, adaptable capability that directly informs survivability in near-real time. For pilots, trainers, AMSOs, S2s, and commanders alike, ASDAT is your critical battlefield feedback loop. In the next fight, success won't be measured by speed alone, it will be determined by the speed of adaptation. ASDAT is how we achieve that advantage.

CW5 Cesar D. Urquiza is the chief of the Aviation Survivability Development and Tactics (ASDAT) Team, headquartered at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

Transforming the Electromagnetic Warfare Battlefield:

Enhancing Army Aviation for Modern and Future Threats

By Mr. William Hersey, Mr. Tim Keyes and Mr. Sean Smeltzer

U.S. ARMY NATIONAL GUARD PHOTO BY SGT DESTINI KEENE

As the U.S. Army's leader in providing up-to-date threat-based mission software products, ARAT is innovating to develop state-of-the-art programming tools and processes to provide these capabilities faster and with greater utility to the soldier.

In the evolving landscape of global conflict, electromagnetic warfare (EW) is no longer a specialized sidecar to conventional forces. EW stands at the forefront of strategic competition, particularly in near-peer conflict scenarios, and is being delivered to the tactical edge. Its employment has evolved from platform-centric electromagnetic attacks and passive monitoring to multi-domain, synchronized and dynamic operation that demand integration across the Army. We are engaged in a fundamental transformation. Army aviation – comprising of helicopters, unmanned aerial systems (UAS), and other airborne assets – is increasingly at the leading edge of this transformation. As adversaries develop sophisticated radars, datalinks, or electromagnetic warfare capabilities, the U.S. Army must pivot decisively toward modernization in three interdependent areas: improved capabilities, increased integration, and enhanced readiness – all while keeping with the SECDEF's direction to improve lethality and reduce costs. These changes are vital not only to retain dominance in contested environments but to ensure survivability, lethality, and mission success across all domains.

The CECOM Software Engineering Center (SEC) Army Reprogramming Analysis Team Program Office (ARAT-PO), as the US Army's leader in providing up-to-date threat-based mission software products, is innovating to develop state-of-the-art programming tools and processes to provide these capabilities faster and with greater utility to the soldier.

EW at the Speed of the Fight

The electromagnetic warfare threat has expanded dramatically in both scale and complexity. Nation-state adversaries like Russia and China have invested heavily in EW systems that can jam, spoof, or even hijack communications and navigation systems. Additionally, advances to radars, sensors and datalink communication have expanded historical "kill chains" to dynamic "kill webs" that increase threat capability and resilience. To counter these threats, Army aviation must rapidly adapt to changes in the battlefield. This coupled with the Army Transformation Initiative means ARAT must reexamine all requirements and eliminate unnecessary ones, ruthlessly prioritize fighting formations to directly contribute to lethality, and align strategic objectives using three lines of effort: delivery of critical warfighting capabilities, optimized force structure (which in our case means focus our manpower on delivering effectiveness), and eliminate waste and obsolete programs. As such, there is no better time to examine how Army aviation operates to ensure mission success. While innovation will continuously be applied to increase throughput and decrease timelines, the exponential gains needed will require fundamental changes in both how we meet the challenges and also in what we build.

Mission Dataset (MDS) Scope

Currently, MDS are regionally oriented and encompass an area far greater than what would be possible for a

specific mission. A step change in this thinking would be that MDS software would be more mission specific. In this case ARAT would maintain base software loads but on demand would modify these for specific mission needs. This change would demand that mission updates be fielded quickly, assuming greater levels of risk to ensure rapid fielding. This model meets the continuously improving/continuously deploying (CI/CD) software acquisition but with added agile software development requirements to meet tight deadlines. ARAT currently has the capability to rapidly field software updates to a region and is developing the base map of the world from a radar threat perspective to enable faster deployment of software. By reducing the size of an MDS tailored to the mission, we will deliver faster.

Crowd Sourced Reprogramming Data

The current MDS development model follows a top-down approach where Intel data is collected and then validated by the Intelligence Centers (ICs) before it is considered suitable to be used in development of MDS software. Feedback mechanisms from the field provide the ability to modify MDS products based upon local observations but only after these observations are validated by the ICs. Future improvements in data recording of EW sensors mean that it could be obtained near-real time that could be used immediately to make on-demand MDS changes.

Building the Right-sized Aviator Products

The current aviator product baseline requires development of both a kneeboard card and a mission information file for each aircraft type and target sensing system. These products are redundant in many ways and require significant resources, delaying release. Transition to a tailored, digitally developed product would be produced quickly.

Adopting a Risk-based Testing Approach

Complexity of current threats combined with capability of current systems has resulted in an overwhelming array of test modes that cannot be effectively mitigated solely by test automation. Prioritizing threats and using historical testing results can be used to guide testing efficiencies by trading risk versus response time.

Path Forward: Making Advances in Industry Work

In all of these cases, advances in Artificial Intelligence and Machine Learning (AI/ML) by Industry, SEC and within ARAT are enabling significant time and cost savings. ARAT is working to rapidly and accurately automate much of the data analysis and data entry work required to update an MDS by using a CECOM SEC developed AI tool called AI Flow. Creating specific EW and signal analysis AI Agents that combine curated data collected during previously developed mission software products with current data in the ARAT portal, data analysis timelines are expected to reduce by up to 75%. Further AI uses cases will continually be explored to reduce timelines throughout the EW Reprogramming lifecycle to produce the most current mission data at the speed of the fight.

Future Realities: Sharing and Commonality Across Platforms and Services

The future multi-domain battlespace synchronizes both manned and unmanned aerial systems, and terrestrial EW capabilities in the hands of our ground soldiers. A common thread for each of these is the requirement for an accurate, integrated and reprogrammable EW arsenal to adapt to threat changes and provide effects as a unified force, eliminating stovepipes whenever possible to deliver the right product efficiently to both detect and counter the enemy threat.

Mr. William Hersey, Mr. Tim Keyes and Mr. Sean Smeltzer are members of the Army Reprogramming Analysis Team-Program Office, Intelligence, Electronic Warfare & Sensors Directorate, CECOM Software Engineering Center at Aberdeen Proving Ground, MD.

2025 AAAA Mission Solutions Summit Recap


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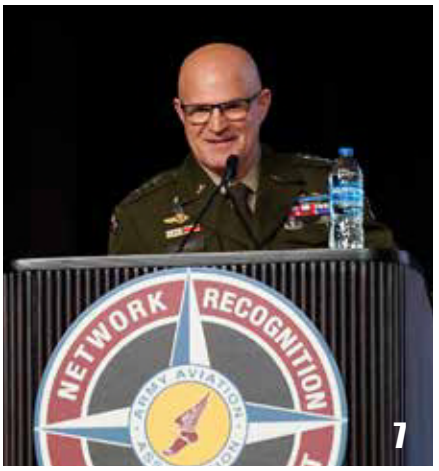
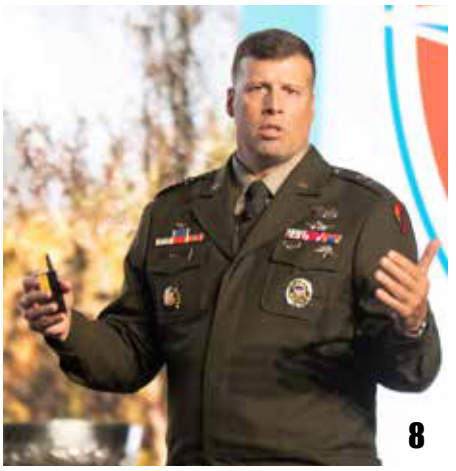
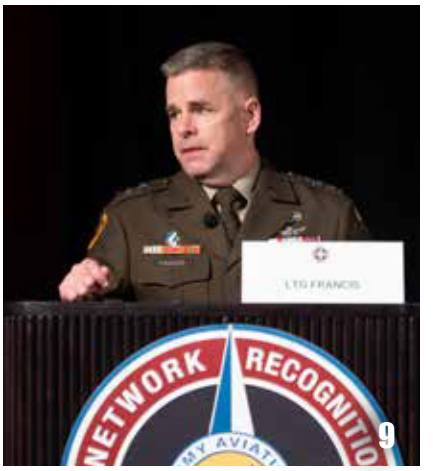
AAAA PHOTOS BY HEATHER HILLMAN AND GEOFF TILLMAN







01 – A prominent sign welcomed attendees to the 2025 Army Aviation Association of America Mission Solutions Summit back in Nashville.

02 – More than 8,500 registered for this year's event.

03 –The 101st Combat Aviation Brigade color guard presents the colors at the 2025 Summit opening ceremony.

04 – MG Todd Royar, AAAA Secretary, moderates an Army Aviation Leaders Q&A panel.

05 – LTG Thomas Todd, Ret., moderates an Aviation International Senior Leader Q&A session. General officers, other military and defense contractors from 27 countries participated.

06 – CW5 Michael Corsaro, Chief Warrant Officer of the Branch, moderates the Aviation Warrant Officer Readiness Review.

07 – GEN James Mingus, Vice Chief of Staff of the Army, delivers the keynote address during the opening professional session.

08 – MG Clair Gill, Commanding General of the United States Army Aviation Center of Excellence and Army Aviation Branch Chief, briefs during the professional sessions.

09 – LTG David Francis, Deputy Commanding General, U.S. Army Training and Doctrine Command (TRADOC) and Commanding General, U.S. Army Center for Initial Military Training (CIMT), addresses the attendees.

10 – BG Matthew Braman, Director, Army Aviation, delivers remarks from the podium during the DA Aviation Perspective at the Summit.

11 –AAAA Senior Vice President, MG (Ret.) Wally Golden, moderates a panel in the Leader's Q&A Theater located in the exhibit hall..

12 –COL Roger Waleski Jr., Commander, USASOAC addresses the audience from the podium during the U.S. Army Special Operations Aviation Command update.

13 – BG David R. Doran, Assistant Director of the Army National Guard for Aviation (AV), Intelligence and Information addresses the ARNG Aviation Brigade commanders and State Army Aviation Officers gathered for their annual leaders conference in conjunction with the Summit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14 – SFC Jason J. Moore, 1-10th Aviation Regiment, 10th Cbt. Avn. Bde., Fort Drum, New York is presented the 2024 Rodney J. T. Yano NCO of the Year Award.

15 – The 2024 John J. Stanko Army National Guard Unit of the Year for the second consecutive year is 3rd Battalion, 142nd Aviation Regiment, Ronkonkoma, NY. Receiving the award are the unit commander, LTC Paul M. Bailie and senior NCO, CSM Dolan P. Brammer. Also congratulating the unit is BG David R. Doran (2nd from right).

16 – 11th Expeditionary Combat Aviation Brigade, Fort Carson, CO was presented the 2024 Robert M. Leich Award. Accepting the award for the unit is its commander COL Adam C. Stanley; command CWO CW5 Joshua R. Lee and senior NCO, CSM Richard E. McCurdy. BG Roger Deon (2nd from right), Commanding General, Army Reserve Aviation Command joins in congratulating the unit.

17 – SPC Ronald W. Roberts, 96th Aviation Support Battalion, 101st Cbt. Avn. Bde., Fort Campbell, KY is presented the 2024 Gary G. Wetzel Aviation Soldier of the Year award. Immediately following the presentation, he was joined by his wife as he received a surprise field promotion to SGT by GEN Mingus.

18 – CW3 Bradley A. Cook, 1st Battalion, 212th Aviation Regiment, 110th Aviation Brigade, Fort Rucker, Alabama receives the 2024 James H. McClellan Aviation Safety Award.

19 – CW4 Jason D. Hagan, Co. C, 4-160th SOAR (A), Joint Base Lewis-McChord,


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Washington is awarded the 2024 Michael J. Rucker Aviator of the Year Award. COL Roger Waleski joined in congratulating him.

20 – The 160th Special Operations Aviation Regiment (Airborne), Ft. Campbell, KY, is the 2024 AAAA Outstanding Army Aviation Unit of the Year. Accepting the award are the commander, COL Stephen T. Smith; and CSM Julio C. David, the Senior NCO. COL Roger Waleski USASOAC commander (2nd from left), joins in congratulating them.

21 – 7th Battalion, 158th Aviation Regiment, 11th Expeditionary Combat Aviation Brigade, Fort Cavazos, Texas is the 2024 U.S. Army Reserve Aviation Unit of the Year. Accepting the award are the commander, LTC Daniel E. Cauly, and CW4 Justin C. Arnold, the Senior WO Advisor. Also congratulating the unit is BG Roger Deon.

22 – SSG Dalton M. Sharp, Co. C, 1-160th Special Operations Aviation Regiment (Airborne) is presented the 2024 Henry Q. Dunn Crew Chief of the Year award. COL Roger Waleski joined in congratulating him.

23 – 3rd Battalion, 82nd Aviation Regiment, 82nd Combat Aviation Brigade, Ft. Bragg, NC, is the 2024 Active Aviation Unit of the Year. Accepting the award for the unit is its commander, LTC Donald J. Sulpizio; senior warrant officer advisor, CW4 Matthew M. Christopher; and Senior NCO, CSM Jeremy W. Buzzard.


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24 – Mr. Allen W. OBrion, Utility Helicopters Project Office, Redstone Arsenal, AL is presented the 2024 Joseph P. Cribbins Department of the Army Civilian of the Year Award flanked by (l to r) CSM Coley, CW5 Corsaro, MG Gill, GEN Mingus, and MG (Ret.) Davis.

25 – MG (Ret.) Walt Davis, AAAA National President, presents long-standing AAAA Scholarship Foundation member and former President, Mrs. Connie Hansen, the Outstanding Soldier and Family Support award.

26 – COL (Ret.) Michelle Yarborough, president of the AAAA Scholarship Foundation, Inc., poses for a photo with the Scholarship Foundation donors following the Scholarship, Museum & TLC Foundations breakfast.

27 – BG (Ret.) Stephen Mundt, president of the AAAA Trade School, Licensing and

Certification Foundation, Inc., poses with Foundation board members and donors.

28 – Army Aviation Museum Foundation donors pause for the Kodak moment with Foundation executive committee member, COL (Ret.) Mike Simmons (3rd from right), and executive coordinator, Leah Dunkle (left).

29 – Veterans and family members from 1st Battalion (No Mercy), 101st Aviation Regiment, 101st Airborne Division (Air Assault) received the Distinguished Flying Cross for firing the first shots taking out Iraqi radar sites and kicking off Desert Storm in a long-overdue ceremony before the second day professional sessions of the Summit.

30 – AAAA Scholarship Foundation president, COL (Ret.) Shelly Yarborough, presents recognition to her predecessor, COL (Ret.) Karen Lloyd, for her dedicated service while president of the AAAA Scholarship Foundation.

31 – MG Walter Davis Ret., AAAA National President, pauses for a photo with chapter-sponsored soldiers during the Summit.

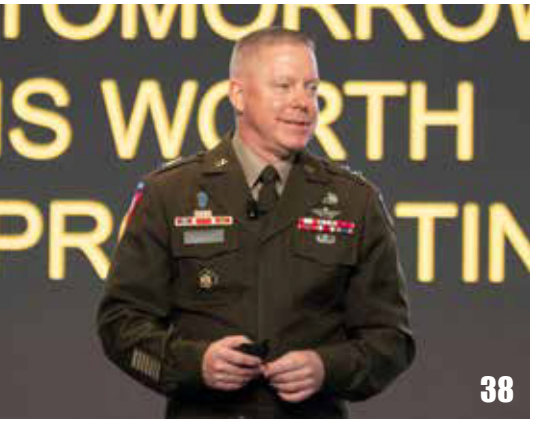
32 – Katie Celiz accepted the induction of her late husband, Medal of Honor recipient SFC Christopher A. Celiz into the Army Aviation Hall of Fame. As she stands next to his portrait, she is surrounded by three of the crewmembers whose lives were saved by her husband's actions in July 2018.

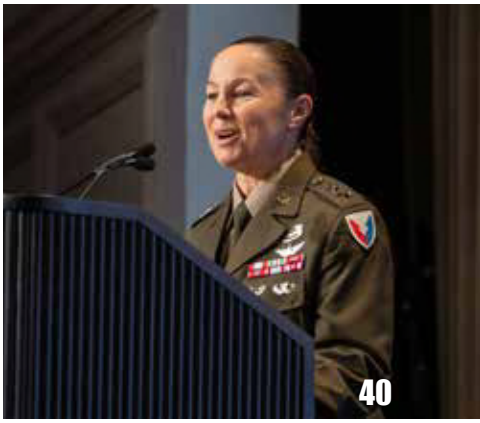
33 – MG (Ret.) Clayton M. Hutmacher poses with his wife, Amy, and sons, Clayton, Jr. and wife Olivia, Mitchell and MacLean while standing next to his portrait following his induction into the Army Aviation Hall of Fame.

34 – BG (Ret.) Thomas J. and Mrs. Judy Konitzer pose next to their portrait while surrounded by multiple generations of family and friends following their induction into the Army Aviation Hall of Fame.

35 – A bagpiper leads the 160th Special Operations Aviation Regiment (Airborne) color guard for the presentation of the colors, during the Hall of Fame dinner at the 2025 Summit.

36 – LTG (Ret.) Douglas M. Gabram is surrounded by family and friends while standing next to his portrait following his induction into the Army Aviation Hall of Fame.





37 – MG Clair Gill, Commanding General, AVCOE, leads a panel discussion by the Army Aviation General Officer Steering Committee on "UAS / LE / FLRAA – Owning the Upper Tier Land Domain."

38 – MG Michael McCurry, Chief of Staff for the U.S. Army Futures Command, speaks during the Army Futures Command update.

39 – BG David Phillips, Program Executive Officer at PEO Aviation, addresses the attendees during the PEO Aviation update professional session.

40 – MG Lori Robinson, AMCOM Commanding General, addresses the audience on the AMCOM update.

41 – LTG Mary Izaguirre, the Surgeon General of the Army and commanding general of U.S. Army Medical Command, addresses the attendees during the final day's sessions.

42 – LTG Neil L. Thurgood Ret., SVP, Air & Ground Deterrence Division, Anduril Industries moderates a panel of industry leaders engaged in a discussion during one of the Summit's working groups.

43 – MG Clair Gill, Commanding General, AVCOE, briefs a large crowd during the Army Flight School Next Leaders Q&A.

44 – BG Travis McIntosh, Deputy Commanding General (Support), 101st

Airborne Division (Air Assault) welcomes attendees on behalf of the 101st Airborne Division (Air Assault).

45 – Attendees gather for the International Defense Networking Reception.

46 – BG Kevin Chaney, Deputy Program Executive Officer, Command, Control, Computers and Network (C3N) leads a panel on artificial intelligence in Army Aviation.

47 – Research Fellow for Land Warfare at the Royal United Services Institute in London, Dr. Jack Watling addresses attendees during the opening professional session at the 2025 Summit.

48 – Mrs. Kerry Irvin, CEO of Operation Healing Forces, stands with some of the attendees at her professional spouses session, "Cleared for Takeoff: Navigating Life with Purpose and Perspective."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49 – A group of attendees pose for a photo on their way to tour a recording studio during the Summit.

50 – Actor Forrie Smith, known for his portrayal of Lloyd Pierce in the TV series Yellowstone, experiences an exhibitor's product capabilities first-hand from the cockpit during the 2025 Summit in Nashville.

51 – Gaylord cooking demo attendees practice their sushi assembly during the 2025 Summit spousal program.

52 – Veterans and their family gather for a group photo during the Vietnam and Korean War Veterans & Family Reception.

53 – Spouses showing off their art as part of the spouses, "Paint and Sip," event.

54 – Gaylord cooking demo attendees gather for a large group photo during the 2025 Summit spousal program.

55 – The Army Aviation Magazine editor, CW4 (Ret.) Joseph L. Pisano, Sr. is presented with the 2025 Art and Dotty Kesten AAAA Founder's Award for more than 40 years of dedicated service to AAAA and Army Aviation by AAAA immediate past president, MG (Ret.) Walt Davis (r) and AAAA Executive Director, Bill Harris.

56 – Country music artist Craig Morgan performs on stage for attendees at the Soldier Appreciation Concert.

57 – Outgoing AAAA VP for Chapter Affairs, LTC (Ret.) Jan Drabczuk, and outgoing AAAA VP for Membership, CW4 (Ret.) Becki Chambers, are inducted into the Silver Honorable Order of St. Michael and receive a memento in recognition of their 12 and 8 years of service, respectively, on the AAAA National Executive Group.

58 – Winners of the 2024 Top Chapter awards pose with their certificates on stage. From left to right, Top AAAA chapter, the Mohawk Chapter, represented by chapter VP Programs, 1LT Dave Mackey; Top Senior Chapter, the Morning Calm Chapter, LTC Billy D. Blue III, president; Top Master Chapter, the Arizona Chapter, 1LT Amane Marin-Torres, member; and Top Super Chapter, the Washington Potomac Chapter, CW5 (Ret.) Dan Curry, VP Awards. Congratulations!

ALL PHOTOS – U.S. ARMY PHOTO BY JOSE MEJIA-BETANCOURTH

From the Field

Junior Army Aviation Officer Expectations

By 1LT Noah Methvin

For the purposes of this article, a junior aviation officer is defined as any active-duty aviation officer who has graduated from flight school but has not yet started Captain Career Course (CCC). This population is at their respective duty stations in the first 1-3 years. Two major events have shaped the junior aviation officer landscape over the last 5 years.

First, in October 2020, the 10-year ADSO (active-duty service obligation) was implemented. 10-year ADSO servicemembers from 2020-2021 are now becoming Captains with 5+ years on their contract. Many of these aviators would leave the Army in the past, but they are now being retained.

Second, in August of 2021, the withdrawal from Afghanistan reduced combat deployments for FORSCOM units. During deployments, most aviators would accumulate 150-300 flight hours. A growing number of officers and warrant officers needing flight hours are now met with a limited budget and availability for flight hours in CONUS environments. This combination of fewer flight hours, and a growing pool of aviators has led to many failing to reach minimums and an abundance of waivers to meet regulation requirements. Reduced flight hours create unmet expectations for aviation officers, leading to more junior officers growing impatient with the branch.

Hypothesis - Army Aviation junior officers' expectations are worse or equal to expectations at Commissioning.

The evidence supported this hypothesis. Additionally, I wanted to analyze two sub-hypotheses: commissioning source and primary airframe. I hypothesized that junior officers commissioned through the United States Military Academy (USMA) are likelier to report that their career expectations are equal to or better than those at commissioning compared to officers commissioned through ROTC or OCS. Finally, I hypothesized that junior officers assigned to the CH-47 community are likely to report that their expectations are equal to or better than those at commissioning, compared to those assigned to the AH-64 or UH/HH-60 communities. The data supported both sub-hypotheses.

The Survey

With 94 respondents in a pool of ~450, this survey returned a 21% response rate. This correlates to 95% +/- 7% confidence level. Overall, 50% of the respondent population indicated their experience thus far in Army Aviation has been "worse" than expected. This is in contrast to 34% indicating "equal to" and 16% indicating "better." USMA officers returned a better satisfaction percentage than ROTC/OCS officers. USMA equated to 32% "worse," 44% "equal to," and 24% "better." Comparatively, ROTC/OCS officers reported 56% "worse," 31% "equal to," and 13% "better."

Airframe differentiation also provides an interesting look into the satisfaction of officers. CH-47 officers were shown to have the most "equal to" and "better" responses, followed by UH/HH-60 then AH-64. AH-64 showed 56% "worse," 22% "equal to," and 22% "better;" UH/HH-60 48% "worse," 45% "equal to," and 7% "better;" and CH-47 33% "worse," 42% "equal to," and 25% "better."

While each respondent provided a different perspective on their experience thus far, responses can be categorized into five main groups.

Positive responses were the result of two primary factors:

1. A positive and supportive unit culture where they feel valued and able to excel in their roles. These service members mentioned great commanders, protection of flights by their commanders, and support from their warrant officer counterparts.

2. Mentorship and leadership successfully shaped expectations during and/or before flight school. These service members quoted specific times when a clear expectation was given to them on what to experience as a junior officer.

1LT John Northrop and CW4 James Pitman on a training mission in a CH-47 in the Fort Hood local flying area.

Negative responses can be summarized into three main groups:

1. Lack of flight time. This is the #1 response for junior officer's frustrations with Army Aviation. Many cited long progression timelines, failures to make minimums, and too many pilots competing for fewer flying hours. A lack of commander focus on managing their ATP and Bn. leadership, prioritizing staff products over progression flights.

2. A negative and unsupportive unit culture. Laziness, specifically among warrant officers and leaders who are hypocritical in their enforcement of standards, was the second main complaint.

3. A lack of manning for both enlisted soldiers and officers led to multiple additional duties for each Soldier and less maintenance productivity. Struggling maintenance and administrative creep have been a noticeable part of the junior officer experience despite their brief time in service. The expectation to do more with less has potentially exceeded the critical angle and reduced flying opportunities such that job satisfaction and reenlistment are tumbling.

Recommendations

Updated expectations – Per the data, USMA graduates had a higher percentage of "equal to" and "better" responses than ROTC/OCS. This can be attributed to the expectations and vision that are cast at USMA. USMA graduates cited

more pre-commissioning mentorship and preparation, while ROTC/OCS officers received more decentralized training. At USMA, the role of an officer is better understood than at ROTC/OCS, where many felt they would be stepping into the role of a "pilot" instead of "officer" first. To help mitigate this, ROTC/OCS instruction and BOLC (Basic Officer Leadership Course) instruction need to focus more on day-to-day life as an aviation officer. Currently, classes at BOLC for aviation maintenance, ground maintenance, operation orders, evaluations, etc., are covered in 1–3-hour classes. These courses could be covered more by instructors who served in those roles at their first duty station.

Increased flight time through command prioritization.

1. Junior officers would be prioritized over warrant officers at their first duty station. This can initially seem harsh, but if officers are going to lead from the front with their aviation unit, they must be able to lead in the cockpit as PCs and AMCs. Across all airframes, insufficient flight hours due to unit prioritization, over-tasking, and inefficient scheduling were the most cited frustrations. Officers reported delays in achieving readiness, affecting morale and retention. Therefore, battalion and company commanders should prioritize the first duty location officers to train them in the cockpit.

2. Junior officers' flight time is prioritized by commanders during staff and company positions to remain about one flight per week. This will significantly increase the average JMO flight time to 175-200 flying hours per calendar year.

Reorganized flight company structure - Reorganizing the flight company structure for majors to become the company commanders and captains to become the platoon leaders would mirror MEDEVAC and special operations communities. This recommendation is very popular among junior officers' responses. While this is not currently feasible with the understrength O-4 population, as the 10-year ADSO population becomes majors, this could extend the officer career timeline to make the transition possible. Ultimately, this would allow more time for junior officers to develop professionally as section leaders or staff officers and receive needed mentorship from more senior leaders. This would also free up time for these officers to focus on their flight duties and academics during their first few years new to a unit.

Streamline junior Army Aviation Officers career changes- Finally, Army Aviation should allow more officers the ability to make career changes within the Department of Defense. Policy discussions around the reduction of aviation force structure have increased. With these reductions, there would be less of a burden for commissioned Aviation officers. Less aircraft would also decrease flight hours, furthering the impatience of junior officers. To combat this, Army Aviation could encourage commissioned officers to revert to the warrant officer ranks. This would be advantageous to the Army because these aviators are already qualified at flight school, and most are eager to continue to fly. Instead of the resources required to generate a new qualified aviator, a reverted officer can fill that role.

Another option is to allow commissioned aviators to branch transfer. Officers seeking a new branch could apply to the Officer Rebranching Program (ORP) or the Voluntary Transfer Incentive Program (VTIP). These programs are currently closed to commissioned aviators, while branches such as logistics, finance and signal are under strength on officers. This redistribution of officers would provide a needed rebalance to the Army at large. Human Resources Command's ORP provides a way forward to interested officers if they were able to participate.

Conclusion

The data indicates that many junior Army Aviation Officers feel their experience has fallen short of expectations set at commissioning. Key drivers of dissatisfaction include limited flight time, negative unit culture, and unmet professional development goals. USMA graduates and CH-47 officers reported higher satisfaction, likely due to more accurate expectations and favorable unit dynamics. These findings suggest better aligning officer training programs with operational realities. Prioritizing flight hours and restructuring leadership roles could enhance officer development and retention. Addressing these concerns is essential to sustaining a capable and motivated Army Aviation force for the future.

The views expressed in this article are those of the author and do not necessarily reflect the official policy or position of Department of the Army, DoD, or U.S. Government.

1LT Noah Methvin is the Maintenance Platoon Leader in Company D, 2-227 Aviation Regiment, 1st Air Cavalry Brigade, Fort Hood, TX.

From the CG

Editor's Note: The Army Aviation Branch Chief, MG Clair Gill, responds to 1LT Methvin's observations.

As the commander of the Aviation Center of Excellence and your branch chief, I am cognizant of the challenges currently facing our branch both now, in our past, and as we look to the future. It's important to recognize that many of these issues are not new – they are longstanding challenges every commander (and platoon leader) I've known has had to address. In fact, I very much recall being a frustrated platoon leader myself, when my unit's leadership prioritized mission support over my platoon's NVG progressions. Those were hard calls my company and battalion commander had to make at the expense of what I deemed "warfighting necessity."

These are undeniably complex times, and I want to assure you, the thoughtful reader, that we are actively working with the aviation enterprise and our Army leaders to address the issues we face. For those challenges that are more difficult to resolve directly, we are focused on mitigation strategies to lessen their impact. I assure you; Army Aviation is not unique in facing challenges of aging equipment, lack of resources, inexperience, etc. Our brothers and sisters in arms are all in the boat with us – some with even more significant resourcing constraints. But we all are moving forward to ensure we are ready now and in the future.

I do want to highlight this article and this forum for what it is. This is a medium in which we can talk professionally about those issues important to our branch, our people, and our role within the Army. It's not just platitudes of positivity and budding flowers. I assess that open communication is key to navigating these hurdles successfully. Therefore, I strongly encourage professional dialogue such as this, at *all* levels – from our newest team members to our most experienced leaders – on *all* aspects of the Branch. Your insights, perspectives, and *constructive* feedback are invaluable as we move forward to ensure a strong and resilient future for Army Aviation. Thanks for the candid feedback, 1LT Methvin. Proud of you for bringing these challenges up in this forum, with this audience, in a well-articulated manner. Very helpful to me.

MG Clair A. Gill

Vultee-Stinson L-1 (0-49) Vigilant

By Mark Albertson

September 1938: The National Air Races in Cleveland.

An invitation had been extended to the Luftwaffe to showcase an aircraft, the Fieseler Fi-156 Storch (Stork). This superlative aircraft was designed for liaison purposes. Indeed, its appearance in Cleveland made people sit up and take notice.

"Pilot Emil Knoph could make the airplane almost hover in a 30 mph wind, with full control, and repeated takeoffs and landings almost vertically. Nothing like the Storch had previously been seen in America."[1]

The revelation of the Storch in America came at a time of growing stress within the Army; that being the Army Ground Forces' growing distrust of the Army Air Corps' interest in and pursuit of strategic airpower. The bomber, in particular, the heavy bomber, was that weapon that not only was representative of offensive airpower, but that medium for the airmen's eventual divorce from the Army.[2]

With the modernization of conventional war and the evolution of mobility therein, the Ground Forces' concerns as to the lack of the Air Corps' attention to the more mundane aspects of support for the foot slogger were well founded. The necessity of close air support for mobile ground forces was demonstrated in 1939 with the German success in Poland. This was repeated with Germany's attack in the West, May 10, 1940, against France and the Low Countries and with the Wehrmacht's early victories on the Eastern Front in 1941.

Close Air Support as shown by the Junkers Ju-87 and later with the superlative IL-2 Shturmovik were requirements on the modern conventional battlefield. But the Army Air Corps, later the Army Air Forces, was not interested in employing a single-engine aircraft whose sole reason for existence was CAS. But then again, perhaps support aviation can come to include aircraft employed for the aerial direction of artillery fire. For the AAF will perform such duties as interdiction for the Ground Forces and, perform this service well.

MARK ALBERTSON FILE PHOTO

An L-1 in the China-Burma-India theater, circa 1941

But in the end, it will be the L-4 Cub that will become the Army's Close Air Support aircraft, manned by Field Artillery pilots and observers, who will zero in battalions of American gun tubes onto a single target and, do so with devastating effect.

The O-49 or L-1 was first seen as that plane.

"The Vigilant, with its pronounced dihedral, was a very stable aircraft. The controls were heavy, though, and the ailerons responded a little sluggishly, but the rudder and elevators were aerodynamically balanced perfectly.

". . . the Model 74 followed the Storch formula. It employed full-span Handley-Page automatic slats and slotted flaps."[3]

On July 15, 1940, in Nashville, test pilot Al Schram put an L-1 through its paces. He turned the plane within 200 foot circles, even maneuvering in and out of them. Against a stiff headwind, Schram flew the Vigilant backwards. In September 1940, the L-1 went into service.

Despite the Air Corps' acceptance of the Vigilant, the Ground Forces held to an opposing view. Maintenance was a concern. Just to change a tire required a two-ton jack. Certain tools and a hoist were needed to change the propeller. In addition to even building an L-1, the economics were just not there, since it took 6,000 man hours to produce a Vigilant versus 300 man hours for a Cub.

Size proved a nonstarter for the Ground Forces. The wingspan of the L-1 stretched 50 feet 11 inches, with a fuselage of 34 feet 3 inches. This was considered as presenting too big a target for enemy fighters. Besides, the wingspan alone might prove an issue with forced landings on narrow streets and roads.

The plane's weight, too, was an issue with regards to soggy ground and cow pasture airfields. Hard surfaced runways

AAPI FILE PHOTO

L-1 VIGILANT

Two-place observation/reconnaissance airplane. Vultee-Stinson.

DATA:
L-1 was a two-place, high wing, observation/reconnaissance aircraft, with a metal frame, flaps and slots with a fabric-covered high wing.

Manufacturer: Stinson Division of Consolidated-Vultee Aircraft Corporation.

Dimensions:
Wingspan: 50 feet, 11inches;
Length: 34 feet, 3 inches;
Height: 10 feet, 2 inches.

Power plant: A single Lycoming R-680-9, 9 cylinder, air-cooled radial of 295 hp.

Propeller: Hamilton-Standard constant speed, 8 foot, 6-inch diameter.

Performance: Cruising speed 108 mph; top speed 122 mph.

Service ceiling: 20,000 feet.

Max range: 350 miles.

Gross Weight: 3,325 pounds.

Crew capacity: Two, pilot and observer, tandem seating.

Procurement: L-1, 142;
L-1A, 182; L-1B, 3L-1C, 1; L-1D, 21; L-1E, 2 L-1F, 1;
Total: 352.

normally were not in the vicinity of the front. For the Air Observation Post, operating near the front was a requirement.

The L-1 did find a home in the China-Burma-India Theater, where its Lycoming power plant was able to hoist it over some of the towering Asian heights. The Vigilant proved an asset for hauling supplies and as an air ambulance. Yet its reputation for being unstable at times during crosswind landings and having a weak landing gear followed it into the theater.

"The L-1 was a good airplane but one of the weak points was its landing gear," observed S/Sgt. Leo Carrol. "I saw Jasper Thompson attempt a takeoff with a loaded L-1 at Taro. As he started his takeoff run the left landing gear just seemed to give way."[4]

Endnotes

1. Terry M. Love, "L-Birds" *American Combat Liaison Aircraft of World War II,* Stinson O-49/L-1, 8.
2. To be affected with National Security Act 1947, resulting, of course, in the United States Air Force.
3. Terry M. Love, 9
4. Hardy D. Cannon, "Box Seat Over Hell," Asian-Jungle War, 39

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

Events of 11 December 1972
or
Don't Drown before You DEROS

By Dale DeRoia

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

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

It's 11 Dec 72, I'm "short," only 20 days till my DEROS (yep, New Year's Eve, 1972) the Rumors are rampant. Some were saying "anybody with a '72 DEROS will get a Christmas drop, and then there was the opposite rumor, anybody with a DEROS AFTER CHRISTMAS would be extended because no more replacements were coming. Seems like I'd be spending the next three weeks holding my breath.

But the job was still there. I was the AMO (Maintenance Platoon Leader) of 'C' Troop, 16th Cavalry (Air), stationed at Can Tho AAF. My 'turtle' (replacement) had arrived, and we were in the middle of the inventory of all the platoon's "stuff." CPT Alan Thiele was a Field Artillery officer and had not had the benefit of AMOC (Aircraft Maintenance Officer's Course) so I was trying to give him quickie courses in Huey and OH-6 maintenance test flights. And I was cautiously optimistic that I'd be back in the World in less than three weeks.

About mid-morning our Ops Officer (CPT Harvey if I remember correctly) came to the hangar to tell me that one of the OH-6's in the Cav Pack had crashed somewhere west of Can Tho (between Can Tho and Cambodian border). The pilot and gunner were OK and were flown back with the rest of the Cav Pack. But the 'six' needed a sling home. He gave me the coordinates and I had my LOH Maint NCO (unfortunately his name is also lost to my memory) to get the star plate (the thing that got pinned to the head to attach the sling), a set of chain leg slings, and any other 'stuff' we might need. I found CPT Thiele and told him "Welcome to your first recovery."

We found the 'six' close to the coordinates, in a hover hole not a whole lot bigger than the UH-1H we were going to pick it up with, think "Red Tire Area" but smaller (but then again, after 50 years memory makes small things smaller and big things bigger). We did a quick VR and saw that it was lying, gun side down, in about four to five feet of water. I set the Huey down in a clear area about 50 yds outside the hover hole and started to plan what we had to do to get it home. I had flown with CPT Thiele and felt he was a good enough "stick" to handle the Huey into the hover hole, surrounded by a patch of 40' – 50' trees, so I told my NCO to get the star plate, sling set and his toolbox out. He and I would walk to where the "six" lay, put the star plate on (we had to do that by feel because the head was under two to three feet of water). CPT Thiele could hover down and we'd hook the sling to the Huey so he could pull the aircraft upright plus a little more so it would drain as much water as possible out of the belly.

Then CPT Thiele asked the obvious question, "How are we going to communicate while I'm hovering down on you?" We didn't bring a PRC-25 – DUH! However, I had my trusty PRC-90 survival radio (which, fortunately, I hadn't had to use until now). We tried it, he went up non-Guard UHF push and everything worked. OK now we can talk. We thought…

My NCO and I walked back into the hover hole, I took the chain leg sling set, he took the star plate and toolbox. (a chain leg sling set for an OH-6 consists of four 'six' to eight feet lengths of heavy chain that attach to the star plate and each chain had about another 'six' feet or so of nylon sling. Those nylon straps were all connected to a donut ring that was put on the hook.) The whole shebang weighs about 50 lbs. I wrapped it over my shoulders and started walking. We had to cross a small ditch to get through the trees to the hover hole. At least it looked like a small ditch. It was a helluva lot deeper than it looked. I took two steps in and went completely under water and slipped down on my knees with the fifty-pound slings over my shoulders. I tried to stand but couldn't. Out of breath, and on the verge of panic, I was about to suck in water when I felt a tug on the straps. By the grace of God, the nylon straps were trailing behind me, and my NCO grabbed them and pulled. The chains fell off and I was able to scramble backwards, and up and out of the water… I wish I could remember his name; I don't think I could ever thank him enough. After getting out of the water, I remember thinking that I almost drowned because of my own stupidity, with 20 days to DEROS and avoided a hell of a Christmas card from DA to my wife ("a grateful nation regrets to inform you…"). But I am now a true believer in the phrase "God

protects dumb animals and fools." We "reconnoitered" and found a more intelligent place to cross the "small" ditch and made it inside the hover hole.

Pulling out my trusty, and recently tested, PRC-90 out of the leg pocket of my flight suit, I pressed the XMT button to tell CPT Thiele to crank and be ready to hover down when we got it rigged. I was rewarded with water spurting out of the speaker, a short crackling noise, followed by dead silence. I thought those things were supposed to be waterproof.

What happened next further strengthened my belief that the Lord protects dumb animals and fools. There were two ARVN soldiers (a lieutenant and a sergeant believe it or not) who had been dragooned into securing the crash site. I assumed whoever was flying C&C for the Cav Pack did that (don't remember who he was but I still remember him with warm regards for so doing). And miracle of miracles they had an operating PRC-77. So, I borrowed it, came up troop FM push and voila, we had commo. I called CPT Thiele and told him to crank and bring it into the hover hole.

The Huey soon appeared, and I talked him down till my NCO could hook the donut on the hook. I then talked him up until the "six" was upright. I had him pull up a little more until we were fairly certain that most of the water had drained. Then I talked him down till we had slack in the sling and could unhook so he could go outside the hover hole and wait until we could secure the aircraft for the sling ride back.

You have to picture this. He's solo in the left seat. Me and my NCO are about 20 feet below him, all of us in the hover hole. I ask him to inch down so there's slack in the sling. He does and I transmit "OK, punch it off"… nothing happens. I transmit "Is the hook armed?." He looks down on me with this "Oh Sh*t" look on his face (remember the manual hook release is on the right side). Then, just as quick as you please, his left hand lets go of the collective and grabs the cyclic, his right hand lets go of the cyclic, goes up and arms the hook. Then his hands drop, and he puts the correct hands on the correct sticks. Must have taken all of two seconds. The movement was very swift and smooth. But to me, standing about 12 feet under the skids of a hovering UH-1H with about 10 feet of rotor disc clearance, it felt like two hours. He punched it off, the donut ring hits the top of the "six", I give him two thumbs up and he's up and out.

My NCO and I pull what's left of the 'six's blades off, take off anything else that even LOOKS like it might come loose, and make sure the star plate and slings are secure. Then I was faced with another question, who was going to hook the 'six' to the Huey? I walked over to the ARVN LT and handed him back his radio and thanked him in my best pidgin Vietnamese and asked him if he could hook the donut to the Huey. He replied (in English) "Glad to help." I had my hook man. He agreed and said he would be happy to tell his sergeant to hook it for us. I told him what FM push we were on, called CPT Thiele to confirm commo, I shook his hand and walked out. We brought the tool box and the logbook back to the Huey, I got in the right seat, cranked and called the ARVN LT and hovered back down the hole. The ARVN sergeant was standing on top of the 'six', my NCO was hanging out the back door and watched him hook it, said "looks good to me" I pulled pitch and lifted up and out and went back to Can Tho.

Nine days later I was on a C-5 out of Bien Hoa, headed east. Made it back to Newport News, VA on 23 December 1972. I got an eight-day Christmas drop. Never did hear if that "six" ever flew again.

I had the good fortune to run into Alan Thiele at the last VHPA convention in San Antonio, and we talked about this incident, and Alan told me that he remembered the event pretty much the same way. (Glad somebody ELSE besides me hasn't lost ALL of their memory cells).

Dale DeRoia is a VHPA life member living in Guyton, GA.

AAAA TLC
Trade School Licensing & Certification Foundation
Building better futures, one grant at a time!

This Independence Day, Let's Make Trades, Licensing, and Certifications Great Again — Starting with Our Own AAAA Community

By CSM (Ret.) Brian Hauke

As we celebrate America's 249th birthday this Fourth of July, we're reminded that our nation was built not just by bold ideas—but by the skilled hands, minds, and hearts of tradesmen and women.

From blacksmiths and carpenters to builders and engineers, the backbone of our country has always been the trades.

That same legacy lives on today in the Army Aviation Association of America (AAAA) community. Our Soldiers, families, and veterans are modern-day craftsmen, technicians, and leaders who can help build America's skilled workforce. Whether in Aviation, logistics, IT, healthcare, or construction, AAAA members and their families embody the resilience and innovation that built this country 249 years ago.

As we prepare for our nation's 250th birthday next year, it's time to renew that legacy—by revitalizing trades, advancing certifications, and empowering our military-connected community to succeed beyond the uniform.

With your leadership, and with the support of AAAA's Trade School, Licensing, and Certification (TLC) Program, here's how we make trades and vocational excellence a national priority again:

1. Promote the TLC Program and Vocational Education Pathways

The TLC Program helps AAAA members and families convert military experience into civilian credentials across a wide range of industries. Now more than ever, we must: raise awareness of TLC resources among Soldiers, spouses, and young adults in our community; support more funding for trade schools – not just in Aviation, but also in fields like IT, welding, medical tech, and electrical work; and show that skilled trades aren't a fallback – they're essential to America's prosperity and future.

2. Establish and Endorse Apprenticeship Pipelines

Army Aviation produces world-class technicians and maintainers. Let's expand on that foundation by building apprenticeship partnerships with Aviation firms, construction companies, and renewable energy employers; connecting Soldiers and spouses with local trade associations, technical colleges, and workforce development programs; and encouraging lifelong learning across the entire military family – not just for those transitioning out.

3. Lead a Culture Shift Through Awareness

It's time to give trades the respect they've earned. AAAA leaders and influencers can:
Highlight the success of former crew chiefs, maintainers, and techs who've launched strong civilian careers. Use social media, newsletters, and command platforms to share real stories of life after service. Inspire young people to see trades not as "Plan B," but as a path of purpose, pride, and prosperity.

4. Strengthen Industry and Military Partnerships

AAAA is uniquely positioned to unite military and industry efforts. Let's: collaborate with employers, credentialing bodies, and unions to create targeted training and certification pipelines; and make the TLC Program the trusted hub for transitioning service members and military families navigating civilian careers. Help industry partners recognize the unmatched value of military experience in the trades.

5. Advocate for Smarter Licensing and Certification Policies

Military-connected individuals often face frustrating barriers to employment due to unrecognized training. AAAA can lead the charge by: pushing for state reciprocity and acceptance of MOS-based training for civilian licensure; supporting legislation that reduces unnecessary testing and fees for military and spouse certifications; and ensuring high standards remain intact—without red tape holding people back.

Building America, One Skilled Professional at a Time

This Fourth of July, as fireworks light up the sky and we reflect on the founding of our great nation, let's also honor those who built it – and those who will build what comes next. The trades are woven into the fabric of America. And no group is better equipped to carry that legacy forward than AAAA members and their families. Let's ensure every Soldier, spouse, and future tradesperson has the tools, credentials, and support they need to succeed. With your leadership – and with the help of the TLC Program – we can make trade schools, licensing, and certifications great again.

America First – Built to Last – Above the Best!

CSM (Ret.) Brian Hauke is a member of the AAAA TLC Foundation board.

AAAA **Chapter** Affairs By COL (Ret.) John Broam

As your new VP Chapters I would like to take this opportunity to thank our new President MG (Ret.) Wally Golden for my appointment to this position. I look forward to working with our new team to continue to make our chapters as effective, meaningful, and relevant as possible in supporting you all at the local level. For this issue I have asked my predecessor, LTC (Ret.) Jan Drabczuk, to provide a wrap-up of his over 12 years as our VP Chapters – COL (Ret.) John Broam

AAAA Chapter Achievements By LTC (Ret.) Jan S. Drabczuk

Those of you that attended the AAAA 2025 Summit, back at the Gaylord Opryland Hotel in Nashville in May, had the opportunity to experience a great networking event!

Sixty of our chapters had members that attended the Summit. Our chapters sponsored 20 Soldiers to attend the event at no cost!

Attendance At Our Chapter Workshop

Our chapter workshop continues to get the attention of our chapter officers. All AAAA chapters were invited to attend the chapter workshop, with AAAA National providing financial assistance for chapters to attend. As in past years, individual chapter discussions were quite robust and informative. The Chapter workshop focused on how to improve the quality of programs that our chapters bring to our membership. The sessions included highlights on Chapter Metrics, Chapter of the Year Selection, National Office Support, Chapter Fiscal Operations, Local and National Award Procedures, Scholarship Procedures, Membership Engagement, and our new TLC Program. Workshop read ahead and briefing slides can be found under the Chapter Tab on the AAAA website. Reminder, AAAA funds travel and housing for one chapter officer to attend. Start planning now. It would be great to see more chapters attending in 2026.

Chapter Highlights

We presently have 83 Active Chapters in 4 categories. Five of these chapters are new chapters that were stood up in the past few months of 2025. Fifty-nine of our chapters were very active, holding a record 288 chapter events in 2024. Forty-eight of these chapters were able to receive $33,671 in chapter refunds to support their chapters. On top of quarterly refunds, the NEG directly funded an additional $207,030 to support 83 events for 48 chapters. Events have been the driving force to grow chapters with over 55 percent maintaining or growing membership. We continue to recognize our members. Last year 60 chapters submitted 1,057 OSM/Knight/OLL awards. Scholarships still are a big push at the chapter level, 36 Chapters helped keep our scholarship program alive and well. Their support helped AAAA achieve a record year awarding $680,000 to 386 scholarship National Awardees.

Top Chapters Recognized

Four of our chapters were recognized at the Summit Soldier Appreciation Concert. Chapters achieving Top Chapter of the Year status for 2024 were the Washington Potomac Chapter as the Top Super Chapter (over 500 members), the Arizona Chapter as the Top Master Chapter (175-499 members), the Morning Calm Chapter as the Top Senior Chapter (75-174 members) and the Mohawk Chapter as the Top AAAA Chapter (74 members and below). Competition continues to be tight as we look for the best chapters. We have developed more metrics to track the health of the chapter. We also had an excellent response from our chapters reporting on their activities this year. AAAA received 73 out of 79, 2024 chapter activity reports.

The activity reports and the performance chart (Lego chart) have provided AAAA with the data needed to choose those chapters deserving of being considered for the 2024 Chapter of the Year award. All Super Chapters were nominated, as well as those Master, Senior chapters and AAAA chapters that have had a minimum of 4 meeting/events and had either a scholarship or an awards program. This year, we had six candidates for the super chapter category, six candidates for the master chapter category, nine candidates for the senior chapter category, and five candidates for the AAAA chapter category. The chapters were again very competitive this year. The NEG reviewed the nominated chapters, and final selections were made by the AAAA Awards Board. We are glad to recognize our above the best chapters. Get out there and make your Chapter a 2025 Top Chapter Winner!

Passing the Controls on Chapter Leadership

Well, my 2-year commitment to serve as the VP of Chapters grew to 12 years and it was worth every moment that I was able to support both growing new chapters and improving the chapter process. It was an honor to work with both the AAAA National Executive group, the AAAA National Staff, Chapter officers and AAAA members to support Army Aviation Soldiers and their Families. I have handed the controls to COL (Ret.) John Broam as your new AAAA VP Chapters.

Feel free to contact John if you need help with your Chapter, Executive Board support, would like your chapter featured in the AAAA magazine or to obtain clarification of National procedures. Also, I know he would like to hear from any members that feel they need their chapter revitalized or who would like to start a new chapter. Chapters are the backbone of AAAA. If you are not having fun in AAAA then that needs to change. John can be reached at *john.broam@quad-a.org*. I know John looks forward to working with you and supporting AAAA.

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

AAAA Chapter News

Southern California Chapter Quarterly Meeting

CHAPTER COURTESY PHOTO

The Southern California Chapter held their 2nd quarter, 2025 chapter meeting on April 10, 2025 at the Los Alamitos Army Airfield on the Joint Forces Training Base, JFTB, Los Alamitos, CA. Colonel Aaron C Schilleci, Chief, Army Aviation and Safety Division, National Guard Bureau was the guest speaker and discussed the National Guard aviation program.

Utah Chapter Soldier Recognized

CHAPTER COURTESY PHOTO

SFC Mike Martin is inducted into the Bronze Honorable Order of St. Michael by chapter VP National Guard & Reserves and 97th Aviation Troop Command Commander, UTARNG, COL John Dzieciolowski during the 2025 AAAA Mission Summit Solutions in Nashville. He was further recognized for his contributions to the Army Aviation MEDEVAC program with awards from the ARNG Aviation Division Chief, CAARNG, COL Aaron Schilleci during the ARNG Aviation Senior Leaders Conference. Pictured, l to r, are BG David Doran, Assistant Director, ARNG for Aviation, Intelligence, and Information, BG (Ret.) J. Ray Davis, AAAA National Secretary, SFC Martin, COL Dzieciolowski, and COL Schilleci.

Washington-Potomac Chapter Soldier Recognition

CHAPTER COURTESY PHOTO

SPC Joseph P. Brown II, UH-60 Crew Chief, A Company, 12th Aviation Battalion, The Army Aviation Brigade (TAAB), was recognized as the Washington-Potomac Chapter's 2025 Soldier of the 1st Quarter by MG (Ret.) Walter L. Davis, then-President, Army Aviation Association of America (left), COL (Ret.) Ron Lukow ((right) AAAA Washington-Potomac Chapter President, and CSM Alex Collins (second from left), 12th Aviation Battalion CSM and AAAA Washington-Potomac Chapter's Vice President for Enlisted Affairs, on April 25th, 2025 at the Crystal City Sports Pub, Arlington, VA. SPC Brown was recognized for his outstanding professionalism and duty performance ensuring the unit's mission success.

ORDER OF ST. MICHAEL INDUCTEES

AAAA National

CHAPTER PHOTO BY DAVID RIOS

Former **CPT Steven R. Kennedy** is inducted into the Bronze Honorable Order of St. Michael with his wife, Wilma, by his side by COL (Ret.) Billy R. Wood, former Operational Support Airlift Agency commander, during the 174th Assault Helicopter Annual Reunion in Branson, MO on April 26, 2025. Kennedy was recognized for his service as a fixed and rotary wing Aviator including two combat tours in Vietnam.

Aviation Center Chapter

CHAPTER PHOTO BY SSG KADEN PITT

MG Brett G Sylvia, Commanding General, 101st Airborne Division (Air Assault), is inducted as a Knight of the Honorable Order of St. Michael by chapter president COL (Ret.) Hawk Ruth during a change of command ceremony on May 30, 2025 at Fort Campbell, KY. Sylvia was recognized for his career-long staunch support of Army Aviation.

CHAPTER PHOTO BY SSG KADEN PITT

SGT (Ret.) Glenn T. Earl is inducted into the Bronze Honorable Order of St. Michael by chapter president, COL (Ret.) Hawk Ruth, and COL Stephen T. Smith, 160th Spec. Ops. Avn. Reg. commander on May 15, 2025 at the Night Stalker Association Reunion, Nashville, TN. Earl received long-overdue recognition for his personal sacrifice while serving as an MH-47E flight engineer and right forward gunner during Operation Iraqi Freedom. He sustained a gunshot wound to the head and was medically retired in 2005.

Black Knights Chapter

CHAPTER PHOTO BY MR. JOHN PELLINO

LTC Connie M. Lane is inducted into the Silver Honorable Order of St. Michael with his daughter, Lilly Lane, and wife, LTC Shoshanna B. Lane by LTC Ashlie I. Christian, West Point Chief of Accessions and chapter secretary, on May 9, 2025 at the U.S. Military Academy, West Point, NY. Lane was recognized for over

Want to change your Chapter Affiliation? No problem! Just call 203-268-2450

26 years of Army Aviation service culminating as the Secretary of the General Staff for the USMA Superintendent

Tennessee Valley Chapter

CHAPTER PHOTO BY MR. JOHN PELLINO

CW4 (Ret.) Mike Mittlebeeler is inducted into the Silver Honorable Order of St. Michael by CSM (Ret.) Randy Wise, chapter VP Awards, on April 3, 2025 in Huntsville, AL. Mittlebeeler was recognized for his more than 47 years of combined military and government service culminating with his achievements as the Aviation Turbine Engines Project Office Systems Safety Lead.

CHAPTER PHOTO BY ALLISON CASSITY

MAJ Jared J. Joyce is inducted into the Bronze Honorable Order of St. Michael by LTC (Ret.) Jason Galindo, chapter VP Social Events and VP Army Programs, Astrion, on April 21, 2025 in Huntsville, AL. Joyce was recognized for his achievements as the Improved Threat Detection System (ITDS) Assistant Product Manager as he changes duties to Program Integrator for DCMA, Sikorsky.

CHAPTER PHOTO BY TIMOTHY MCNEAL

Mr. Jimmy R. Moore is inducted as a Knight of the Honorable Order of St Michael by chapter VP Awards, CSM (Ret.) Randy Wise on April 30, 2025 at Redstone Arsenal, AL. Moore was recognized for his achievements over 30 years of support to Army Aviation to include while serving as a Future Long Range Assault Aircraft (FLRAA) Senior Modeling and Simulation Engineer.

CHAPTER PHOTO BY MR. WILLIAM SIGGS

Mr. Richard G. Odom is inducted into the Bronze Honorable Order of St. Michael by Ms. Kathy Willerton, Readiness & Fleet Management Branch Chief, Utility Helicopters Project Office and Mr. Robert Branhof on May 27, 2025 at Redstone Arsenal, AL. Odom was recognized for his achievements in and out of uniform culminating as the H-60 Materiel Fielding Chief, UHPO.

CHAPTER PHOTO BY MS. MEGAN STOUT

LTC (Ret.) Thomas Carlisle, VP Flight Safety International Defense, is inducted as a Knight of the Honorable Order of St. Michael by COL (Ret.) John Frasier, chapter VP Veterans Affairs, and COL (Ret.) Shawn Prickett on May 10, 2025 in Scottsboro, AL during the Bob Vlasics Annual Bass Tournament. Carlisle was recognized for his contributions to the Integrated Helmet and Display Sight System, Multicore Mission Processor, Initial Entry Flight Training/Simulations.

CHAPTER PHOTO BY TIMOTHY MCNEAL

Mr. Jarrod S. Wright is inducted into the Bronze Honorable Order of St. Michael by chapter VP Awards, CSM (Ret.) Randy Wise, on April 30, 2025 at Redstone Arsenal, AL. Wright was recognized for his achievements as the Development & Production Product Management Office Program Integrator for PM FLRAA.

Washington-Potomac Chapter

CHAPTER COURTESY PHOTO

CW5 (Ret) Daniel R. Curry, Director, DoD Future Vertical Lift Technologies, Cypress International, was inducted into the Silver Honorable Order of Saint Michael by then-AAAA National President MG (Ret.) Walter Davis (left) and chapter president, COL (Ret.) Ron Lukow, on April 25th, 2025 at the Crystal City Sports Pub, Arlington, VA. Curry was recognized for his support to Army Aviation over 43 years of combined service, including 14 years as a chapter officer and 8 years on the National Executive Board.

CHAPTER COURTESY PHOTO

COL (Ret) Thomas R. Faupel, Synchronization Staff Officer for Aircraft Survivability Equipment, HQDA G-8 Aviation Force Development Division, was inducted into the Silver Honorable Order of St. Michael by (left to right), Mr. Warner Ward, G-8 Avn. Force Dev. Dep. Div. Ch.; COL (Ret.) Ron Lukow, chapter president; and LTC Chris Mueller, Enablers Br. Ch. at the Pentagon, Washington D.C., on May 7, 2025. Faupel was recognized for over 47 years of selfless service, expertise, and professionalism while serving both in and out of uniform from the tactical through strategic levels of the Army.

AAAA **Membership** Update By COL (Ret.) Liz Martin

So… Why AAAA?

I see the power of this professional organization. To me, Army Aviation Association of America is a force-multiplier for the Aviation Branch, Professional, Family, and Industry.

I joined AAAA as a young officer and have been inspired for nearly three decades by how the organization actively and authentically supports Army Aviation Soldiers, Families, and our Branch.

My Aviation journey started at Florida Tech in 1994 when I first learned how to fly airplanes while studying Aeronautical Science. I went to college to be a commercial airline pilot, but I quickly learned that I wanted something more as an Aviation professional. So, I entered Army ROTC and joined the Army upon graduation to serve our Nation — to make a difference. I graduated from college with multiple civilian fixed-wing certificates and was commissioned as an Active-Duty Army Aviator in 1998.

I have had the opportunity to serve in a variety of tactical, operational, and joint leadership roles for 26+ years and recently retired in January 2025. As a former dual-military service member, I have also had the opportunity to extensively volunteer as a Family Support Readiness Group Advisor at the Aviation Troop, Squadron and Brigade levels.

No matter if serving as an Air Assault Helicopter Company Commander in Iraq, Aviation Task Force Operations Officer in Afghanistan, Assault Helicopter Battalion Task Force Commander in the Indo-Pacific, a member of the Future Vertical Lift Cross Functional Team, working with family members, or serving as a personal staff officer to either the INDOPACOM Commander or the Chairman of the Joint Chiefs of Staff – AAAA has been an important component of my career.

I remain impressed with how AAAA actively offers tremendous networking opportunities, recognition through awards & scholarships, communicates a voice external & internal to the Branch, and provides sincere support in a variety of ways.

From networking opportunities such as the AAAA Summit, AAAA Cribbins, AAAA Luther Jones, and local AAAA Military Balls, these are just a few examples of the powerful engagement events designed to foster Aviation community and education across Government, Industry, and Spouse members.

I have seen the power of how the AAAA Order of Saint Michael Award, Lady of Loreto, and Unit Awards have touched the lives of those who have gone above and beyond for our Branch. I have witnessed the impact of the AAAA Scholarship presented to graduating seniors.

LIZ MARTIN PERSONAL PHOTO

The author in Afghanistan, October 2012.

The AAAA Magazine, social media, and Aviation Congressional Caucus outreach remain formal strategic messaging ways to communicate the Branch story, our community's needs and the future of Army Aviation. I've also seen where the power of the voice of the Soldier and Family members remains significant through informal connection opportunities, to help solve issues at the local level while broadening awareness for the needs of the Aviation professional.

I've been humbled by witnessing first-hand how AAAA has been pivotal to supporting celebratory unit events – but more importantly – how the organization has been overwhelmingly generous to support activities in honor of our fallen Aviation Professionals and Gold Star Families.

2025 remains a very decisive time for Army Aviation as the Army's Transformation in Contact is implemented and actualized, while simultaneously providing Aviation support to address a myriad of National Security challenges and threats worldwide.

To our diverse AAAA audience base, I seek your feedback to learn more from you — our 20,000+ members — as to how AAAA can best encourage and retain membership, remain effective across our four pillars, and support the Aviation Soldier and Families.

I am humbled for the opportunity to support Army Aviation through AAAA Memberships.
Thank you for all you do for our Aviation – Fly Army!

COL (Ret.) Liz Martin
AAAA Vice President for Membership

New AAAA Life Members

Air Assault Chapter
CW4 Jason Hagan
CW4 Joel C. Prather
Flying Gator Chapter
GEN Daniel R. Hokanson, Ret.
Free Dominion Chapter
PFC Phillip Deal
Griffin Chapter
CW4 Douglas Daughenbaugh
Grizzly Chapter
CPT Gerald Torres-Vinson
Idaho Snake River Chapter
SGT Kathryn B. Goff
Mr. Eric R. Lyons
SFC Keo J. Markwell
SPC Brogan M. Schaeffer
SSG Kyle S. Svetich
CSM Brent M. Ward
1SG Chad C. Waters
Ms. Ashly L. Yancey
Pikes Peak Chapter
CW4 Caleb Marheine
Tennessee Valley Chapter
LTC Roderick Bellows
CW5JohnD.Haeme,USARRet.
Washington-Potomac Chapter
MAJ Robert M. Schapiro

New AAAA Members

Air Assault Chapter
CW3 Aaron Aguirre
SSG John Alfter
CW3 Jonathan Bachtel
CW3 Brittany P. Baker
SSG Marc Barna
SGT William Barna
MSG James Barrett, Ret.
SPC David Bayusik
SGT Creg Bell
CW4 Allen Bender
1SG Brent Brandwein
SSG Tommy Bryan
Mr. James D. Bukowitz
MSG Jory C. Burns
SPC Devin Cain
CSM Holly Cano
Mr. Donald Caron
SFC Jarrod Castillo
Mrs. Victoria Clary
SSG Jedediah Cooke
SGT Parker Coppedge
CW2 Ryan L. Dang
CPT Matthew T. Darcy
SGT Joshua Day
CW3 Matthew Dennis
Mr. James Frost
SSG Emmanuel Galarza
Mr. Kyle Gilbreath
MSG Jonathan Gilles
CW4 Jason Hagan
Mr. Michael W. Harris
Mr. Seeley Harvey
1LT Katrina Heckman
Mr. Clint Hidinger
CPL Paul Hurns
SFC Justin Jorstad
Mr. Vasilios Kapogianis
Mrs. Christa Kelley
1LT Connor Kilcarr
Mr. Colten King
SGT Daniel Krupinski
Mr. George Kuchta
SrA Mitchell S. Lachowsky
MAJ Curt Lane
CW3 Dale Larrabee
CW4 Adam J. Marik
Mr. Joe McCollum
TSgt Kevin Merkley
SPC Jacob Paz
SFC Tyler Podrecca
LTC Michael Poling
Mrs. Elena Powers
CW4 Miles Price
SPC Justin Pulliam
Mr. Matthew Quinn
SSG Cooper Reichert
SSG Justin Renner
SGT Ronald Roberts
Mr. Anthony Rowlson
SGT Noah Sanchez
CW3 Travis Schroder
Mr. Glenn Stewart
SSG Paul Stover
Mr. David M. Tudder
Mr. Corbin Underwood
SSG Rosetta Wadham
GySgt Matt Watkins
LTC Robert H. Wells
Mr. Matt Whitney
1SG Canaan Wright
CPT Peter Zeidler
Alaskan Midnight Sun Chapter
1SG Zachary Carbaugh
CW4 Bryan Keese
MSG Nicholas Mikos
CW4 Steven Mullins
SPC Trenton Nicholson
CW2 Clara Trefts
CW4 Michael Williams
Aloha Chapter
PFC Joshua G. Hervey
PV2 Phillip Mahinahou Kaaihue, II
CW2 David Plummer
CPT Jim Torres
Arizona Chapter
Mr. Joel Benscoter
PFC Graham Wayne Doering
Mr. Samuel Gless
Mr. Anson Gray
PFC Joshua Andrew Hernandez
LTC John Holcomb
Mr. Doug Lavery
Mr. John McCollum
Ms. Brianna R. Paschal
PV2 Angel David Rosales
Mr. Chris Speights
WO1 Jerren G. Templeton
Mr. Matt Thomas
PFC Jaxen Thomas White
Aviation Center Chapter
2LT Brandon J. Ahlemann
SSG Charles A. Algeri
2LT Aaron J. Allen
CW2 Gana S. Allison
2LT Gary O. Allison
WO2 Iheb Aloui
1LT Ali Alyahya
1LT Andrez L. Anderson
CW3 Jonathan W. Ard
2LT Angela N. Babcock
CSM Brett Babin
SFC Jonathan Badillo
2LT Jacob D. Bailey
WO1 Matthew Baumgartner
WO1 Isaac C. Bell
Mr. Christopher Blocker
WO1 Fabian A. Bogle
Mr. Jimmy boin
2LT Benny Borrero
1LT Frederic M. Braemer
1LT Lamy K. Bridgewater
2LT Kyle J. Bryce
WO1 Christopher M. Buckner
SPC Tanner C. Butcher
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2LT Jordan T. Cao
WO1 Jeremy L. Chatley
WO1 Olivia Cheung
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2LT Benjamin L. Daane
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CW3 Joseph Duncan
WO1 Zachary H. Eisenhart
WO1 Dorian D. Enequist
2LT Zackery J. Evans
WO1 Nicholas G. Farmer
CW4 Adam Fletcher
SSG Adones Flores
WO1 Casey Ford
WO1 Pammela Garcia
Mr. Randy Garrett
2LT Brandon C. Groff
2LT Katja R. Haering
2LT David S. Henderson
WO1 Mason Henderson
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WO1 Casey D. Hopkins
WO1 Segbede Houcande
WO1 Damion S. Howard
Mrs. Michelle Hunt
1LT Bouderbala Ibrahim
2LT Sherrie S. Jacobs
Miss Clementine Jenkins
Ms. Clemetine Jenkins
Mr. Marc Johnson
2LT Denison H. Jones
SGT James Kalber
2LT Daniel M. Keefe
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WO1 Rilynn C. Kelley
2LT Charles M. Kendrick
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1LT Oussama Kohlaoui
WO1 Christopher Larrazabal
2LT Michael R. Lewis
LTC Andrew Liebeknecht
Mr. Jamie Littlefield
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2LT Marshall B. Lowman
WO1 Charles C. Luke
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WO1 John A.S Mannix
WO1 Daryl J. Martin
SGT Treston M. Masters
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2LT Nickolas Z. Mauldin
WO1 Jonathan A. McCoy
COL Kevin E. McHugh
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2LT Christian A. Mirich
PV2 Andrew C. Mithchell
Miss Marie Monk
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2LT Brandon L. Mosier
WO1 Nicholas A. Murphy
WO1 Nathaniel A. Naeole
2LT Mitchell R. Nalley
2LT Malika Neogi
Mr. Matthew Niemiec
Mr. Bruce Nowell
Mr. Jason Oberle
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CW3 Jason Patrick
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2LT Tyler J. Petschek
2LT Hai Minh N. Pham
Mr. James Powell
2LT Vanessa Prater
2LT Victor M. Puentes
SSG Michael S. Ralph
WO1 Jaimee L. Reagan
2LT Luke B. Rehnberg
WO1 Hannah M. Rhoden
2LT Reed R. Riesing
WO1 Jadea R. Robinson
2LT Cassandra L. Rozman
WO1 Orion E. Saal
WO1 Robert A. Sanders
WO1 Christopher J. Santiago
WO1 Patrick C. Sargent
2LT David C. Saval
2LT Mackenzie L. Scheu
WO1 Andrew N. Schumacher
1stSgt Douglas Schwab
Mr. Michael Scott
WO1 Dean Patrick C. Servito
WO1 Ethan Shozda
2LT Marshall A. Sloniker
WO1 Matthew J. Sowders
SFC John Sproch
WO1 Alexander J. Stack
1LT Alex J. Stammeyer
CPT Shelby L. Swain
2LT Maxx D. Tartamella
2LT Kate A. Taylor
WO1 Joseph E. Thomas
2LT John D. Timmer
Mr. Frank Turney
CW3 Heidi Ungricht
WO1 Kendall J. Upton
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Mrs. Cheyanne R. Williams
2LT Owen S. Williams
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WO1 Zachary J. Zimmerman
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Mr. Eric Peterson
Mr. Marshall Savoie
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Big Sky Chapter
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Mrs. Dunya Durdyyeva
Ms. Katie Eastburn
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Mr. Wesley Gaithe
Mr. Justin Gayles
Mr. Rex Gibson
Mr. Justin Hargrove
Ms. Nadja Harritt
LtCol Rob Holmes
Mr. Ryan Jacobs
Mr. Michael Jester

Continued on next page

AAAA Family Forum

By Judy Konitzer

AAAA 2025 Spouse Forum Highlights

Aviation's 1st Lady, Fran Mackey Gill organized a spouses' professional panel at our 2025 AAAA Summit entitled "Hunting the Good Stuff: Making the Most Out of This Military Life."

AAPI PHOTO BY GEOFF TILLMAN

Spouses gather after their professional forum organized by Fran Mackey Gill, Army Aviation 1st Lady, at the 2025 AAAA Summit. (front l to r) Tiawannia Coley, Monica Macy, Courtney Conklin; (back l to r) Fran Gill, Beth Woodward, Mollie Miller.

She brought together 5 other positive and motivated spouses who shared their lessons learned and ways to make military life more fulfilling.

Tiawannia (Tee) Coley: Education Guidance Counselor at Fort Rucker, felt that throughout the moves, deployment, and times when working wasn't supported, she reinvented herself more times than she could count, and learned to adapt not just professionally, but personally. No matter where they were stationed, volunteering and stepping in wherever help was needed were things that remained constant which she did not to just fill time, but "were part of my purpose" and this remains one of the greatest honors of her life. She shared "every role matters whether it be contributing through careers, caregiving, or community support, and in the end "dreams are worth pursuing -no matter how many times you have to start over!"

Courtney E. Conklin: Thanks to Army Aviation and their moves, she had the opportunity to reinvent herself every few years and not get stuck in the same career (Yoga Instructor, FRG Leader, Interior Design, and currently a realtor). Important to her was offering to help those around you first ("picking up a neighbor's kid from school so when the time comes that you need help, your friends will be more apt to help you"). She also believes in "making plans (trips and events) even when your Soldier can't commit, and if at the last minute he can make it - great, if not it's important to carry on without him."

Monica Macy: Turned her challenges into "unexpected gifts" as an Italian spouse who learned both the American culture and military life while living in three different continents and eventually becoming a US citizen. She discovered her strengths, adaptability, and a passion for cooking, and during COVID prepared meals for those who were quarantined. She continues sharing her Italian culture thru her home-based LLC and feels that "every move is a chance to reinvent yourself, grow, and if you are willing, find opportunities and goodness no matter where you go."

Beth Woodward: A licensed attorney in Kansas but not wanting to be separated from her husband and not being in one place long enough to take individual state bar exams, she volunteered in legal assistance offices at Riley, Irwin and Carlisle Barracks and was underemployed and unemployed for over 10 years. Therefore, she volunteered as a spouse advisor, youth sports coach, directed the Awana program at 2 post chapels, and was a loving stay-at-home mom. After COVID many jobs went remote not requiring specific state licenses, and with help from ACS employment service, she updated her resume using volunteer work experiences. Her advice was "if your career path looks different from what you envision, volunteer, because work experience does not always have to be paid employment." She is currently an Attorney for VA Affairs.

Mollie Miller: A Journalist, Communications professional, and certified group fitness instructor, she learned over 25 years of military life that the most important lessons surround how to "adjust your sails when the reality of this crazy life doesn't match your expectations." Her advice is to "embrace the reality in front of you and stop waiting for some cookie-cutter perfection that is likely not coming." They have learned how to "slow down and love the moments that show perfection in imperfection, facing and embracing the reality, and living each magical moment because these moments are all we have."

Fran Gill: An Aviator herself and with grandparents stepping in to help with their child, she became an M.D. Her best advice was "Seize your opportunity and don't wait until the perfect moment or situation. You have one life to live, so make the most of it."

My takeaways from this amazing group of spouses were to Find Your People; the perfect life may not exist, so find your happiness in the reality you live in right now; embrace it, and don't waste a moment of it!

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

New AAAA Members

Continued

Mr. Dan Johnson
Mr. Dave Jones
Mr. Brian Keegan
Ms. Megan Lance
PV2 Donivin Patrick Limon
Mr. Derek Lyons
Ms. Connie Maltbie-Shulas
Mrs. Kelly Martin
Ms. Tiffany Mason
Mrs. Meaghan McDaniel
Mrs. Kathy McElwee
Ms. Shaakira McMurray
Ms. Cristina Mendoza
Mr. Matt Montgomery
PFC Thomas Oliver Morales
Mr. Curtis Mouwdy
Ms. Sharon OKeeffe
Mr. Hayden Olson
Mr. Arvind Patel
Mr. PV Patel
1SG Einar Perez
Mr. Max Porter
PFC Jayden Robert Proctor
Mr. Ethan Puritz
Mr. David S. Ray
Mr. Martin Riggs
CW5 Carl Schoenwald
Mr. Morgan Simpson
Mr. Tim Smith
Mr. Shawn Snyder
Mr. Ryan Starck
Mr. Ryan Starkey
Mr. Stefan Tillard
Mr. Bryan Tyson
Mr. Rich Verica
Mr. Edward Vollman
Mr. Jonnie Walker
MAJ Daryl Wall, Ret.
Mrs. Marcia Whatley
PV2 Liam Gage Wheeler
Mr. Eric Wilhelm
Mr. Dan Williams
Dr. Vittorio Zorri

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SGT Justin Boling
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PV2 Marisol Isabel Corchado
SSG Swade Cornelison
SFC Therren Dunham
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PV2 Samuel Franconoel
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SSG William Keller
Mrs. Sarah Lancia
LTC Margaret M. Larson
SSG Anthony Lindell
SSG Jared Lollar
Mr. Dan Martin
SFC Joey McKenzie
CSM Susie Nuuvali

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Mr. Hunter Bulak
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Mr. Frank J. Kirchoff
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Mr. Conrad Matt
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Mr. Patrick Riddle

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SSG Brett Roth
Delaware Valley Chapter
Mr. Stefano Di Rocco
PV2 Abramssen Estime
Mr. Joseph Gormley
PFC Jason Perry Morrissy
Ms. Alexa Murphy
SGM Edward Rojas
Mr. Andrew Winkler

Desert Oasis Chapter
Mr. Mohammed AlAmri
Mr. James Talag
SFC jake thomas

Diamond State Chapter
SPC Courtney Amber Hill
Mr. Seth Reeves
CW4 Stephen Sunwall

Empire Chapter
Mr. Michael Jones
Mr. Bradley Penhollow

Flint Hills Chapter
PFC Mahkayla Cole
CW3 William P. Duggan
Mr. Tracy Harris
SFC Kyle Johnson

Flying Gator Chapter
Mr. Donald Clark
Mr. Jordan Thorpe

Free Dominion Chapter
SPC Ian Anderson
CW5 Rick Comer
CW2 Britny Cross
SSG Robert E. Hartman
SSG Jerahmi Howard
PFC Thacher Harrison Jones
SPC Trinity Kerstetter
SPC Joseph McKenna-Hallal
Mr. Kevin Seaton

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Mr. Jeff Ferguson
Ms. Diana Greenberg
Mr. Andrew Hamons
Mr. Harold Hess
Mr. Hayden R. Lowe
Mr. Jeffrey R. Lowe
Mr. Jonathan Poulter
Mr. Deeptesh Selvaraj
Mr. Zoltan Szekely
Mr. Ethan Zimmerman

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Mr. Shane Barva
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SGT Trenton Cantlon
Mr. Raleigh Engle
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SFC Casey Golden
SFC Ethan H. Griffin
Ms. Ashley Grubb
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SGT Jared Meyers
SFC Diego Moya
SSG Amy R. Olson
Mr. William T. Perkins

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Mr. Michael Heugel
Mr. Xander Johnson
Ms. Jackie Kamps
Ms. Brit Leek
SSG Vincent Napolitano
Mr. Cody Parkovich
Mr. Adam Richardson
Mr. Andrew Sierra
Mr. Douglas Smith
Mr. Andrew Stass
Mr. Todd Tetzlaff
Mr. Charles Wade

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Mr. Michael Brainin
Mr. Michael Caudill
Mr. Mark Cooper
CW2 Wayne David
PFC William Lindsey Davis
Mr. Alan Downey
CSM Rigoberto H. Fred, Ret.
PFC Margrethe Houentolstrup
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SFC Kyle Mack
Mr. Sam Matthews
Ms. Kathy N. Anemogiannis
Mrs. Maryam Reliford
CW5 Dennis Snyder
Mrs. Erica Yarbrough
Mr. Ryan Yarbrough

Griffin Chapter
CW4 Douglas Daughenbaugh

Grizzly Chapter
WO1 Daryll Acorda
SGT Cory Avila
SPC Yu Bao
CPT Gene Choie
1SG Perfecto Degala
SFC Gabriel Flores
CW4 Daniel Harrigan
CPT Austin Haven
SGT Nathan Hiller
1SG Daniel Hromada
CW4 Jeffrey Johnson
SGT Insoo Lee
1SG Ryan Lonergan
CPT Will Marshall
WO2 Michael Misheff
SGT Kurtis Pelfrey
1LT Kelly Post
CW3 David Raby
CWO3 Rebekah Roundtree
SPC Jean-Pierre Tavares
CPT Gene Thagard
CPT Gerald Torres-Vinson

High Desert Chapter
SPC Gerrit Jalving
PFC Soren James Oliver

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Mr. Vince Habeck
Mrs. Mary G. Jack
Mr. Eric R. Lyons
Mr. Brian Riese
Mr. Wilbur G. Stover
SSG Kyle S. Svetich
1SG Chad C. Waters
Ms. Ashly L. Yancey

Iowa Chapter
WO1 Noah J. Bender
Mr. Paul Brown
Mr. Jesse Constante
SPC Alex M. Frericks
Mr. Brandon Harmon
Mr. John Kassie
SGT Colton Lorber
Mr. Charles Toplikar

Iron Mike Chapter
MAJ Catherine Brown
CPT Robert Brown
Mr. Ray Buckingham
Mr. Nick Crawford
CW4 Nathaniel Dafler
CPL Kristopher Fletcher
Mr. James Lindsay
Ms. Natasha Lindsay
CSM Jeremiah P. O'Berry, III
MSG Joshua Parker
Miss Colleen Pinchott
SFC Joseph Pinchott
Mr. Russell Price
PFC Diego I. Romero Ocando

Jack H. Dibrell/Alamo Chapter
PFC Azalea Alvarado
Ms. Jacqueline DiGiorgio
Mr. Jeff Rogers
Mr. Jason Whitfield
Mr. Nick Zinsmeyer

Jimmy Doolittle Chapter
PFC Brian Ray Ayers
MAJ Robert Gary Bannister
CW3 Stephen Hasty
CW5 Ray Johnson
Mr. Cuyler Larson
Mr. Craig Portney
Mr. David Simchon
SGT Christopher Swanson
CW4 Zachary J. Thompson

Keystone Chapter
Mr. Marcel Bergerman
PFC Olivia Rebecca Clegg
Mr. Matt DiGioia
Ms. Maria Dreese
SGT Austin Hostetter
Mr. Barry Rabkin
PFC Zara Grace Santos
Mr. Sanjiv Singh
Mr. Spencer Spiker
Mr. Michael Stief
Mr. Brad Strimel
Mr. Greg Torgersen

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Mr. Ben Hockenberg
Mr. Robert Whitlock

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Mrs. Susan Barnes
Mr. Vinny Ferrari
PV2 Landon Ray Richey

Live Free or Die Chapter
MAJ Michael Knapp

MacArthur Chapter
SPC Michael Blankson
SSG Douglas Chmura
SGT Daniel Clavin
Mr. Dan Colon
Mr. Kevin Cornish
Ms. Megan Cornish
Mr. John Cote
Mr. Nick Cottrill
Mr. Danny Husek
SGT Jau-Love Jean-Jacques
Mr. Steve Madaras
Ms. Aisha McClendon
Mr. Thomas Messiah
Mrs. Lisa Migliore
Mr. Cleveland Passmore
PFC Don-Marc L. Powell
Mr. Pratik Sawhney
MAJ Jack Sevier
Mr. Fred Weiss
Mr. Michael Wroblewski
SSG Alwayne Young

Magnolia Chapter
SSG Alyssa Bounds
WO1 Thomas Gregory Gibbs
COL Mark F. McMullen, Ret.
Miss Hilaree Orgeron
SFC Richard Poole
SGT Tony venter

Mid-Atlantic Chapter
Mr. George Bachman
CSM Nathaniel Bieniek
COL Slavomir Bilinski
Ms. Michele Christian

Continued on next page

AAAA **Awards**

Order of St. Michael

Silver

Air Assault Chapter
CSM Julio C. David
CW4 Brandon Hewitt
MAJ Timothy Morgan
CW5 Robert W. Plotts Jr.
CW5 William S. Roth
CW5 Thomas L. Schneider
Aloha Chapter
MAJ Curtis L. Bew
Aviation Center Chapter
CW5 Shawn P. Johnston
CW5 Edward A. Pregana
Glenn A. Rizzi
CSM Julio T. Santos
CSM Michael D. Sutterfield, Ret.
COL Jason T. Woodward
Battle Born Chapter
COL Matthew Jonkey
Black Knights Chapter
LTC Connie Lane
Colonial Virginia Chapter
LTC Michael D. Bales
LTC Aris J. Comeaux
CSM Christopher T. Margiano
Connecticut Chapter
CW5 Kurt R. Suitor
Griffin Chapter
COL Thomas J. Arriaga
CSM Kyle P. Clutter
COL Ryan C. Kendall
CW5 Marcus A. Vanney
Grizzly Chapter
CW5 Richard W. Huber
Jimmy Doolittle Chapter
CW5 Frank T. Campagna
Morning Calm Chapter
LTC Billy D. Blue III
CSM Morgan L. Evans Jr.
CW5 Jason R. Ingraham
CW4 Jeff Johnson
CW5 Colin M. Page
CW5 Gregory R. Seibert
LTC Anthony Snipes
LTC Michael Urso
National Office
CW4 Becki Chambers, Ret.
LTC Jan S. Drabczuk, Ret.
North Country Chapter
CSM Christopher W. Tichenor
North Star Chapter
COL Gregory D. Fix
Phantom Corps Chapter
LTC Brian K. Glenn
Pikes Peak Chapter
CSM Edgard Gonzalez
CW5 William S. Kearns
COL Nicholas J. Ploetz
Prairie Soldier Chapter
CW4 Zachary S. Hartmann
Ragin' Cajun Chapter
LTC Charles R. Walker
Rio Grande Chapter
CSM Bryston K. Manintin
Savannah Chapter
CSM Jason C. Adkison
Tennessee Valley Chapter
CW4 Wade J. Fox, Ret.
Allen W. OBrion
Thunder Mountain Chapter
LTC Kent B. Monas
Washington-Potomac Chapter
CW5 Nicholas D. Jacoby
COL Ryan J. Scott

Bronze

Air Assault Chapter
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CW4 Nathan Gumm
CW4 Phillip Hebson
CW3 Vince Masigat
SSG Mark E. McComb
CW5 Ty S. Miller
CW4 Michael J. Murphy
MSG Daniel Nese
CW3 Louis T. Siciliano
MSG Jimmy Vence
SFC Travis Wilson
Arizona Chapter
CSM Shane M. Arnold
CW4 Paul H. Duff, Ret.
MAJ Sheldon Klein
CW5 John K. Knott
MAJ Joseph S. O'Neill
LTC Lucas K. Thorne
Aviation Center Chapter
CW4 Randy Aguirre
SPC Thomas M. Aretz
CW5 Adan F. Caballero
CW3 Abel C. Diaz Jr.
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CW4 Colin B. Kernaghan
CW4 Geoffrey S. Kinney
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CW3 Jayson M. Slingerland
Cecil V. Smith
SFC Vitaly A. Tsaregorodtsev
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William S. Wood
Corpus Christi Chapter
CW4 John M. Coreil
Desert Oasis Chapter
SFC Jonathan Gray
SFC Anthony Jackson
SFC Jason Sok
Gold Standard Chapter
CW3 Jonathan Chittim
Griffin Chapter
1SG Austin R. Alexander
CW4 Brian Jenkins
SFC Eric R. Marquez Morales
1SG Stalin M. Mosquera Duran
MAJ Keary Salls
SFC Ashley Sanchez
CW3 Cody T. Schoonover
CW3 Justin J. Schreiner
1SG Anil Upadhyaya
Jimmy Doolittle Chapter
CW5 Frank T. Campagna
Morning Calm Chapter
CW4 Bruce R. Beuckman
CW3 Jody S. Clark
CW2 Craig Coonradt
CW2 Ted A. Freeman II
SSG Robert A. Groenings
CPT Alaina McLaughlin
CPT Franklin A. Pugh Jr.
CPT Brian A. Schacht
Mount Rainier Chapter
CW4 Jacob Beno
SFC Christopher Livermore
1SG James M. Raub
CW2 Jerry B. Sawyer
CW4 David W. Wilson
No Chapter Affiliation
SFC Glen Polite
North Texas Chapter
1SG Robert G. Calogero
SSG Jacob A. Christian
1SG Franklyn D. Konarik
SFC Eric J. Mena
SFC Timothy A. Morris
Northern Lights Chapter
SFC Nicholas R. Allen
CW2 James P. Foster
CW3 John C. Mason
CW3 Joseph R. Mitchell
CW4 Samantha L. Palmer
CW3 David R. Ray
Phantom Corps Chapter
LTC Heather M. Eide
CW4 Benjamin C. Jackson
Ragin' Cajun Chapter
CW3 Jack E. Baird
CW3 Stephen D. Barton
1SG Carson J. Downey
MAJ Sheena P. Henley
CW3 Benjamin J. Mckay
SSG Matthew S. Messinger
CW3 Richard D. Minton
CW3 Kevin M. Nichols
CW3 Michael T. Pridgeon
SFC Adam H. Shaw
CW3 Carlyle S. Swofford III, Ret.
Rio Grande Chapter
CW3 James M. Cowart III
Tennessee Valley Chapter
Bryan Bennett
MAJ Stuart S. Brimner
James J. Hauser
MAJ Jared Joyce
Richard G. Odom
MAJ Eric Page
MAJ Roberta M. Woronowicz
Jarrod S. Wright
Thunder Mountain Chapter
Robert C. House
Christopher R. Odum
SFC Enrique Ramosmelendez
1SG Thomas L. Roberts, Ret.
Charles M. Rossman
Utah Chapter
SFC Michael S. Martin
Washington-Potomac Chapter
CSM David Bowen
MAJ Ronald "Dennis" Twitchell
David W. White

Knight

Air Assault Chapter
Stacey Gray
CPT Kelsey Holmlund
CPT Peyton A. Jarrell
CPT Zachary W. Jones
CPT Paul M. Morlock
1SG Kyle Smith
CPT Malayna Taylor
CPT Jeffrey Whitmarsh
Aloha Chapter
1SG Geron Wiggins
Aviation Center Chapter
Nicolas G. Feraci
Desert Oasis Chapter
Justin W. Ruth
Edwin M. Silva
Kelly R. Taylor
Gold Standard Chapter
MSG Jennifer Erbar
Griffin Chapter
MAJ Caleb M. Sherstad
Land of Lincoln Chapter
SFC Kyle E. Combs
Morning Calm Chapter
BG Robert S. "Todd" Brown
Soo Jeong Lee
CW2 Tyler J. Mikulka
Danny Park
CPT Phillip G. Rendon
North Star Chapter
COL Paul R. Carey
COL Gary M. Jonson
Phantom Corps Chapter
MG Benjamin J. Cattermole
Tennessee Valley Chapter
Jimmy Moore
LTC Adrian N. Watts
Washington-Potomac Chapter
MG Trevor J. Bredenkamp
David A. Hall

Our Lady of Loreto

Air Assault Chapter
Melissa Leggio
Tracy J. Miller
Melissa F. Silva
Liese Vence
Connecticut Chapter
Charlotte L. Suitor
Morning Calm Chapter
Elba Sofia Blue
Northern Lights Chapter
Taegan F. Holliday
Krystal Owen
Janette Quiros
Marjorie Rivera
Tennessee Valley Chapter
Cindy OBrion
Washington-Potomac Chapter
Shannon M. Twitchell

AAAA Salutes the Following Departed...

CW4 William H. Canon, Ret.
Deceased 10/7/24

LTC Jerry W. Russell, Ret.
Deceased 5/8/2025

MAJ John A. Kerr, Ret.
Deceased 3/24/2025

COL George W. Adamson
Deceased 5/5/2025

FALLEN HERO

AAAA is saddened to announce the recent loss of an Aviation Soldier.

CONUS

CW2 Dustin Wright

The Department of Army announced a 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault) Soldier was killed when the helicopter he was piloting crashed during an aviation training mission around 6:45 p.m. on Jun. 11, 2025 at Fort Campbell, Kentucky.

Killed was:

Chief Warrant Officer 2 Dustin Kelly Wright, 40, from Union City, Tennessee

The accident is presently under investigation.

May he rest in peace.

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

New AAAA Members

Continued

Mr. Jim Fett
PV2 Brayan Cerrato Garay
Mr. Ryan Giuffre
Mr. Carl Guzzo
Ms. Claire Ismirlian
Ms. Brianna Kaminski
Mr. John Luczkovich
SrA Sean Meehan
Ms. Chantelle Moore
Mr. Robert Morgan
Mr. Olivier Noblanc
PVT Michael Kenneth Rathof
Mr. Chris Renson
Ms. Kathleen Rogers
Mr. Sean Simons
Mr. Dylan Tomblin
Mr. Tyler Watkins
Mr. Robert Wise
Minuteman Chapter
CW4 Peter Gamelin
MAJ James Gillespie
PFC Dylan Alfred Greamo
Mohawk Chapter
Mrs. Tara Malizia
Morning Calm Chapter
SGT Daillana Barzaga Castillo
CPT Ross Brown
LTC Nerea M. Cal
SSG Minseok Choi
SSG Brandon A. Clark
Mrs. Maryanne A. Clark
WO1 Aibar Colon Rodriguez
SPC Austin Duckett
SGT Stephen Durham
CW2 David Echeverry
WO1 Aisha Edwards
SPC Gayle Fenner
SSG Thomas Fenner
Mr. Garrick Frankeny
SGT Brogan Fuehner
MAJ Aaron Gilbert
SGT Gabriel Hall
SFC Ashley Hogge
Mr. Gi-woong Hong
CPL Kenneth Hoze
Mr. Jeongkyu Jun
1LT Preston Kerlegrand
Mr. Sangyong Kim
Mr. Yong Sang Kim
1SG Jeremy Lamoureux
1SG Alexander Legarreta
SFC Daniel Lehmkuhl
SSG Thomas Leonard
CPT Madison Lowe
SSG Jose Martinez
SSG Raul Martinez
SSG Justin Middleton
SFC James Mooar
SFC Justin Douglas Morley
2LT Gavin Morse
1LT Enriquo Nedlic
SSG Everlyne Odhiambo
SFC Raul Palmer
CPT Brian Park
SGT Samuel Park
Mr. William Parks
SPC Tamara Pascal
SSG Alissa Platukis
1LT Jacob Powers
SPC Jaden Rodriguez-Sierra
CW2 Hak Rou
1SG Menard Sanchez
PFC Emmah Schuster
Mr. Shane Hyunsoo Shin
SPC Matthew Sidhu
Mr. Pyongkwan Song
SGT Luke Stapleton
1SG John Tobonrodriguez
CPT Antonio Varela
MAJ Andrew West
SGT Haley Westermayer
SPC Elizabeth Wills
SFC Anthony Wyaco
Mount Rainier Chapter
CW3 Jonathan Attwell
Ms. Rachael Barritt
CW4 Richard P. Boudreau
Mr. Richard DeNise
PV2 Johnathan H. Hamllik
MAJ William Jasien
CWO2 Aaron Paradise
Mr. David A. Watt
Narragansett Bay Chapter
CW2 Andrew Checchia
Mr. Dale DeJoy
SFC Paul Hanley
North Country Chapter
MAJ Daniel R. Bloomer
Mr. Scott Hardin
SPC Jinyoung Lee
CW3 Juan L. Mendez
WO1 Dakota Merrill
WO1 Joseph A. Reynolds
CPL Randall Stewart
Mr. Francisco Tizón
North Star Chapter
PV2 Oliver Randal Aronson
BG Gentry Boswell, Ret.
PV2 Theodore T. Brown
Mr. Lucas Erickson
Mr. Tim Gellerson
Mr. Andrew Hippe
LTG Jon Jensen, Ret.
PV2 Kenneth James Kornexl
PFCAlexisK.Maskovich-Deboer
Mr. Michael Morgan
PV2 Mitchell Alden Peterson
Ms. Erin Roesler
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Mr. Richard Lawson
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Mrs. Emily Mellinger
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MSG Robert W. Johnson
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Mr. Pramod Raheja
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Mr. Cameron Picard
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SGT Camron Lee Vaughan
PV2 Matthew T.Vonbonin
Yellowhammer Chapter
Mr. Rick Binkley
Mr. Alain Pages
Zia Chapter
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Mr. Mahmood A. Alhameli
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Mr. Asim ALZahrani
Mr. Saeed Bahlol
Ms. Koren Ball
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Mr. Scottie Barton
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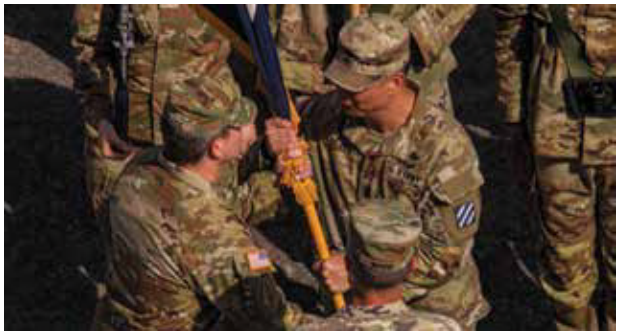
People On The Move

Changes of Command/Responsibility

3rd CAB Welcomes New Commander

COL Robert B. Harless returns the 3rd Combat Aviation Brigade colors to CSM Jason C. Adkison, as he assumes of command of the Brigade during a ceremony hosted by 3rd Infantry Division commander, MG Christopher Norrie (back to camera) at Hunter Army Airfield, Savannah, Georgia, on April 25, 2025.



U.S. ARMY PHOTO BY REBECCA SORIA

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.*

FSXXI Class 25-013

AAAA congratulates the following officers graduating from Flight School XXI at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

53 Officers May 1, 2025
Class 25-013

Commissioned Officers
2LT Klepper, Matthew A. * -DG
1LT Akintoye, Samuel -HG
1LT Davis, Timothy M. -HG
1LT Singletary, Tyler J. * -HG
1LT Clements, Nicholas B.
1LT Coasey, Demetris R. *
2LT Collins, Joseph W. *
1LT Collins, Michael O. *
1LT Gibbs, Timothy D.J. *
1LT Hart, William A.
1LT Jackson, Garrett L.
1LT Kleinheksel, Mason K.
1LT Lambright, Dante M.
2LT Leipertz, Jack C. *
1LT Mercado, Ezekiel T.
2LT Moravec, Tyler E. *
2LT Rogers, Caitlyn A. *
1LT Valenzuela, Michael W.
2LT Vitale, Julia A. *
2LT Wickham, William C. *

Warrant Officers
WO1 Lebechuck, Kyle S. -DG
WO1 Davis, Timothy A. * -HG
WO1 Higgins, Thomas R. -HG
WO1 Truax, Nicholas J. -HG
WO1 Bucke, Christopher D.
WO1 Castillo-Bahena, Irwin A. *
WO1 Conroy, Dakota L.
WO1 Corbin, Andrew J.
WO1 Corbin, Hunter L.
WO1 Crespo-Cruz, Harling
WO1 Cruz, Rogelio S.
WO1 Davis, Andrew W. *
WO1 Dayton, Stephen T.
WO1 Demeris, George K., Jr. *
WO1 Espinosa, Jesus O. *
WO1 Gonzales, John Cezar D. *
WO1 Guzman Cardoso, Alan J.

FSXXI Class 25-014

People On The Move

FSXXI Class 25-015

FSXXI Class 25-016

Flight School Graduates *Continued*

WO1 Hewitt, Alec J.
WO1 Hooper, Nicholas A. *
WO1 Langley, Joseph L.
WO1 Middleton, Jerome F. *
WO1 Peters, Hunter D.
WO1 Robinson, Kurtis M.
WO1 Sanford, Alex M.
WO1 Schmidt, Alexander D. *
WO1 Schultz, Ian H.
WO1 Tisdale, Deshawn M.
WO1 Toscano, Ulises *
WO1 Troyer, Eric N. *
WO1 Watson, Bryce I.
WO1 Wolf, Camille E.
WO1 Wood, Dakota C.
WO1 Zielinski, Chad R. *

18 Officers May 14, 2025
Class 25-014
Commissioned Officers
1LT Wiemers, Jace R. -DG
1LT Tao, Brandon T. *
2LT Tomala, Jordan F.
Warrant Officers
WO1 Ewers, Zachary P. * -DG
WO1 Brooks, Matthew R. * -HG
WO1 Hayward, Michael A. -HG
WO1 Castro, Ronnie G. *
WO1 Christiansen, Joshua C.
WO1 Coleman, Jonah D. *
WO1 Hamilton, Henry J.
WO1 Hinkle, Theodore C. *
WO1 Johnson, Joseph W. *
WO1 Johnson, Kyle E. *
WO1 Jordan, Matthew T.
WO1 Nguyen, Lam D. *
WO1 Preisler, Jacob W. *
WO1 Smith, Alexander J. *
WO1 Yiannacopoulos, Peter M.

63 Officers May 29, 2025
Class 25-015
Commissioned Officers
2LT Peterson, Gerald R. -DG
2LT Kreuser, Grace S. * -HG
1LT Roberts, Brian I. * -HG
2LT Wahl, Logan T. * -HG
1LT Wickenhagen, Aaron R. -HG
2LT Beddall, Joshua J. *
1LT Burke, Jeremy J. *
1LT Carlson, Tristan H.
2LT Cordier, Nicholas V.
1LT Cronk, Jacob W. *
1LT Delahunty, Liam P. *
1LT Dewal, Avadhish B. *
2LT Gilbert, Tucker R. *
2LT Goodwin, Tyler J. *
1LT Harrell, John P. *
2LT Jansen, John M. *
2LT Jansen, Kellen J.
2LT Klakos, Kamren S. *
2LT Kolapo, Qudus O. *
2LT Lewis, Rebecca M. *
CPT Miller, Glenn T. *
1LT Piatz, Addie V. *
2LT Prall, Jonathan D. *
1LT Rainey, Tyler J.
CPT Sims, Bryan M. *
1LT Steinbach, Stephen A., Jr. *
1LT Sun, Luobin
1LT Wylie, Mark D. *
Warrant Officers
WO1 Brooks, Louie P. * -DG
WO1 Buller, Andrew M. * -HG
WO1 Hyman, Paul B. * -HG
WO1 Levesque, Torey J. * -HG
WO1 Patrick, Kevin A. -HG
WO1 Abts, Ryan E.
WO1 Alexander, Matthew G. *
WO1 Arroyo, Sierra D. *
WO1 Baxter, Joel O.
WO1 Bucking, Christopher J.
WO1 Butler, Kevin T. *
WO1 Cordes, Jarrod H. *
WO1 De La Cruz, Jesse
WO1 Diallo, Mamadou B. *
WO1 Greathouse, Braxton L., II *
WO1 Hewitt, Evan M. *
WO1 Jackson, Timothy E. *
WO1 Kaber, Brett W. *
WO1 Klink, Chad M.
WO1 Lee, Augustine M.
WO1 Leech, Dylan J. *
WO1 Lintz, Christopher R.
WO1 Lisella, Austin N. *
WO1 McVicker, Scott E. *
WO1 Moon, Jonghyun
WO1 Morris, Kyle S. *
WO1 Pierucci, Dominic S.
WO1 Rehling, Edwin A., III *
WO1 Rowley, Michael D.
WO1 Shelton, Andrew E. *
WO1 Singkhek, Jhantha M. *
WO1 Sow, Ousmane *
WO1 Tadique, Sergio S. *
WO1 Wilson, Alex J. *
WO1 Yerger, Courtney L.

15 Officers June 12, 2025
Class 25-016
Commissioned Officers
1LT Sekulovski, Simon A. * -DG
1LT Mason, Aaron B. *
2LT Meade, Lydia A. *
1LT Scheffey, Patrick W. *
2LT Sodervick, Matthew P. *
1LT Zaleski, Patrick M. *
Warrant Officers
WO1 Jeanes, Andrew S. * -DG
WO1 Colmer, Brad L. * -HG
WO1 Charles, Andrew C. *
WO1 Cissell, Michael J.
WO1 Jones, Joshua D.
WO1 Purkey, Jacob M.
WO1 Rockholt, David C. *
WO1 Stokes, Cody A. *
WO1 Thomas, Kauilamakahikin K. *
-DG: Distinguished Graduate
-HG: Honor Graduate
* = AAAA Member

People On The Move

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.

Aviation Maintenance Technician
Class 001-25
WO1 Thomas Gregory Gibbs * -DG
WO1 Mohammed A. R. Aldarmaki
WO1 James Micheal Allen
WO1 Thomas Michael Bender
WO1 Philip Matthew Buettner
WO1 Rahnjames Kasiah Clements *
Class 002-25
WO1 Joseph Andrew Reynolds -DG
WO1 Alexander Todd Napier
WO1 Cameron Paul Renth
WO1 Heather Alicia Santos
WO1 Peter Dominic Savarese
WO1 Connor Allen Young

AH-64 Attack Helicopter Repairer (15R)
Class 011-25
SPC Michael Blankson * -DG
SPC Sean Allen
PV2 Jacob Stephen Powers Burnett
PV2 Naji Halim Farris
Pv1 Landen Reece Hegre
PFC Emilie Sara Keaton
PFC Samuel Scott Koskela
PFC Lushane Einsley Newell
PFC Isaiah Matthew Temples
Class 012-25
PVT Brian Ray Ayers * -DG
PV2 Santiago Montoya Baez
PVT Darryl Shawn Bailey
PFC Lawrence William Lee
PFC Makayla Alexus Mason
PFC Jeremy Lynn Shields
Class 014-25
PV2 Brayan Cerrato Garay * -DG
SGTAhmedMohammedK.K.AlBlooshi
SPC Jonah Colin Bernatz
PFC Angel D Chirinos Delgado
PV2 Blake Matthew Daniels
PFC Izabelle Grace Darrow
PV2 Cameron Scott De La Motte
SPC David Anthony Frye
PFC Luca George Maldonado
SPC Narayan Kumar Mandal
PFC Richard Steven Morales
SPC Ricardo Edner Previlon, Jr.
Class 015-25
PV2 Christian Izaya Thomas * -DG
SGT Joseph Wayne Corbin
PVT James A. Dobke
PV2 Jeffery Niklaus Hallstensson
PVT Brecken Jett King Jensen
PFC David R. L. Kava
SPC Destin Michael Linn
SPC Colton Reed Maynard
SGT Ryan Timothy Theys
Class 001-25
PFC Jason Perry Morrissy * -DG
PV2 Ethan Cooper Beall
SPC Damarko Crook
PFC Molly Ann Eileen Eickman
PV2 Ian Adair Fraze
PV2 Quinten Thomas Hughes
PV2 Dakota Shelton Johns
PV2 Richard Lance Keller
PV2 Leighton Jonathan Mulvaney
PFC Ernesto Ocegueda
Class 002-25
PFC Jayden R.T. Proctor * -DG
SPC Samuel Agosto Candelaria
SPC Nickolas Oliver Gaskins
SPC Andrew Peyton Mcgill
SPC Corey Westen Neupert
PFC Cody Mcray Rauch
PFC Joshua James Thomas
PV2 Jason Justin Wisdom
Class 003-25
PV2 Marisol Isabel Corchado * -DG
PV2 Eduardo Aguayo
PFC Dawson Charles Allred
PFC Marcelo A. A. Maldonado
PV2 Noah Jaime-Kida Balanay
PFC Bodie Jay Barlow
Pv1 Ethan Joseph Buchanan
PFC Ezekial Terrell Davis, Jr.
PFC Ariana Monae Mallet
PFC Ruben Sylvester Tucker
CPL Mariusz Pawel Wojnicz
PFC David Benjamin Zittlau
Class 004-25
PV2 Christopher Michael Haas -DG
SPC Kenneth Alexander Dupuis
SPC Landon Avery Evans
PV2 Jonathan Douglas Forrest
PVT Whey Gannon Hem
PVT Anthony Ibarra
PV2 Sidney Raymond Jones
PVT Reese Ole Lene
PFC Noah Jaxon Mahan
PFC Noah Alexander Manzano
SPC Ricardo Raymundo Poulina
PVT Evan Anthony Sibley
Class 017-25
PV2 Shane Alvin Probst * -DG
PV2 Andrew Earl Michael Anderson
PV2 Taylor Ann Emerson
PFC Brighton Tasia Gines
PFC Owen Matthew Hallinan
PV2 Cayden Lee Harris
PFC Tyler Van Hughes
PV2 Devon Mychael Lindquist-Ray
PV2 Emiliano Medina
PFC Taja Briana Rice
PV2 Rolando Rojas
PV2 Kaden Micah Tambi
Class 018-25
PV2 Angel David Rosales * -DG
PFC Adam Michael Cordery
PFC Adrian Michael Dykes
CPL Collin Joseph Iadarola
PFC Jacob Rodney Marshall
PFC Derrick J. Pearson
PFC Kevin Jonathan Reyes
PV2 Diego Sanchez Castillo
PV2 Kenny Thach
PV2 Kayden Jeffrey Valentino
Class 020-25
PV2 Kylie Denise Sines * -DG
SGT Joshua R. Staley
SPC Carlton Jumel Thompson
PV2 Christopher Dou Valentine
PFC Makayla Mason

UH-60 Helicopter Repairer (15T)
Class 024-25
PVT Trenton Michael Lego * -DG
PV2 Ryd Martin Taghoy Domingo
PFC Bethany Lynn Householder
PFC Trenton Louis Jenkins
PFC John Joseph Macdonald
PFC Austin Taylor Martin
SPC Austin James Miller
PV2 Andrew Jacob Omara
PFC Kayden Daniel Lee Phillips
PFC Adam Michael Schoch
Class 025-25
SPC Alex M. Frericks * -DG
PFC Nathan Michael Bailey
PFC Elliott Joe Coulson
SPC Noah Matthew Farmer
PV2 Kahleb Tigg Fields
PFC Spencer James Freeburg
SPC Joseph Manuel Torres
PFC Landon Avery Wallace
SPC Gage William Youngblood
Class 026-25
PVT Jacob Eli Nash * -DG
PV2 David Isaac Arthur
PV2 Cody Allen Ballein
PV2 Hugo Gerardo Juarez Alvarado
PFC Xander Robert Kip
PFC Kaden Lane Lashare
SPC Genevieve Meilien Parkinson
PFC Laurence Ambrose Pfouts
PFC Leon Alfred Poitra, III
PFC Luis Alberto Reyes Burgos
PFC Daniel Sandoval
PV2 Luis Angel Valarezo Villavicencio
Class 027-25
SPC Juan Mario Gonzalez * -DG
PV2 Luke Riley Benedict
SPC Eric Bruce Blackwell
PV2 Trevor James Blankenship
PV2 Carlos Matthew Brown
PV2 Patrick Michael Byrne
PFC Guage Kaiden Chandler
SGT Teddy Shawn Mullins
SPC James Caleb Sharpe
SPC Michael James Shearman
Class 029-25
PFC Joshua G Hervey * -DG
PV2 Jose Antonio Castro
PV2 Coen David Coss
PV2 Roberto Del Rio Melian
PV2 Elijah Gabriel Magles
PFC Avn Gray Shepard May
PFC Daniel Isaac Mcclellan
PV2 Lo Koby Moua
PV2 Devaughn Nicardo Rose
PV2 Daniel Tadeo
PFC Jeffery Michael Wallace
Class 030-25
PFC Evan Joseph Walters * -DG
PFC Yuriy Scott Christoff
PFC Daniel Ethan Deberry
PFC Farhan Evan
PFC Haven Anthony Fuentes
SGT Shawn Scott Jobin
SPC Jonathan Lloyd Mcmurdo
PFC Peni N. Vaniqi Naiqama
PV2 Brayden Thomas Pierce
SPC Sean Michael Rodgers
PFC Colby Trent Smith
PFC Neil Marshall Thomas
Class 031-25
PFC Scott Lee Sheber * -DG
SPC Jason Chen
PFC Leroy George Forbes
PFC Robert Ruben Garza, III
PV2 Kevin Vinicio Gonzalez
PFC Daquan Latrell Jackson
SPC Harun Kartal
PFC Justin Patrick New
PFC William Lucas Ross-Argueta
PFC Zackary Ryan Schmid
Class 032-25
SPC Austin Bryce Bennett
SPC Justin Carl Bishop
SPC Charvens Cesar
SPC Rusty A. Kuciemba
SPC James Jerome Mccarthy, III
SGT Michael Emmanuel Medina
PFC Elijah David Pettijohn
PV2 Tristan Neal Randall
PFC Shawn Allen Robertson
PV2 Andrew John Routt
SPC Samuel Wade Sargent
SPC Richard Christopher Taylor
Class 034-25
PFC Tyson Andrew Batchelor * -DG
PFC Krislyn Leanne Arthur
PFC Layne Matthew Dothage
PFC Charles David Ebensteiner
PFC Justin Frances Godown
PFC Josiah D.K. Kekonagasper
PFC Kaysen Reynolds Monson
PFC Marcus Alexander Monte
PFC Roegen Aurele Rosi Carney
PFC Isaac Nathaniel Tafoya
PFC Jacob Marshall Tucker
PFC Christopher A. V. Berman
Class 035-25
PFC Clayton Gregory Frymire * -DG
PFC Rico Demond Allen, Jr.
PV2 Aaron Michael Anderson
PFC Cody Wade Brown
SPC Jonathan Daniel Chaney
PV2 Damon Despain Cruz
SPC Shawn Brady Earl
PFC Brodie Mathieson Kelly
SGT Jackson Scotthoskins Leonard
SPC Colton P. Reed
SPC John Mason Waddell, Jr.
PFC Cody Robert Watson
Class 036-25
PV2 Oliver Randal Aronson * -DG
PV2 Joshua Noah Bledsoe
PFC William Bryan Brown
PV2 Michael Vinzent Cabello
PV2 Edward Chen Lo
PV2 Mason Joel Raeder
PFC Samuel A. Romero-Russell
PFC Boris Antonio Rosa
PFC Nicholas David Rubeck
PV2 Clayton James Schlarb
PV2 Daniel Joseph Torres
SPC Morgan Robert Zanoff
Class 037-25
PV2 Johnathan H. Hamllik * -DG
PFC Eston X. Kobayakawa Castillo

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

PV2 Nathan Lee Cisneros
PFC Jacob Taylor Cooper
PV2 Maliq Alexander Crosby
PFC Haskell Heath Gentry
PFC Isaiah Maurice Glover
PFC Jose Enrique Hernandez
PV2 Sean Raymond Hess
SPC Paul J. Lumabao-Espanto
SPC Kenneth Garrett Phillips
SPC Reese Hudson Rogers

Class 039-25

PFC Oscar Alfredo Quiles * -DG
PFC Jack Taylor Adkins
PFC Hailey Rose Comstock
PFC Daniel Madison, Jr.
PV2 Hayden Carl Xavier Mcdonald
PV2 Hayden Alyxander Morris
PV2 Mark Aaron Rigby
PFC William Virgil Stone
PV2 Raymond Abraham Torres Meza

Class 040-25

PFC Dylan Alfred Greamo * -DG
PFC Austin Diego Anderson
PFC Owen Daniel Czekalski
PFC Ricardo E. H.Moreno
PFC Keith Benjamin Hout
CPL Audiemar Layugan
PFC Dorian Diantae Liggins
PV2 Fernando Perez
PV2 Carson Lee Russell
PV2 Michael Smith
PFC Brayden Paul Walton

Class 041-25

PFC Alexis K. Maskovich-Deboer * -DG
PV2 Geovani Araujo
PFC Jonathan E. H. Thompson
SPC Timothy Martin Holt, Jr.
PFC Kaleb James Mccarty
PFC Jason Zolbayar Ulziisaikhan
PV2 Misael Velasquez Venegas

Class 042-25

PFC Don Marc L. Powell * -DG
PV2 Wyatt Thomas Bickle
PV2 Vincent Lee Douglas
SPC Abel Njuru Gichuki
PV2 Jesse James Locks
PV2 Aidan Rhett Salcido
PFC Christopher William Trehan
PFC Christian Trujillo
PV2 Gordin Charles Turner
SPC Cayden Quinn Whitacre
SPC Jonathan Gregory Zerrusen

Cargo Helicopter Repairer (15U)
Class 008-25

PV2 Theodore Thomas Brown * -DG
PFC Calan Morrie Bushinger
SPC Kirk Anthony Clark, Jr.
PV2 Chad Ryan Donchez
PV2 Leon Dewayne Herlong, Jr.
PFC Hudson Charles Isley
PV2 Jermikal Armel Johnson
PV2 Joshua Nieto
PV2 Christian Michael Semeja
PFC Anthony Marc Swatton
PV2 Jeffrey Brian Wahlin
PV2 Daniel Alexander Youngs

Class 009-25

PV2 Robert J. W. Michels * -DG
PFC Elijah Mitchell Briggs
PV2 Jesus Anthony Camacho
PFC Jesse James Cross
PFC Samuel Lee Goheen
PV2 Gabriel Philip Green
PV2 Paxton Ross Jacobs
PFC Ethan Ray Jenkins
PV2 Jackson Brody Keiser
PV2 Cole Jonathan Lucas
PV2 Talan Cole Parrish
PFC James Dylan Rathburn

Class 010-25

PFC Olivia Rebecca Clegg * -DG
PV2 Nikhalil Kafani Changoo
PFC Catherine Helene Coleman
SPC Raef R. Ghatas
PFC William Frederick Goos
PV2 Andrew Christopher Lynn
PV2 Megan Riley Pirlet
PFC Jacob Charles Reid
SPC Gungor Sahin
PV2 Chengrong Shen
PFC Julia Lynn Wilson
PFC Michael Antonio Woolery

Class 011-25

PV2 Liam Gage Wheeler * -DG
PFC Tyler Charles Coppens
SPC Garret Ray Driver
PV2 Gabreial Anthony Fannin
PFC Larry Lee Alan Gaines
SGT Johnny Elmer Goodwin
PV2 Wyatt Kyle Lindsey
SGT James Robert Lyman, IV
PFC Dana Harold Malone
SPC Hyoin Seo
PFC Gabriel William Stewart

Class 012-25

PV2 Samuel Franconoel * -DG
PFC Nicholas Justin Delgadillo
SPC Juan D. Galvez
PFC Andrew Griffith Maberry
PV2 Brady Reese Moorehead
PV2 Bismark Essuman Morrison
SGT Emmanuel J. Munoz Venegas
PV2 Robert John Nevin
PFC Cooper Earl Newman
SPC Shaun Michael Rhoads
SPC Brock David Santoro
PFC Lagarius Contrell Shabazz

Class 013-25

PFC Andrew Christian Miles * -DG
SPC Dakota Rodriguez Alvarez
SPC Cody Alan Claar
SPC Vincent Edward Claypole
PV2 Chandler William Thomas Ethier
PFC William Bruce Handelsman
PV2 Brock Davis James
SPC Sean Philip Knispel
SGT Jonathan Ray Ortiz
SPC Ismael Andres Romanmejia
SPC Zackary Alejandro Zaricor

Class 015-25

PFC Josiah J. Van Den Bos * -DG
SPC Aaron Lynn Buckmaster
PFC Dalton Kendrick Daves
PV2 Nathan Ray Gregory
PV2

Continued on next page

Carter Scott Maslyn
PVT Austin Jordan Remengesau
PV2 Timothy Colin Shedd
PV2 Sean Bishop Wirtz

Aircraft Powerplant Repairer (15B)
Class 002-25

PV2 Deric Maxwell Chupurdy * -DG
PV2 Ashton Zander Chapman
PV2 Davey Jahlier Diaz Morales
PFC Connin Glenn Fife
SPC Ryleigh William Grady
PFC Federico Bello Hernandez
PV2 Colby Nathaniel Jerkins
PV2 Landon Terry Moats
SPC Gerald Quinnsky Nulsen
PFC Mark Jansen Ancheta Taloza
PFC Michael James Toon
PFC Ezekiel Branson Trammel
PFC Aldair Valdes Acosta
SPC Nycolas H.S. Vicente

Class 003-25

PFC Zara Grace Santos * -DG
PFC Noah Isaac Borokoff
PFC Henrry Gabriel Caniz-Lopez
PFC James Michael Farrell, Jr. *
PVT Hunter John Kong
SPC Elwen Isabella Plowden
PV2 Aidan Zane Smith
SPC Jamz Lee Thompson
PV2 Logan Kade Wickline

Aircraft Powertrain Repairer (15D)
Class 002-25

PV2 Jonathan A. Lopez * -DG
PV2 Michael Patrick Brown
PV2 Christopher Garcia Coache
PV2 Emmanuel Gonzalez Fernandez
PV2 Enrique Ismael Guzman
PV2 Braelen Mekhi Holstein
SPC Joo Sik Kim
PFC Jerimiah Colt Kinchen
PFC Paul William Melanson
PFC Zoe Marie Schell

Aircraft Electrician (15F)
Class 003-25

PFC Andrew Clayton Mitchell -DG

ARMY AVIATION ▶ Editor's Mailbox

We encourage you to send your comments and suggestions to editor@quad-a.org. Submissions should be exclusive to ARMY AVIATION – we do not publish open letters or third-party letters. Submissions should be 150 to 175 words, should refer to an article that has appeared in the current or most previous issue, and must include the writer's name, address, email address, and phone numbers. No attachments, please. We regret that because of the volume of submissions, we cannot acknowledge unpublished letters other than by an automated e-mail reply. Writers of letters selected for publication will be notified within a week. Letters may be edited and shortened for space.

Joe Pisano, Editor

6/2/25
Alexandria, Virginia

Does anyone else think it unwise to completely divest our Air Cavalry culture? It's one thing to inactivate battalion-level organizations, but wholly another to give up the elan, traditions, heritage, panache, and – dare I say it – readiness of our entire Stetson-wearing community.

Maybe we should put it to a vote among the remaining AH-equipped units and let them determine which color guidon to follow.

I'd hate to think that Fiddlers Green will soon run out of winged troopers!

Kevin Sherrer
Colonel, United States Army Retired

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

PV2 Kyler Diante Anaya
PFC Alexander Michael Kubalok
PV2 Christopher Michael Miller
PV2 Minhnhat Nguyen
Class 004-25
PVT Michael K. Rathof, Jr. * -DG
SPC John Cannon Lecouris
PV2 Dervin Elias Paredesjimenez
PFC Franklin Thomas Ronning
SPC Colton Xavier Wheeler
Class 005-25
PFC William Lindsey Davis * -DG
SPC Emmanuel Ambroise
PVT Ricardo Ramon Buenrostro
SPC Robert John Jacobs, III
SPC Luke Santos Sabino Kearns
PV2 Genrik Akobovich Mireshyan
SPC Brian Kanjuru Wangari

Aircraft Structural Repairer (15G)
Class 003-25
PFC Graham Wayne Doering * -DG
PVT Caleb Michael Briggs
PV2 Zachery Tyler Iverson
PFC Kevin Douglas Jondreau
PV2 Dylan Owen Livingston
PFC Jesus M.J. Montoya
SSG Kelvin Arturo Ortizgomez
SPC Joseph John Rodriguez
PV2 Javier Alejandro Santillan
PV2 Andrew Joseph Sledzinski
PVT Timothy Jobe Wilkie
Class 004-25
PFC Diego I. Romero Ocando * -DG
PFC Marc Anthony Fajardo Guazhco
SPC Michael Patrick Gerebics, II
PV2 Preston James Michael Hall
SPC Shi Liu
PFC Marina Taylis Melendez Rosario
SPC Ashton Aubrey Milton
PFC Donovan Paul Navidad
PFC James Dominic Peery
PFC Emmanuel Rezende Raes
PV2 Joshua Cheeming Thao

Aircraft Pneudraulics Repairer (15H)
Class 003-25
SPC Jinyoung Lee * -DG
SPC Oscar Alfredo Fernandez
PV2 Leonardo Dometry Garcia
PVT Ethan Noel Gonzalez
SPC Gregory M. R. Hollman, II
PV2 Tyler Dean Jennings
PV2 Tobias Orion Krems
PFC Aften Jacob Richens
PV2 Timothy Holden Sanders
PV2 Aaron David Sharp
PVT Daniel James Watson, III
Class 004-25
PV2 Jacob E. Kazimierczak * -DG
PFC Christopher Joshua Bailey
PV2 Joseph Edward Brandefine
PFC Joshua Andrew Frausto
PVT Nicolas Tyler Kwan
PV2 Dorian Gunner Luces
PV2 David F. P. Munoz
PFC Jason Ryan Reid

Avionic Repairer (15N)
Class 001-25
SPC Joseph M. Gayley-Oliveri * -DG
PFC Ethan Andre Alexander
PFC Christopher Ryan Oacan Carr
SPC Tanya Elizabeth Castillolopez
PFC Alexander Cebreros
PV2 Adrian Hernandez Valladares
PFC Mark Charles Mullen, Jr.
PFC Nolberto G. O. Perez, Jr.
Class 002-25
PV2 Mitchell Alden Peterson * -DG
PFC Dylan Charles Mikesell
PV2 Justin Jesus Ramirez
SPC Kyle Allen Rudy
SPC Ryan Leroy Smith
SPC Camaurae Tyree Thurman
Class 004-25
SPC Courtney Amber Hill * -DG
PFC Preston James Bailey-Knieriem
PFC Roberto D. Castanedahernandez
SPC Estevan Fariascervantes
PFC Dreshawn Farr
PV2 Cory Lamar Gray, Jr.
PFC Kaiden Eugene Hunt
PFC Victoria Ramirez
Class 005-25
PFC Rafael Martinez-Martinez * -DG
PV2 Mark Devin Kelly
PV2 Domenick James Kneasel
PFC Joshua Jaden Langan
PFC Frederic Estabillo Mateo
SPC Jacob Benjamin Weikle
Class 006-25
PFC Dale Robert Osborn * -DG
PV2 Brandon Robert Powell
PFC Henry Benjamin Quanbeck
PV2 Gabriel Gregory Rodriguez
PFC Jeremiah Sebastian Wanless

Aviation Operations Specialist (15P)
Class 25-015
PFC Pfoutz Grace I. -DG
SPC Lepe Arleth G.-HG
PV2 Abulail Joseph G .
PV2 Carmona-Reyes Axel Y.
PV2 Healey Daniel L.
PFC Lopez Asialenay D.
SPC Muhammad Khair W.
PV2 Ramirez Jonathon
PV2 Ramos John M.
PV2 Salas Diese Johnathan A.
SPC Schulz Nathan A .
Class 25-016
PV2 Monington Colton J. -DG
PFC Gessford Payton J. -HG
PV2 Perry-Gordon Faith E. -HG
PVT Castrillon Gian C.
PV2 Colin Vickie C.
PV2 Digusto Van M.
PV2 Garland Kayla R.
SPC Greer Rahsheed Y.
PV2 Higginson Vaughn D.
PV2 Lee Tramaine D.
PFC Porter Joseph A.
PFC Reyes-Santiago Gabriel A.
PFC Sewell Calvin J.
PFC Shivers Christian A.
PFC Stubblefield Christopher S.
SPC Urbealis Marc J.
Class 25-016

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

SPC Diboma Ebong Brazz -DG
SGT Esposo Lancelot B. -HG
PV2 Walker Harmony C. -HG
PV2 Alarcon John L.
SPC Creese Mya N.
PV2 Duncan Yaazh N .
PFC Harrell Amara N.
SPC Jackson Charles B.
PV2 Kruszynski James T.
PV2 Pineda-Ruiz Juan C.
PFC Shealey Andre R .
PV2 Toukam Wagne Michael S.
PV2 Vargas Carlos
PV2 Vasquez-Hernandez Estrella
PV2 Weaver Mackenzie E.
PV2 Williams Charlessa N.

Air Traffic Control Operator (15Q)
Class 25-008
PFC Errington Thomas J. -DG
PFC Corcoran Clairessa M.
PV2 Farage Alexander M.
PV2 Horton Anthony R.
PFC Johnson Angel M.
Class 25-009
PFC Loveless Donovan G.
PFC Nunez-Soto Estevan A.
PFC Ramos Maxfield W.
Class 25-010
SGT Kirchoff Michael A. -DG
PFC Collins Amari T.
PV2 Davis-Padilla Robert D.
PV2 Diaz Ludyvett
PVT Laughlin Russell B.
PV2 Lawrence Addison E.
Class 25-011
SPC Davila Ethan F -DG
PFC Gearen Matthew E.
SGT Hall Megan E.
PV2 Hossain Rezwan
SPC Pridgen Holdyn S.
PFC Strong Gahreght E.
PFC Villarreal Michael
PV2 Virnoche Kevin J.

AH-64 Armament/Electrical/Avionic Systems Repairer (15Y)
Class 005-25
PV2 Andrew John Pulaskie * -DG
CSM Salem Abdulla Sal Alhassani
SPC Eustacio Riley Jimenez, III
PV2 Michael Luis Martinez
PFC Alexander Michael Mcdonald
PV2 Ryan Joseph Meadowcroft
PV2 Riley Daniel Meerstein
PV2 Austin Anthony Oliver
PFC Mason Alex Porterfield
PV2 Clayton Samuel Pritchard
PFC Javan Richard Rideau
PV2 Juan Jose Magana Trinidad
Class 006-25
PV2 Andrew Sun Chen * -DG
SPC Adrian Daniel Angulo
PV2 Tyler Lynn Blohm
PFC Alexander Sebastian Lee Ellis
SPC Cody Lee Edwin Freeman
PV2 Michael Peter Gabriel
PFC Samuel Enoch Heglar
PFC Jonathan Kim Irala
SPC Jacob Allen Mcvay
PV2 Tyrell Shemar Pettus
PFC Justen Cameron Taylor
SPC James Fanning Young

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

Unmanned Aircraft Systems (UAS) Graduations

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

UAS Repairer

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

Shadow UAS Repairer
7 Graduates, 05 June 2025
PFC Christopher Ramos -DG
PV2 Antonio Salazar -HG
PFC Jacob Langley
PFC Marcelino Morales
PV2 Kevin Edwards
PV2 Daniel Rodrigues
PV2 Kenyon Tookes
7 Graduates, 26 June 2025
PFC Dominic Simpson -DG
PVT Kaleel Patterson -HG
SPC Robert Evans
PFC Kevin Acevedo
PV2 Eban Cole
PV2 Kyle Deshasier
PV2 Nikalas Love

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
9 Graduates, 02 June 2025
PFC Tomas Gasca
PFC Ty Johnson
PFC Jaheim Figueroa
PV2 Leon Cruz
PV2 Zachary Davis
PV2 Timothy Orszag
PV2 Egan Scofield
PV2 Noah Seay
PVT Adrian Fuentes

* = AAAA Member

AAAA Awards Excellence!

AAAA Functional Awards

August 1st Deadline

- Aircraft Survivability Equipment Award (ASE)
- Avionics Award
- CW3 Christopher M. Allgaier Aviation Mission Survivability Officers (AMSO) Award
- Donald F. Luce Depot Maintenance Artisan Award
- Unmanned Aircraft Systems Soldier of the Year Award
- Unmanned Aircraft Systems Unit of the Year Award
- Unmanned Aircraft Systems Operation Technician of the Year Award
- Army Aviation Fixed Wing Unit Award
- Army Aviation Logistics Support Unit of the Year Award
- Army Aviation Outstanding Logistics Technician of the Year Award
- Army Aviation Materiel Readiness Award for Contributions by an Individual Member of Industry
- Army Aviation Materiel Readiness Award for Contributions by an Industry Team, Group, or Special Unit
- Army Aviation Materiel Readiness Award for Contributions by a Small Business Organization
- Army Aviation Materiel Readiness Award for Contributions by a Major Contractor

September 1st Deadline

- Army Aviation Air/Sea Rescue Award
- DUSTOFF Flight Medic of the Year Award
- Army Aviation Medicine Award
- Army Aviation Trainer of the Year Award
- Army Aviation Air Traffic Control Manager of the Year Award
- Army Aviation Air Traffic Control Controller of the Year Award
- Army Aviation Air Traffic Control Facility of the Year Award
- Army Aviation Air Traffic Control Company of the Year Award
- Army Aviation Air Traffic Control Maintenance Technician of the Year Award

Send in Your Nominations Today!

All Award Nomination forms are available on our website:

QUAD-A.ORG

AAAA **Legislative** Report

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

Army Aviation Wins Big in FY26 HAC-D Defense Appropriations Markup

Army Aviation emerged as one of the big winners in the House Appropriations Committee's FY26 Defense Appropriations markup, particularly in the aircraft procurement and research, development, test, and evaluation (RDT&E) lines. Despite a strained legislative process marked by delayed budget submissions from the Department of Defense (DoD), lawmakers on the House Appropriations Defense Subcommittee (HAC-D) pressed ahead, anchoring their decisions to the previously House-passed FY25 budget levels.

The failure of the Pentagon to deliver a timely FY26 budget request has been a continuing source of friction with Congress. In response, the HAC-D took a proactive approach, choosing to advance appropriations in key areas deemed critical to national security and warfighter readiness; especially those impacting Army Aviation.

Substantial Investments in Army Aviation

Among the standout items in the FY26 bill is $938.5 million for the Army's Future Long Range Assault Aircraft (FLRAA). The continued investment in FLRAA affirms congressional support for Army Aviation's transition into next-generation capabilities, even in the face of budgetary turbulence. Additionally, the committee provided $910 million for continued procurement of Black Hawk helicopters, directly contradicting signals from the Army that these aircraft were not a funding priority. This move reflects congressional recognition of the Black Hawk's enduring value across active, reserve, and National Guard components.

These actions demonstrate that while the Pentagon may shift priorities, lawmakers are willing to assert their own judgments as it relates to their oversight responsibilities and in some cases parochial interests that tie into strategic level political trade space that our law makers work within.

HAC-D Process or HAC-D3 Process (Dysfunction, Delays and Disagreements)

The FY26 mark was built atop the House-passed FY25 budget lines, a decision rooted in necessity. The DoD's failure to submit a timely and actionable FY26 budget left lawmakers without clear guidance from the Department, leading to frustration among appropriators. The resulting HAC-D markup reflects a legislative branch stepping in to impose its own priorities; grounded in operational realities and administration priorities.

Defense Subcommittee Chairman Ken Calvert (R-CA) acknowledged the high stakes, "Keeping Americans safe amidst mounting national security threats around the world requires a significant and multi-faceted investment in our military," said Calvert. "The FY26 Defense Appropriations Act provides the resources necessary for maintaining American military superiority… and supporting the Defense Department's most valuable assets – our warfighters."

He also emphasized the broader significance of the funding levels. Combined with reconciliation funding currently advancing through Congress, total defense spending in FY26 is expected to exceed $1 trillion; a historic high that signals enduring bipartisan support for a strong national defense.

Key Modernization and Innovation Funding

Beyond Army Aviation, the bill prioritizes modernization and innovation across multiple domains:

- $1.3 billion is included for innovation-focused efforts like the Defense Innovation Unit (DIU), APFIT, and the Office of Strategic Capital (OSC)—programs aimed at accelerating the development and deployment of cutting-edge technologies.
- In space and missile defense, Congress supports U.S.-Israel cooperative missile defense programs with $500 million, alongside another $122.5 million for joint development projects.
- The bill reinforces America's strategic edge by continuing to invest in unmanned systems and other emerging technologies critical to maintaining battlefield overmatch.

Troop Pay, Family Support, and Reform

The FY26 bill also addresses key initiatives on quality of life for our soldiers; ensuring the Army remains an attractive and sustainable career path:

- A 3.8% pay raise for all service members beginning January 1, 2026.
- Continued implementation of historic junior enlisted pay increases enacted in FY25.
- A strategic slowdown in Permanent Change of Station (PCS) moves, preserving unit readiness and saving over $662 million.

On the reform front, Congress is pressing for accountability. The bill reduces $6.5 billion in overhead by cutting nearly 45,000 civilian full-time equivalents through the Workforce Acceleration and Recapitalization Initiative. It also codifies collaboration with the Department of Government Oversight and Efficiency (DOGE) and introduces tighter reporting requirements for reconciliation-based funding. These changes reflect a push toward a more agile, mission-focused Pentagon and one that prioritizes readiness and capability over bureaucratic sprawl.

Conclusion

Despite a fractured budget process and tensions between the DoD and Congress, the House Appropriations Defense Subcommittee has delivered a defense funding bill that not only preserves critical legacy programs but also accelerates modernization where it matters most. For Army Aviation, the message is clear; Congress sees the enduring value of rotary-wing dominance and is committed to funding both current capability and the future fleet.

The FY26 Defense Appropriations Act affirms that even in a difficult budgetary environment, strategic investment, operational credibility, and warfighter support remain non-negotiable. Army Aviation stands well-positioned to continue leading the way. Now onto monitoring the Senate's version of the FY26 defense appropriations legislation. Maybe DoD can get a full budget over to the hill so the SAC-D can mark up their version with a little bit more information!

UPCOMING AAAA EVENTS

August 2025

1 Award Submission Deadline Extension–
Logistics Support Technician and Unit of the Year; Materiel Readiness Awards; Fixed Wing Unit of the Year; UAS Soldier, Technician and Unit of the Year
11-14 EANGUS 54th Annual Conference, Reno, NV
14-17 VHPA 42nd Annual Reunion, St. Louis, MO
22-25 NGAUS 146th General Conference, Milwaukee, WI

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.

Honeywell Selected for the FLRAA Team

HONEYWELL GRAPHICS

Honeywell announced on June 16 that Bell Textron Inc., a Textron Inc. company has selected Honeywell's proven 36-150 auxiliary power unit (APU) and Honeywell Attune™ for the U.S. Army's Future Long-Range Assault Aircraft (FLRAA). Versions of the 36-150 APU are currently in active service on the Army's enduring fleet of UH-60 Black Hawk and AH-64 Apache helicopters. Honeywell Attune™ is a lightweight, low-maintenance and energy-efficient thermal management system that uses advanced technology to generate cold air or liquid to cool cabins and electronic components. Honeywell Attune™ is up to 35 percent lighter and 20 percent more efficient than conventional systems with comparable cooling capacity.

Army Detachment 201, Executive Corps

U.S. ARMY PHOTO

The Army announced on June 13 four Silicon Valley technology executives from major companies joined the U.S Army Reserve as officers to inject the speed and expertise of commercial technology development into military innovation through the newly established Detachment 201: Executive Innovation Corps. The first Det. 201 Army Reserve lieutenant colonels who were sworn in on June 13 are Shyam Sankar, Palantir's chief technology officer; Andrew Bosworth, chief technology officer of Meta; Kevin Weil, OpenAI's chief product officer; and Bob McGrew, an advisor at Thinking Machines Lab and former chief research officer for OpenAI, the Army statement lists. In their roles in Det. 201, "they will work on targeted projects to help guide rapid and scalable tech solutions to complex problems," the Army said. "By bringing private-sector know-how into uniform, Det. 201 is supercharging efforts like the Army Transformation Initiative, which aims to make the force leaner, smarter and more lethal."

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

Boeing Corp., Mesa, AZ, was awarded a $227,293,539 modification (PZ0010) to a contract (W58RGZ-24-C-0028) for performance-based logistics support; work will be performed in Mesa, with an estimated completion date of June 4, 2026.

Lockheed Martin Missile and Fire Control, Orlando, FL, was awarded a $1,735,721,252 modification (PZ0001) to contract W58RGZ-23-D-0011 for the Modernized Target Acquisition Designation Sight/Pilot Night Vision System; work locations and funding will be determined with each order, with an estimated completion date of Dec. 1, 2027.

Recco Inc., Cheyenne, WY, was awarded a $17,336,000 firm-fixed-price contract for construction of a vehicle and aircraft maintenance shop and storage complex; work will be performed in Cheyenne, with an estimated completion date of Aug. 2, 2026.

Sierra Nevada Corp., Sparks, NV, was awarded a $471,590,000 indefinite-delivery/indefinite-quantity contract with firm-fixed-price, cost-plus-fixed-fee, and cost reimbursement terms for production, sustainment, and contractor logistics support of Degraded Visual Environment Pilotage System units without the IR camera lens sensor in support of the U.S. Special Operations Command Technology Applications Program Office; work will primarily be performed in Sparks, and is expected to be completed by June 2030 with an optional six-month extension to November 2030.

Telephonics Corp., Farmingdale, NY, was awarded a $16,134,963 firm-fixed-price contract for maintenance and overhaul of the CH-47 for the interface communication unit; work locations and funding will be determined with each order, with an estimated completion date of June 27, 2028.

ADVERTISER INDEX

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.

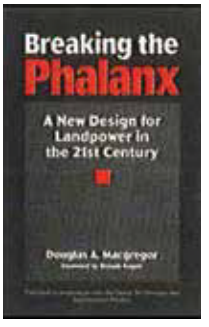
25 Years Ago

July 31, 2000

"Briefings"

In May, six members of the 1st Battalion, 10th Aviation Regiment, from Fort Drum, New York, joined with local authorities in Connecticut in the search for an elderly man believed to be lost in the woods. Working in conjunction with local law enforcement, Connecticut State Police and National Guard were Army aviators 1st Lieutenant Michael F. Charnley, Warrant Officers Ernest A. Clemente, Timothy L. Schmitz, Fay D. Bard, Sergeant Joseph C. King and Spec. Arnel J. Moody. Flying their UH-60 Black Hawk out of East Hampton, the aviators searched the heavily wooded area for the missing man who is believed to be afflicted with Alzheimer's disease. Thus far the search has proved fruitless and the man remains missing at press time.

Breaking the Phalanx



Douglas A. MacGregor's work proposes the recognition of America's ground forces on the strategic, operational and tactical levels. His analysis argues that a new Army warfighting organization will not only be more deployable and effective in joint operations, but that information-age ground forces will be significantly less expensive to operate, maintain and modernize than the Army's present Cold War-based organizations. [Praeger Publishers, 124 pages, hard cover or soft, ISBN: 0-275-957942]

U.S.M.A. Cadet of the Year

Harleigh A. Richard accepts her award as Cadet of the Year from former AAAA President, Lieutenant General Jack Wright (right), together with Lieutenant General Robert Williams. Both general officers had been attending their 1940 class reunion at West Point.

50 Years Ago

July 31,1975

Keeping a Close Tab

Lieutenant General Sidney B. Berry, superintendent at West Point, is known for keeping tabs on his cadets. In August, Lieutenant General Berry journeyed to Alabama to see 49 of his cadets currently serving at Fort Rucker (Fort Rucker). One of the cadets training as an aviator was Hooper Stagefield, to whom General Berry presented "solo" wings, following Stagefield's solo flight in an OH-58 Kiowa. Here he is pictured with former cadet Mark Jacobson, together with Lieutenant Colonel Sylvan D. Hoyem, chief of Rucker's Rotation Wing Division, Department of Graduate Flight Training. At this juncture, the cadets had passed the halfway mark in their eight weeks of training.

Twosome

CW3 James C. Schoene, together with 1st Lieutenant Kathleen Schoene, are shown with their Army Commendation Medals. Both husband and wife received their decorations on July 14.

UPSA Daisy!

Undergoing a TECOM test at the Yuma Proving Ground is an MJ 15D loader. Being installed into a Huey Cobra is a 2.75-inch rocket pod. The MJ 15-D works like an industrial forklift; except, it features a low silhouette which enables operators to work beneath an aircraft's wings or rotor blades.

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 2027 induction is June 1, 2026

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

Lieutenant Colonel "Ace" Alan Cozzalio, Deceased

Army Aviation Hall of Fame 2020 Induction - Huntsville, AL

LTC Ace Alan Cozzalio embodied the spirit of Army Aviation and Air Cavalry; past, present and future. He was an exemplary leader and visionary who developed aviation policy and tactics based on his combat experience. He was one of the most decorated soldiers of the Vietnam War. In his two tours, he was shot down by enemy gunfire six times and awarded every medal for valor, except the Medal of Honor, some multiple times.

Following flight school in late 1967 he was assigned to Vietnam, serving with D Troop, 3rd of the 5th Air Cavalry. On January 25, 1969, after extending his tour, he displayed extraordinary and selfless courage when he attacked and destroyed a fortified NVA machine gun bunker that had pinned down a 90-man infantry company for over two hours. After other pilots had made several unsuccessful attempts to destroy the bunker, Ace swapped his AH-1 Cobra for one of the troop's OH-6s, and with complete disregard for his personal safety, he attacked the bunker head-on with mini-guns blazing, landing on top of it while his crew chief tossed a grenade into the bunker gun port. For his actions, he was awarded the Distinguished Service Cross.

As the role of the air cavalry evolved in Vietnam, he was instrumental in developing scout tactics and later assisted in the development of a combat aviation handbook for the Army. Following Vietnam, he was assigned to 1st Armored Div., and in 1984 assumed command of the 4th Aviation Training Battalion at Ft. Rucker, AL.

In 1987, he medically retired from the Army after 20 years and returned to the family ranch in Hornbrook, CA where he lived until his death six years later at age 46.

Ace Cozzalio's gallantry and leadership has left a legacy for future generations of Army aviators.

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